

RULES OF THE AIR 2007 NOT SUPERSEDED BY SERA
(correct at 4 December 2014)

This document is for guidance only. It subject to change and is not to be treated as authoritative.

Implementing Regulation (EU) 923/2012, supporting Acceptable Means of Compliance and Guidance Material can be found at <http://easa.europa.eu/regulations>

The Air Navigation Order 2009 and associated amendments can be found at <http://www.legislation.gov.uk/uksi/2009/3015/resources>. The CAA publishes a consolidation of the Order and supporting regulations as CAP 393, which can be found at <https://www.caa.co.uk/docs/33/CAP393June2014.pdf>.

Rule retained in 'Rules of the Air Regulations 2015'
Rule not retained but becomes General Exemption, Permission or Guidance Material
General Permission
General Exemption
Guidance Material
General Exemption supporting Derogation proposal submission

RETAINED RULES OF THE AIR REGULATIONS 2007 PENDING ENTRY INTO FORCE OF THE RULES OF THE AIR REGULATIONS 2015	RULES OF THE AIR REGULATIONS 2015 (WHEN IN FORCE)
<p>1 Interpretation In these Rules: (c) 'anti-collision light' means: (i) in relation to rotorcraft, a flashing red light; (ii) in relation to any other aircraft, a flashing red or flashing white light, in either case showing in all directions; (d) 'Class C ATS route' means a route notified as such; (j) 'simulated instrument flight conditions' means a flight during which mechanical or optical devices are used in order to reduce the field of vision or the range of visibility from the cockpit of the aircraft;</p>	<p>Interpretation 1.—a) In these Rules— “Anti-collision light” means— (a) in relation to rotorcraft, a flashing red light; and (b) in relation to any other aircraft, a flashing red or flashing white light, in either case showing in all directions; “Class C ATS route” means a route notified as such; “Simulated instrument flight conditions” means a flight during which mechanical or optical devices are used in order to reduce the field of vision or the range of visibility from the cockpit of the aircraft; and “Uncontrolled aerodrome” means an aerodrome at which no air traffic control service is provided to aerodrome traffic regardless whether or not an air traffic zone exists. (2) Other terms in the Rules of the Air have the same meaning as the same terms in article 2 of SERA apart from ‘aerodrome traffic zone’</p>
<p>2 Application of Rules to aircraft These Rules, insofar as they apply to aircraft, shall apply: (a) to all aircraft within the United Kingdom; (c) to all aircraft registered in the United Kingdom, wherever they may be.</p>	<p>Application of Rules to aircraft 2. These Rules, insofar as they apply to aircraft, apply— (a) to all aircraft within the United Kingdom; and (b) to all aircraft registered in the United Kingdom, wherever they may be.</p> <p>Permissions 3. Wherever in these Rules there is provision for a permission to be granted for the purposes of a rule by the CAA, it may</p>

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	<p>be granted—</p> <p>(a) in respect of classes of aircraft, persons or vehicles generally or in respect of any particular aircraft, person or vehicle or class of aircraft, person or vehicle; and</p> <p>(b) subject to such conditions as the CAA thinks fit.</p>
<p>3 Misuse of signals and markings</p> <p>(2) A person in an aircraft or on an aerodrome or at any place at which an aircraft is taking off or landing shall not:</p> <p>(a) make any signal which may be confused with a signal specified in Section 9; or</p> <p>(b) except with lawful authority, make any signal which he knows or ought reasonably to know to be a signal in use for signalling to or from any of Her Majesty's naval, military or air force aircraft.</p>	<p>Misuse of signals and markings</p> <p>20. A person in an aircraft or on an aerodrome or at any place at which an aircraft is taking off or landing must not—</p> <p>(a) make any signal which may be confused with a signal specified in SERA.3215; or</p> <p>(b) except with lawful authority, make any signal which the person knows or ought reasonably to know to be a signal in use for signalling to or from any of Her Majesty's naval, military or air force aircraft.</p>
<p>5 Low flying prohibitions</p> <p>(3) The low flying prohibitions are as follows:</p> <p>(c) The 1,000 feet rule</p> <p>Except with the written permission of the CAA, an aircraft flying over a congested area of a city town or settlement shall not fly below a height of 1,000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the aircraft.</p> <p>(f) Landing and taking off near open air assemblies</p> <p>An aircraft shall not land or take-off within 1,000 metres of an organised, open-air assembly of more than 1,000 persons except:</p> <p>(i) at an aerodrome, in accordance with procedures notified by the CAA; or</p> <p>(ii) at a landing site which is not an aerodrome, in accordance with procedures notified by the CAA and with the written permission of the organiser of the assembly.</p>	<p>Taking off and landing within congested areas and near open-air assemblies of more than 1,000 persons</p> <p>6.—(1) For the purposes of SERA.3105, SERA.5005(f) and SERA.5015(b) an aircraft must not take off or land within a congested area except—</p> <p>(a) at an aerodrome and in accordance with procedures notified by the CAA; or</p> <p>(b) at a landing site which is not an aerodrome in accordance with the permission of the CAA.</p> <p>(2) Subject to paragraph (3), an aircraft must not land or take-off within 1,000 metres of an open-air assembly of more than 1,000 persons except—</p> <p>(a) at an aerodrome and in accordance with procedures notified by the CAA; or</p> <p>(b) at a landing site which is not an aerodrome in accordance with procedures notified by the CAA and with the written permission of the organiser of the assembly.</p> <p>(3) Sub-paragraph (2) shall not apply to an aircraft flying under and in accordance with the terms of a police air operator's certificate.</p>
<p>6 Exemptions from the low flying prohibitions</p> <p>The exemptions from the low flying prohibitions are as follows:</p> <p>(a) Landing and taking off</p> <p>(i) Any aircraft shall be exempt from the low flying prohibitions in so far as it is flying in accordance with normal aviation practice for the purpose of:</p> <p>(aa) taking off from, landing at or practising approaches to landing at; or</p> <p>(bb) checking navigational aids or procedures at a Government or licensed aerodrome.</p> <p>(ii) Any aircraft shall be exempt from the 500 feet rule when landing and taking off in accordance with normal aviation practice or air-taxiing.</p> <p>(aa) Landing and taking off at a training aerodrome</p> <p>(i) Any aeroplane of which the maximum total weight authorised does not exceed 2730kg shall be exempt from the low flying prohibitions in so far as it is flying in accordance with normal aviation practice in the circumstances specified in sub-paragraph (iii).</p> <p>(ii) Any helicopter or gyroplane of which the maximum total weight authorised does not exceed 3175kg shall be exempt from the low flying prohibitions in so far as it is flying in accordance with normal aviation practice in the circumstances specified in sub-paragraph (iii).</p> <p>(iii) An aeroplane or helicopter or gyroplane flies in the circumstances specified in this sub-paragraph if:</p> <p>(aa) it is flying for the purpose of taking off from, landing at or practising approaches to landing at a training aerodrome; and</p> <p>(bb) the flight is one on which instruction in flying is being given to a person or a flying test is being performed by a person for the purpose of becoming qualified for the grant of a pilot's licence or the inclusion or variation of an aircraft rating, a night rating or a night qualification in a licence.</p> <p>(iv) For the purposes of sub-paragraph (iii), a "training aerodrome" means an aerodrome which the commander of the aircraft is satisfied on reasonable grounds has adequate facilities for the safe conduct of flights on which instruction in flying is being given to a person for the purpose of becoming qualified for the grant of a pilot's licence or the inclusion or variation of any rating or qualification in the licence.</p>	<p>General Exemption E 3940</p> <p>Standardised European Rules of the Air – Permissions Required by the Standardised European Rules of the Air for Certain Flight Operations</p> <p>1) The Civil Aviation Authority, on behalf of the United Kingdom, pursuant to Article 14(4) of Regulation (EC) No. 216/2008, exempts any operator or pilot of an aircraft referred to in Annex 1 to this Exemption ('Annex 1') from the requirement to have a permission issued by the competent authority pursuant to SERA. 3105, SERA.5001, SERA.5005 and SERA.5015 whilst flying in United Kingdom airspace in the circumstances and for the flight operations mentioned in Annex 1, subject to the condition set out in paragraph 2.</p> <p>2) The condition specified in paragraph 1 is that the operator and pilot must comply with any conditions which would otherwise be required under such a permission if it had been granted by the competent authority, as referred to, and specified, in Annex 1.</p> <p>3) In this exemption 'SERA' means Commission Implementing Regulation (EU) No. 923/2012 ('the Standardised European Rules of the Air' (SERA)).</p> <p>4) This exemption has effect from 00:01 hours on 4 December 2014 until 23:59 hours on 9 December 2014, unless previously revoked.</p> <p>Annex 1</p> <p>Part A Exceptions to the Minimum Height Requirements</p> <p>1) General (SERA.5005(f)(2))</p> <p>a) The Civil Aviation Authority (CAA) permits, under paragraphs SERA.3105 and SERA.5005(f), an aircraft to fly at a height of less than 150 metres (500 feet) above the highest obstacle within a radius of 150 metres (500 feet) from the aircraft, subject to the condition set out in subparagraph (b).</p> <p>b) The aircraft must not be flown closer than 150 metres (500 feet) to any person, vessel, vehicle or structure except with the permission of the CAA.</p> <p>2) Landing and Taking Off</p> <p>The Civil Aviation Authority permits, under paragraphs SERA.3105, SERA.5005(f) and SERA.5015(b), an aircraft to fly below the heights specified in SERA.5005(f) and SERA.5015(b) if it is flying in accordance with normal aviation practices and:</p>

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<p>(b) Captive balloons and kites None of the low flying prohibitions shall apply to any captive balloon or kite.</p> <p>(c) Special VFR flight and notified routes (i) Subject to paragraph (ii), any aircraft shall be exempt from the 1,000 feet rule if: (aa) it is flying on a special VFR flight; or (bb) it is operating in accordance with the procedures notified for the route being flown. (ii) Unless the written permission of the CAA has been obtained, landings may only be made by an aircraft flying under this exemption at a licensed or Government aerodrome.</p> <p>(d) Balloons and helicopters over congested areas (i) A balloon shall be exempt from the 1,000 feet rule if it is landing because it is becalmed. (ii) Any helicopter flying over a congested area shall be exempt from the land clear rule.</p> <p>(e) Police air operator's certificate Any aircraft flying in accordance with the terms of a police air operator's certificate shall be exempt from the 500 feet rule, the 1,000 feet rule and the prohibitions on flying over open air assemblies and on landing and taking off near open air assemblies.</p> <p>(f) Flying displays etc. An aircraft taking part in a flying display, air race or contest shall be exempt from the 500 feet rule if it is within a horizontal distance of 1,000 metres of the gathering of persons assembled to witness the event.</p> <p>(g) Glider hill-soaring A glider shall be exempt from the 500 feet rule if it is hill-soaring.</p> <p>(h) Picking up and dropping at an aerodrome Any aircraft picking up or dropping tow ropes, banners or similar articles at an aerodrome shall be exempt from the 500 feet rule.</p> <p>(i) Manoeuvring helicopters (i) Subject to paragraph (ii), a helicopter shall be exempt from the 500 feet rule if it is conducting manoeuvres, in accordance with normal aviation practice, within the boundaries of a licensed or Government aerodrome or, with the written permission of the CAA, at other sites. (ii) When flying in accordance with this exemption the helicopter must not be operated closer than 60 metres to any persons, vessels, vehicles or structures located outside the aerodrome or site.</p> <p>(j) Dropping articles with CAA permission Any aircraft shall be exempt from the 500 feet rule if it is flying in accordance with: (i) article 66(3)(f) of the Order (dropping of articles for the purposes of public health or as a measure against weather conditions etcetera, with the permission of the CAA); or (ii) an aerial application certificate granted by the CAA under article 68(2) of the Order.</p>	<p>a) practising approaches to land at or checking navigational aids or procedures at a Government or licensed aerodrome; b) practising forced landings if it is not flown closer than 150 metres (500 feet) to any person, vessel, vehicle or structure; or c) flying in accordance with a notified procedure or when specifically authorised by the CAA in accordance with SERA.5015(b).</p> <p>3) Landing and Taking Off at a Training Aerodrome a) The Civil Aviation Authority permits, under paragraphs SERA.3105, SERA.5005(f) and SERA.5015(b), an aeroplane of which the maximum total weight authorised does not exceed 2,730 kg to fly below the heights specified at SERA.5005(f) and SERA.5015(b) if it is flying in accordance with normal aviation practice in the circumstances specified in subparagraph (c). b) The Civil Aviation Authority permits, under paragraphs SERA.3105, SERA.5005(f) and SERA.5015(b), a gyroplane or helicopter of which the maximum total weight authorised does not exceed 3,175 kg to fly below the heights specified at SERA.5005(f) and SERA.5015(b) if it is flying in accordance with normal aviation practice in the circumstances specified in subparagraph (c). c) The circumstances specified in subparagraphs (a) and (b) are: i) the aeroplane, gyroplane or helicopter is taking off from, landing at or practising approaches to landing at a training aerodrome; and ii) the flight is one on which instruction in flying is being given to a person or a flying test is being performed by a person for the purpose of becoming qualified for the grant of a pilot licence or the inclusion or variation of an aircraft rating, a night rating or a night qualification in a licence. d) For the purposes of subparagraph (c)(ii), a 'training aerodrome' means an aerodrome which the pilot-in-command of the aircraft is satisfied, on reasonable grounds, has adequate facilities for the safe conduct of flights on which instruction in flying is being given to a person for the purpose of becoming qualified for the grant of a pilot licence or the inclusion or variation of any rating or qualification in the licence.</p> <p>4) Flying Displays, Air Races and Contests The Civil Aviation Authority permits, under paragraphs SERA.3105, SERA.5005(f) and SERA.5015(b), an aircraft taking part in a flying display, air race or contest to fly below 150 metres (500 feet) above the ground or water or closer than 150 metres (500 feet) to any person, vessel, vehicle or structure if it is within a horizontal distance of 1,000 metres of the gathering of persons assembled to witness the event.</p> <p>5) Glider Hill-Soaring The Civil Aviation Authority permits, under paragraphs SERA.3105, SERA.5005(f) and SERA.5015(b), a glider to fly below 150 metres (500 feet) above the ground or water or closer than 150 metres (500 feet) to any person, vessel, vehicle or structure if it is hill-soaring.</p> <p>6) Picking Up and Dropping at an Aerodrome The Civil Aviation Authority permits, under paragraphs SERA.3105, SERA.5005(f) and SERA.5015(b), an aircraft picking up or dropping tow ropes, banners or similar articles at an aerodrome to fly below 150 metres (500 feet) above the ground or water or closer than 150 metres (500 feet) to any person, vessel, vehicle or structure.</p> <p>7) Manoeuvring Helicopters a) The Civil Aviation Authority permits, under paragraphs SERA.3105, SERA.5005(f) and SERA.5015(b), a helicopter to fly below 150 metres (500 feet) above the ground or water or closer than 150 metres (500 feet) to any person, vessel, vehicle or structure if it is conducting manoeuvres, in accordance with normal aviation practice, within the boundaries of a licensed or Government aerodrome or (with the written permission of the CAA) at other sites, subject to subparagraph (b). b) When flying in accordance with this permission the helicopter must not be operated closer than 60 metres to any persons, vessels, vehicles or structures located outside the aerodrome or site.</p> <p>8) Dropping Articles with CAA Permission The Civil Aviation Authority permits, under paragraphs SERA.3105, SERA.5005(f) and SERA.5015(b), an aircraft to fly below 150 metres (500 feet) above the ground or water or closer than 150 metres (500 feet) to any person, vessel, vehicle or structure if it is flying in accordance with:</p>

RETAINED RULES OF THE AIR REGULATIONS 2007 PENDING ENTRY INTO FORCE OF THE RULES OF THE AIR REGULATIONS 2015	RULES OF THE AIR REGULATIONS 2015 (WHEN IN FORCE)
	<p>a) article 129(3)(f) of the Air Navigation Order 2009 (dropping of articles); or b) an aerial application certificate granted by the CAA under article 131(2) of the Air Navigation Order 2009.</p> <p>9) Captive Balloons and Kites a) The Civil Aviation Authority permits, under paragraphs SERA.3105, SERA.5005(f) and SERA.5015(b), a captive balloon or kite to be flown at heights below the minimum height requirements in SERA.5005 and SERA.5015. b) For the purposes of this permission, a captive kite is a kite that, when in flight, is attached by a restraining device to the surface.</p> <p>10) Balloons over Congested Areas The Civil Aviation Authority permits, under paragraphs SERA.3105 and SERA.5005(f), a free balloon to be flown below 1,000 feet above the highest obstacle within a radius of 600 metres from the balloon within the congested areas of cities, towns or settlements or over an open air assembly of persons by day if it is landing because it is becalmed.</p> <p>11) Special Visual Flight Rules (VFR) Flight and Notified Route a) Subject to subparagraph (b), the Civil Aviation Authority permits, under paragraphs SERA.3105, SERA.5005(c) and SERA.5005(f), an aircraft to fly below 1,000 feet above the highest obstacle within a radius of 600 metres from the aircraft within the congested areas of cities, towns or settlements or over an open air assembly of persons by day and by night if: i) it is flying on a special VFR flight; or ii) it is operating in accordance with the procedures notified for the route being flown. b) Unless the permission of the CAA has been obtained, landings may only be made by an aircraft flying under this permission at a national licensed aerodrome, an EASA certificated aerodrome or a Government aerodrome.</p> <p>General Exemption E 3927 Standardised European Rules of the Air – Operations in Accordance with a Police Air Operator’s Certificate 1) The Civil Aviation Authority, on behalf of the United Kingdom and pursuant to article 14(4) of Regulation (EC) No. 216/2008 (‘the Basic Regulation’), exempts the operator and Commander of any aircraft flying in accordance with the terms of a police air operator’s certificate from the requirements of Commission Implementing Regulation (EU) No. 923/2012 (‘the Standardised European Rules of the Air’ (SERA)) specified in paragraph 2 and subject to the conditions in paragraph 3. 2) The specified requirements of SERA in paragraph 1 are: a) SERA.3105 (Minimum heights); b) SERA.3135 (Formation Flights); c) SERA.3210(a) (Right-of-way); and d) SERA.5005(f) (Visual Flight Rules). 3) The conditions in paragraph 1 are: a) the Commander of any aircraft referred to in paragraph 1 shall only depart from the specified requirements of SERA at paragraph 2 to the extent necessary to achieve the purpose of the flight and in circumstances that render such departure necessary in the interests of safety; and b) the operator of the aircraft shall specify in the operations manual the procedures and minima appropriate to police flights. 4) In this exemption ‘police air operator’s certificate’ and ‘Commander’ have the same meanings as in article 255(1) of the Air Navigation Order 2009. 5) This exemption has effect from 4 December 2014 until 10 December 2014 unless revoked.</p> <p>General Exemption E 3932 Standardised European Rules of the Air – Search and Rescue Operations in Accordance with an Air Operator’s Certificate 1) The Civil Aviation Authority, on behalf of the United Kingdom and pursuant to article 14(4) of Regulation (EC) No. 216/2008 (‘the Basic Regulation’), exempts the operator and Commander of any helicopter registered in the UK and flying for the purpose of a Search and Rescue (SAR) operational or training flight in accordance with the terms of an air</p>

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	<p>operator's certificate from the requirements of Commission Implementing Regulation (EU) No. 923/2012 ('the Standardised European Rules of the Air' (SERA)) specified in paragraph 2 and subject to the conditions in paragraph 3.</p> <p>2) The specified requirements of SERA in paragraph 1 are:</p> <ul style="list-style-type: none"> a) any of the rules of SERA at a SAR operating site; b) SERA.3105 (Minimum heights); c) SERA.5005(c)(5) (Visual Flight Rules); d) SERA.5005(f) (Visual Flight Rules); and e) SERA.5015(b) (Instrument Flight Rules (IFR) – Rules Applicable to All IFR Flights). <p>3) The conditions in paragraph 1 are:</p> <ul style="list-style-type: none"> a) the Commander of any helicopter referred to in paragraph 1 shall only depart from the specified requirements of SERA at paragraph 2 to the extent necessary to achieve the purpose of the flight and in circumstances that render such departure necessary in the interests of safety; and b) the operator shall specify in the SAR operations manual the procedures and minima appropriate to SAR operational and training flights. <p>4) In this exemption:</p> <ul style="list-style-type: none"> a) 'a SAR operating site' is the position of the survivor(s) or a site selected by the Commander for the purpose of conducting a rescue; and b) 'Commander' has the same meaning as in article 255(1) of the Air Navigation Order 2009. <p>5) This exemption has effect from 4 December 2014 until 10 December 2014 unless revoked</p> <p>General Exemption E 3934 Standardised European Rules of the Air – Operations in Accordance with a Helicopter Emergency Medical Service Specific Approval</p> <p>1) The Civil Aviation Authority, on behalf of the United Kingdom and pursuant to article 14(4) of Regulation (EC) No. 216/2008 ('the Basic Regulation'), exempts the operator and Commander of any helicopter flying on a Helicopter Emergency Medical Service (HEMS) flight in accordance with Commission Regulation (EU) No. 965/2012 ('the Air Operations Regulation') from the requirements of Commission Implementing Regulation (EU) No. 923/2012 ('the Standardised European Rules of the Air' (SERA)) specified in paragraph 2 and subject to the conditions in paragraph 3.</p> <p>2) The specified requirements of SERA in paragraph 1 are:</p> <ul style="list-style-type: none"> a) SERA.3105 (Minimum heights); b) SERA.5005(c)(5) (Visual Flight Rules); and c) SERA.5005(f) (Visual Flight Rules). <p>3) On any flight pursuant to this exemption, the following conditions apply:</p> <ul style="list-style-type: none"> a) except when necessary for take-off or landing, the helicopter must not be flown closer than 500 feet to any person, vessel, vehicle or structure; b) the operator shall record the time at which the helicopter takes off or lands within a congested area together with details of the exact location by map grid reference; c) the operator shall retain any record required to be made under (b) for 12 months and shall, within a reasonable time of being demanded by an authorised person, produce the record to that authorised person; d) no persons shall be carried other than flight crew, HEMS crew members, medical passengers, authorised persons, patients and other persons directly involved in the HEMS flight and whom it is necessary to carry for that purpose; and e) each flight crew member, HEMS crew member and medical passenger shall wear a helmet which will provide substantial head protection in the event of an accident. <p>4) In this exemption:</p> <ul style="list-style-type: none"> a) 'authorised person' has the same meaning as in article 255(1) of the Air Navigation Order 2009; b) 'flight crew member' has the same meaning as in SERA; and c) 'HEMS crew members', 'HEMS flight' and 'medical passenger' have the same meanings as in the Air Operations Regulation.

RETAINED RULES OF THE AIR REGULATIONS 2007 PENDING ENTRY INTO FORCE OF THE RULES OF THE AIR REGULATIONS 2015	RULES OF THE AIR REGULATIONS 2015 (WHEN IN FORCE)
	5) This exemption has effect from 4 December 2014 until 10 December 2014 unless revoked.
<p>8 Avoiding aerial collisions</p> <p>(6) For the purposes of this rule a glider and a flying machine which is towing it shall be considered to be a single aircraft under the command of the commander of the flying machine.</p>	<p>Formation flights</p> <p>5. For the purposes of SERA.3135(d) (Formation Flights) military aircraft flying in formation must be flown at a distance not exceeding 1 nautical mile laterally and longitudinally and 30 metres vertically from the leading aircraft in the formation.</p> <p>Avoiding aerial collisions</p> <p>9. For the purposes of SERA.3201 (Avoidance of Collisions - General) a glider and a flying machine which is towing it are to be considered to be a single aircraft under the command of the commander of the flying machine.</p>
<p>13 Order of landing</p> <p>(3) If 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.</p> <p>(5) If the commander gives way in the circumstances referred to in paragraph (4) at night then, notwithstanding that he may have previously received permission to land, he shall not attempt to land until he has received further permission to do so.</p>	<p>Order of landing</p> <p>10.—(1) If an air traffic control unit has communicated to aircraft an order of priority for landing, the aircraft must approach to land in that order.</p> <p>(2) If an aircraft gives way to another aircraft that is making an emergency landing at night then, notwithstanding that the commander that gives way may have previously received permission to land, the commander must not attempt to land until the commander has received further permission to do so.</p>
<p>14 Landing and take-off</p> <p>(2) Subject to paragraph (5), a flying machine or glider shall not land on a runway at an aerodrome if there are other aircraft on the runway.</p> <p>(3) If take-offs and landings are not confined to a runway:</p> <p>(a) when landing a flying machine or glider shall leave clear on its left any aircraft which has landed, is already landing or is about to take off;</p> <p>(b) a flying machine or glider which is about to turn shall turn to the left after the commander of the aircraft has satisfied himself that such action will not interfere with other traffic movements; and</p> <p>(c) a flying machine which is 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.</p> <p>(4) Subject to paragraph (5) a flying machine shall move clear of the landing area as soon as it is possible to do so after landing.</p> <p>(5) Paragraphs (2) and (4) shall not apply if the air traffic control unit at the aerodrome otherwise authorises the flying machine or glider.</p>	<p>Landing and take-off</p> <p>11.—(1) Subject to paragraph (4), a flying machine or glider must not land on a runway at an aerodrome if there are other aircraft on the runway.</p> <p>(2) If take-offs and landings are not confined to a runway—</p> <p>(a) when landing, a flying machine or glider must leave clear on its left any aircraft which has landed, is already landing or is about to take off;</p> <p>(b) a flying machine or glider which is about to turn must turn to the left if the commander of the aircraft is satisfied that such action will not interfere with other traffic movements; and</p> <p>(c) a flying machine which is about to take off must 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.</p> <p>(3) Subject to paragraph (4) a flying machine must move clear of the landing area as soon as it is possible to do so after landing.</p> <p>(4) Paragraphs (1) and (3) do not apply if the air traffic control unit at the aerodrome otherwise authorises the flying machine or glider.</p>
<p>15 Aerobatic manoeuvres</p> <p>An aircraft shall not carry out any aerobatic manoeuvre:</p> <p>(a) over the congested area of any city, town or settlement; or</p> <p>(b) within controlled airspace except with the consent of the appropriate air traffic control unit.</p>	<p>Aerobatic flights</p> <p>4. Aerobatic flight is not permitted—</p> <p>(a) over the congested area of any city, town or settlement; or</p> <p>(b) within notified controlled airspace other than with the consent of the appropriate air traffic control unit.</p>
<p>16 Right-hand traffic rule</p> <p>(1) Subject to paragraph (2), an aircraft which is flying within the United Kingdom with the surface in sight and following a road, railway, canal or coastline, or any other line of landmarks, shall keep them on its left.</p> <p>(2) Paragraph (1) shall not apply to an aircraft flying within controlled airspace in accordance with instructions given by the appropriate air traffic control unit.</p>	<p>UK GM1 TO SERA SECTION 3 CHAPTER 2 AND ROTA 2015 SECTION 3 SUB-SECTION 2</p> <p>Following Line Features</p> <p>An aircraft which is flying within the United Kingdom with the surface in sight and following a road, railway, canal or coastline, or any other line of landmarks, should fly to the right of the line feature unless flying within controlled airspace in accordance with instructions given by the appropriate air traffic control unit.</p>
<p>19 Flight in Class C Airspace</p> <p>(1) Subject to paragraphs (2) and (3) the commander of an aircraft flying in Visual Meteorological Conditions in Class C airspace above flight level 195, or along a Class C ATS route at any level, shall comply with rules 35, 36 and 37 as if the flight were an IFR flight.</p> <p>(2) For the purposes of paragraph (1) rule 36(2) shall not apply.</p> <p>(3) Paragraph (1) shall not apply to the commander of an aircraft which is flying in accordance with an authorisation issued by the CAA.</p>	<p>Flight in Class C airspace in VMC</p> <p>25.—b) Subject to sub-paragraph (2) an aircraft flying in Visual Meteorological Conditions—</p> <p>(c) in Class C airspace above flight level 195; or</p> <p>(d) along a Class C ATS route at any level,</p> <p>must be flown in accordance with the Instrument Flight Rules.</p> <p>(2) Sub-paragraph (1) does not apply to an aircraft which is flying in accordance with a permission issued by the CAA.</p>
<p>20 Choice of VFR or IFR</p> <p>(1) Subject to paragraph (2) an aircraft shall always be flown in accordance with the Visual Flight Rules or the Instrument Flight Rules.</p>	<p>Standardised European Rules of the Air – Permissions Required by the Standardised European Rules of the Air for Certain Flight Operations</p> <p>1) The Civil Aviation Authority, on behalf of the United Kingdom, pursuant to Article 14(4) of Regulation (EC) No. 216/2008, exempts any operator or pilot of an aircraft referred to in Annex 1 to this Exemption ('Annex 1') from the</p>

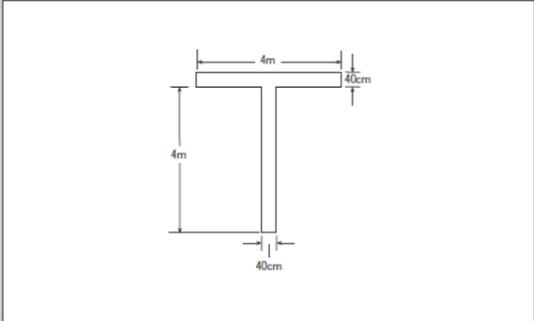
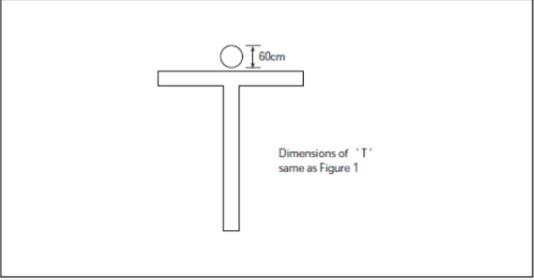
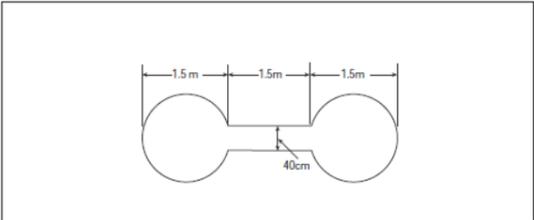
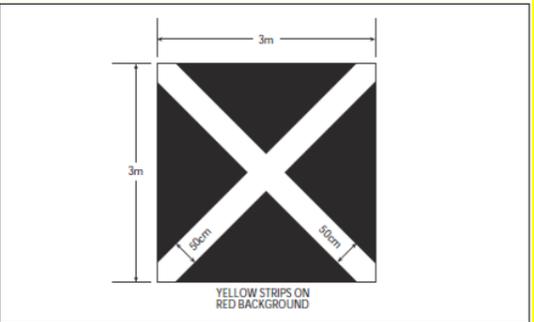
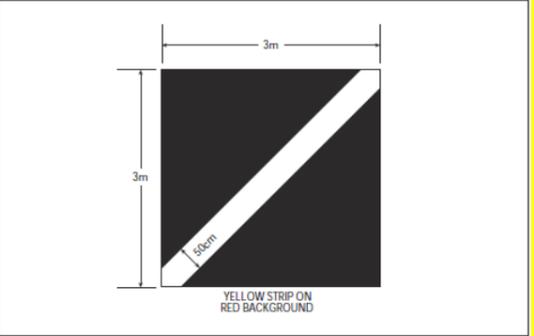
<p>RETAINED RULES OF THE AIR REGULATIONS 2007 PENDING ENTRY INTO FORCE OF THE RULES OF THE AIR REGULATIONS 2015</p>	<p>RULES OF THE AIR REGULATIONS 2015 (WHEN IN FORCE)</p>
<p>(2) In the United Kingdom an aircraft flying at night shall:</p> <ul style="list-style-type: none"> (a) be flown in accordance with the Instrument Flight Rules outside a control zone; (b) be flown in accordance with the Instrument Flight Rules in a control zone unless it is flying on a special VFR flight. <p>OFFICIAL RECORD SERIES 4 MISCELLANEOUS NO: 930 PUBLICATION DATE: 10 SEPTEMBER 2012 AIR NAVIGATION ORDER 2009 GENERAL EXEMPTION CHOICE OF VISUAL FLIGHT RULES OR INSTRUMENT FLIGHT RULES</p> <p>1) The Civil Aviation Authority, in exercise of its powers under article 242 of the Air Navigation Order 2009 (ANO), exempts any aircraft from the requirement to be flown in accordance with Rule 20(2) of the Rules of the Air Regulations 2007, that provides for flight at night to be conducted under the Instrument Flight Rules (IFR), subject to the conditions set out in paragraphs 2 and 3.</p> <p>2) The aircraft must be flown in accordance with the Visual Flight Rules (VFR) except that:</p> <ul style="list-style-type: none"> a) the deeming provisions in Rule 27(3) do not apply; b) the exception at Rule 28(4) must not be relied upon; and c) the exception at Rule 28(5) must not be relied upon unless the flight visibility is at least 3,000 metres. <p>3) The aircraft must:</p> <ul style="list-style-type: none"> a) not be flown at a height of less than 1,000 feet above the highest obstacle within a distance of 5 NM unless: <ul style="list-style-type: none"> i) it is necessary for the aircraft to do so in order to take off or land; ii) the aircraft has been otherwise authorised by the competent authority in relation to the area over which the aircraft is flying; or iii) 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 b) be flown in compliance with articles 45 and 46 of the ANO as though it were flying in circumstances where the commander is required to comply with the IFR. <p>4) This exemption has effect from midday on 17 September 2012 until 31 December 2014 or the coming into force in the United Kingdom of the EU Standardised European Rules of the Air Regulation, whichever occurs first, unless varied, suspended or revoked.</p>	<p>requirement to have a permission issued by the competent authority pursuant to SERA. 3105, SERA.5001, SERA.5005 and SERA.5015 whilst flying in United Kingdom airspace in the circumstances and for the flight operations mentioned in Annex 1, subject to the condition set out in paragraph 2.</p> <p>2) The condition specified in paragraph 1 is that the operator and pilot must comply with any conditions which would otherwise be required under such a permission if it had been granted by the competent authority, as referred to, and specified, in Annex 1.</p> <p>3) In this exemption 'SERA' means Commission Implementing Regulation (EU) No. 923/2012 ('the Standardised European Rules of the Air' (SERA)).</p> <p>4) This exemption has effect from 00:01 hours on 4 December 2014 until 23:59 hours on 9 December 2014, unless previously revoked.</p> <p>Annex 1 Part C VFR and Special VFR Flight at Night</p> <p>1) The Civil Aviation Authority permits, under paragraph SERA.5005(c), flight in accordance with the Visual Flight Rules at night in the United Kingdom.</p> <p>2) The Civil Aviation Authority permits, under paragraph SERA.5010(b), special VFR flight within a control zone at night in the United Kingdom.</p>
<p>22 Use of radio navigation aids</p> <p>(1) Subject to paragraph (2), the commander of an aircraft shall not make use of any radio navigation aid without complying with such restrictions and procedures as may be notified in relation to that aid.</p> <p>(2) The commander of an aircraft shall not be required to comply with this rule if:</p> <ul style="list-style-type: none"> (a) he is required to comply with rules 35 and 36; or (b) he is otherwise authorised by an air traffic control unit. 	<p>Use of radio navigation aids</p> <p>21.—c) Subject to sub-paragraph (2), the commander of an aircraft must not make use of a radio navigation aid without complying with such restrictions and procedures as may be notified in relation to that aid.</p> <p>(1) The commander of an aircraft is not required to comply with this rule if—</p> <ul style="list-style-type: none"> (a) the aircraft is required to comply with an air traffic control clearance issued for the flight; or (b) the commander is otherwise authorised by an air traffic control unit.
<p>24 Practice instrument approaches</p> <p>(1) An aircraft shall not carry out an instrument approach practice within the United Kingdom if it is flying in Visual Meteorological Conditions unless the conditions in paragraph (2) are met.</p> <p>(2) The conditions referred to in paragraph (1) are as follows:</p> <ul style="list-style-type: none"> (a) the appropriate air traffic control unit has previously been informed that the flight is to be made for the purpose of instrument approach practice; and (b) if the flight is not being carried out in simulated instrument 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. 	<p>UK GM1 TO SERA SECTION 3 (GENERAL RULES AND COLLISION AVOIDANCE) CHAPTER 2 (AVOIDANCE OF COLLISIONS)</p> <p>Practice instrument approaches</p> <p>When flying in VMC and where see and avoid is the primary means of collision avoidance, an observer should be carried and ATC notified if the aircraft is being flown for the purposes of practice instrument approaches and is being flown by reference to instruments.</p>
<p>24A Test flying over congested areas</p> <p>(1) An aircraft to which this paragraph applies shall not fly over a congested area except to the extent that it is necessary to do so in order to take off or land in accordance with normal aviation practice.</p> <p>(2) Paragraph (1) does not apply if the CAA has given its written permission for a flight over the congested area.</p>	<p>Test flying over congested areas</p> <p>22.—d) Subject to paragraph (2) an aircraft to which this rule applies must not fly over a congested area of a city, town or settlement other than to the extent necessary in order to take off or land in accordance with normal aviation practice.</p> <p>(1) Paragraph (1) does not apply if the CAA has given its written permission for the flight over the congested area.</p> <p>(2) This rules applies to an aircraft that—</p>

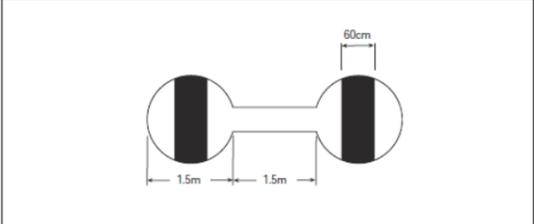
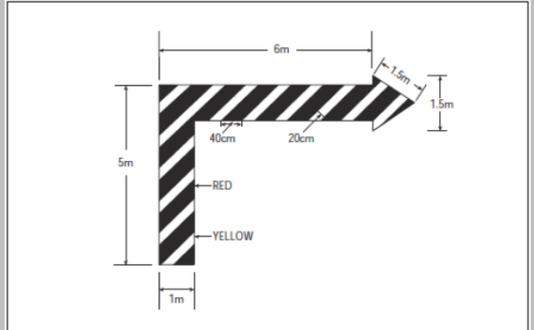
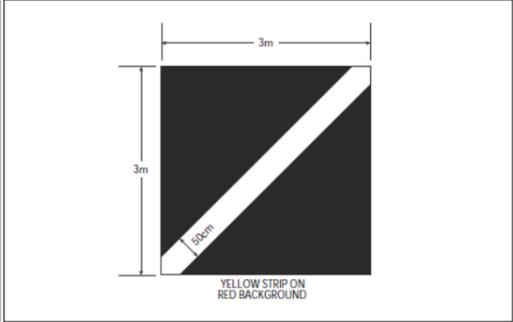
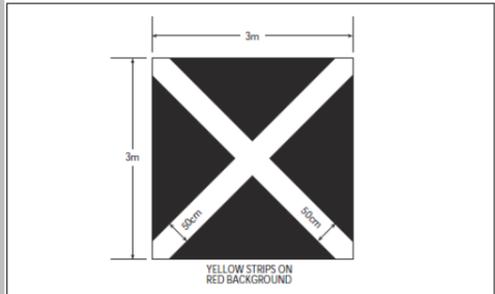
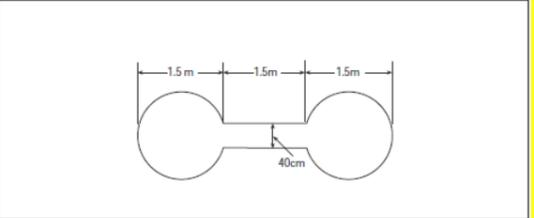
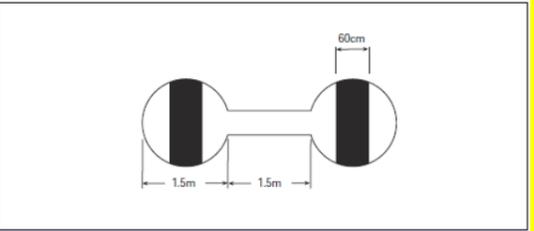
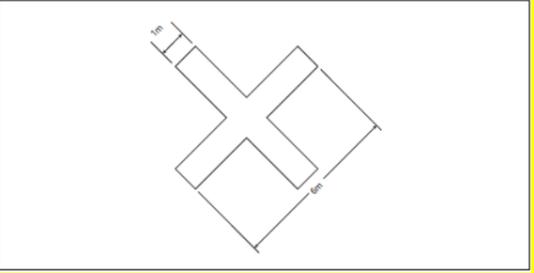
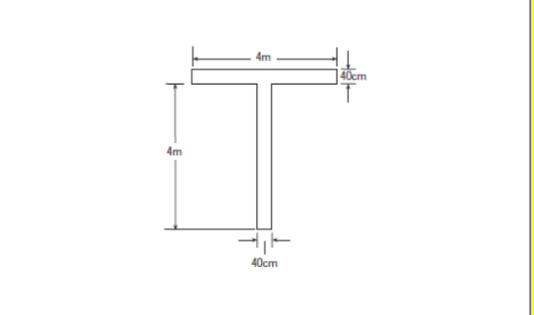
<p>RETAINED RULES OF THE AIR REGULATIONS 2007 PENDING ENTRY INTO FORCE OF THE RULES OF THE AIR REGULATIONS 2015</p>	<p>RULES OF THE AIR REGULATIONS 2015 (WHEN IN FORCE)</p>
<p>(3) Paragraph (1) applies to an aircraft that does not have a valid certificate of airworthiness in force and which is flying for the purpose of:</p> <p>(a) experimenting with or testing the aircraft or any engines or equipment installed or carried in the aircraft; or</p> <p>(b) enabling the aircraft to qualify for the issue or validation of a certificate of airworthiness or the approval of a modification of the aircraft or the issue of a permit to fly.</p>	<p>(a) does not have a valid certificate of airworthiness in force; and</p> <p>(b) is flying for the purpose of—</p> <p>(i) experimenting with or testing—</p> <p>(aa) the aircraft; or</p> <p>(bb) any engines or equipment installed or carried in the aircraft; or</p> <p>(ii) enabling the aircraft to qualify for—</p> <p>(aa) the issue or validation of a certificate of airworthiness;</p> <p>(bb) the approval of a modification of the aircraft; or</p> <p>(cc) the issue of a permit to fly.</p>
<p>27 Flight within controlled airspace</p> <p>(1) Subject to paragraph (4), an aircraft flying within Class B airspace:</p> <p>(a) at or above flight level 100 shall remain clear of cloud and in a flight visibility of at least 8 km; and</p> <p>(b) below flight level 100 shall remain clear of cloud and in a flight visibility of at least 5 km.</p> <p>(2) Subject to paragraphs (3) and (4), an aircraft flying within Class C, Class D or Class E airspace:</p> <p>(a) at or above flight level 100 shall remain at least 1,500 metres horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 8 km;</p> <p>(b) below flight level 100 shall remain at least 1,500 metres horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 5 km.</p> <p>(3) An aircraft shall be deemed to have complied with paragraph (2)(b) if:</p> <p>(a) the aircraft is not a helicopter and it:</p> <p>(i) flies at or below 3,000 feet above mean sea level;</p> <p>(ii) flies at a speed which, according to its airspeed indicator, is 140 knots or less; and</p> <p>(iii) remains clear of cloud, with the surface in sight and in a flight visibility of at least 5 km; or</p> <p>(b) the aircraft is a helicopter and it-</p> <p>(i) flies at or below 3,000 feet above mean sea level; and</p> <p>(ii) remains clear of cloud, with the surface in sight and in a flight visibility of at least 1,500 metres.</p>	<p>Classification of airspaces and rules for flight</p> <p>23. Subject to rule 25, all aircraft must be flown in accordance with the requirements for flight in airspace that has been notified in accordance with the airspace classifications and flight rules specified in SERA.6001 and in Appendix 4 of SERA.</p>
<p>28 Flight outside controlled airspace</p> <p>(4) Paragraph (2) shall not apply to an aircraft which is not a helicopter and which:</p> <p>(a) flies at or below 3,000 feet above mean sea level;</p> <p>(b) flies at a speed which, according to its air speed indicator, is 140 knots or less;</p> <p>(c) remains clear of cloud with the surface in sight; and</p> <p>(d) is in a flight visibility of at least 1,500 metres.</p> <p>(5) Paragraph (2) shall not apply to a helicopter which:</p> <p>(a) flies at or below 3,000 feet above mean sea level;</p> <p>(b) flies at a speed which, having regard to the visibility, is reasonable;</p> <p>(c) remains clear of cloud with the surface in sight; and</p> <p>(d) is in a flight visibility of at least 1,500 metres.</p>	<p>General Exemption E 3940</p> <p>Standardised European Rules of the Air – Permissions Required by the Standardised European Rules of the Air for Certain Flight Operations</p> <p>1) The Civil Aviation Authority, on behalf of the United Kingdom, pursuant to Article 14(4) of Regulation (EC) No. 216/2008, exempts any operator or pilot of an aircraft referred to in Annex 1 to this Exemption ('Annex 1') from the requirement to have a permission issued by the competent authority pursuant to SERA. 3105, SERA.5001, SERA.5005 and SERA.5015 whilst flying in United Kingdom airspace in the circumstances and for the flight operations mentioned in Annex 1, subject to the condition set out in paragraph 2.</p> <p>2) The condition specified in paragraph 1 is that the operator and pilot must comply with any conditions which would otherwise be required under such a permission if it had been granted by the competent authority, as referred to, and specified, in Annex 1.</p> <p>3) In this exemption 'SERA' means Commission Implementing Regulation (EU) No. 923/2012 ('the Standardised European Rules of the Air' (SERA)).</p> <p>4) This exemption has effect from 00:01 hours on 4 December 2014 until 23:59 hours on 9 December 2014, unless previously revoked.</p> <p>Annex 1</p> <p>Part B Visual Meteorological Conditions (VMC) Visibility and Distance from Cloud Minima</p> <p>1) The Civil Aviation Authority permits, under paragraph SERA.5001, flight visibilities reduced to not less than 1,500 m within Class G airspace for flights operating subject to the conditions set out in paragraph 2.</p> <p>2) The conditions specified in paragraph 1 are that the aircraft is:</p> <p>a) flying at or below 3,000 feet above mean sea level; and</p>

RETAINED RULES OF THE AIR REGULATIONS 2007 PENDING ENTRY INTO FORCE OF THE RULES OF THE AIR REGULATIONS 2015	RULES OF THE AIR REGULATIONS 2015 (WHEN IN FORCE)																										
<p>34 Quadrantal rule and semi-circular rule</p> <p>(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.</p> <p>(3) An aircraft may be flown at a level other than the level required by paragraph (1) if it flies:</p> <p>(a) in conformity with instructions given by an air traffic control unit;</p> <p>(b) in accordance with notified en-route holding patterns; or</p> <p>(c) in accordance with holding procedures notified in relation to an aerodrome.</p> <p>Table 1 Flights At Levels Below 19,500 Feet</p> <table border="1" data-bbox="189 724 1062 982"> <thead> <tr> <th>Magnetic Track</th> <th>Cruising Level</th> </tr> </thead> <tbody> <tr> <td>Less than 90°</td> <td>Odd thousands of feet.</td> </tr> <tr> <td>90° but less than 180°</td> <td>Odd thousands of feet + 500 feet.</td> </tr> <tr> <td>180° but less than 270°</td> <td>Even thousands of feet.</td> </tr> <tr> <td>270° but less than 360°</td> <td>Even thousands of feet + 500 feet.</td> </tr> </tbody> </table> <p>Table 2 Flights At Levels Above 19,500 Feet</p> <table border="1" data-bbox="189 1045 1062 1730"> <thead> <tr> <th>Magnetic Track</th> <th>Cruising Level</th> </tr> </thead> <tbody> <tr> <td>Less than 180°</td> <td>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 4000 feet.</td> </tr> <tr> <td>180° but less than 360°</td> <td>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 4000 feet.</td> </tr> </tbody> </table>	Magnetic Track	Cruising Level	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.	270° but less than 360°	Even thousands of feet + 500 feet.	Magnetic Track	Cruising Level	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 4000 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 4000 feet.	<p>b) flying at speeds of 140 kt Indicated Airspeed (IAS) or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.</p> <p>General Exemption E 3942</p> <p>Standardised European Rules of the Air – Compliance with Cruising Level Requirements</p> <p>1) The Civil Aviation Authority, on behalf of the United Kingdom and pursuant to article 14(4) of Commission Implementing Regulation (EC) No. 216/2008, exempts any aircraft from the requirements of Regulation (EU) No. 923/2012 (Standardised European Rules of the Air (SERA)) paragraphs SERA.5005(g) (Visual flight rules) and SERA.5025(a) (IFR - Rules Applicable to IFR flights outside controlled airspace) when flying in accordance with the requirements specified at paragraphs 2, 3 and 4.</p> <p>2) For the purpose of SERA.5005(g), an aircraft in level cruising flight and operated in accordance with the visual flight rules above 3,000 feet above mean sea level is not required to be flown at a cruising level appropriate to their magnetic track, as specified in the table of cruising levels in Appendix 3 of SERA, unless flying in conformity with the conditions specified by the appropriate air traffic control unit.</p> <p>3) For the purpose of SERA.5025(a), an aircraft in level cruising flight and operated in accordance with the Instrument Flight Rules (IFR) above 3,000 feet above mean sea level is not required to be flown at a cruising level appropriate to their magnetic track, as specified in the table of cruising levels in Appendix 3 of SERA, provided the aircraft is flown at a cruising level appropriate to its magnetic track in accordance with Table 1 below.</p> <p>Table 1</p> <table border="1" data-bbox="1519 898 2647 1100"> <thead> <tr> <th>Magnetic Track</th> <th>Cruising Level</th> </tr> </thead> <tbody> <tr> <td>Less than 90 degrees</td> <td>Odd thousands of feet</td> </tr> <tr> <td>90 degrees but less than 180 degrees</td> <td>Odd thousands of feet plus 500 feet</td> </tr> <tr> <td>180 degrees but less than 270 degrees</td> <td>Even thousands of feet</td> </tr> <tr> <td>270 degrees but less than 360 degrees</td> <td>Even thousands of feet plus 500 feet</td> </tr> </tbody> </table> <p>4) For the purpose of SERA.5025(a), an aircraft in level flight outside controlled airspace at or below 3,000 feet above mean sea level and operated in accordance with the IFR is not required to be flown at a cruising level appropriate to its magnetic track if it flies:</p> <p>a) in conformity with the instructions of the appropriate air traffic service unit; or</p> <p>b) in accordance with holding procedures notified in relation to an aerodrome.</p> <p>5) This exemption has effect from 00:01 hours on 4 December 2014 and remains in force until 23:59 hours on 3 February 2015, unless previously revoked.</p>	Magnetic Track	Cruising Level	Less than 90 degrees	Odd thousands of feet	90 degrees but less than 180 degrees	Odd thousands of feet plus 500 feet	180 degrees but less than 270 degrees	Even thousands of feet	270 degrees but less than 360 degrees	Even thousands of feet plus 500 feet
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<p>40 Movement of aircraft on aerodromes</p> <p>An aircraft shall not taxi on the apron or the manoeuvring area of an aerodrome without the permission of either:</p> <p>(a) the person in charge of the aerodrome; or</p> <p>(b) the air traffic control unit or aerodrome flight information service unit notified as being on watch at the aerodrome.</p>	<p>Movement of aircraft on uncontrolled aerodromes</p> <p>13. An aircraft must not taxi on the apron or the manoeuvring area of an uncontrolled aerodrome without the permission of either—</p> <p>(a) the person in charge of the aerodrome; or</p>																										

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<p>41 Access to and movement of persons and vehicles on the aerodrome</p> <p>(1) Unless there is a public right of way over it, a person or vehicle shall:</p> <p>(a) not go onto any part of an aerodrome without the permission of the person in charge of that part of the aerodrome; and</p> <p>(b) comply with any conditions subject to which that permission may be granted.</p> <p>(2) A person or vehicle shall:</p> <p>(a) not go onto or move on the manoeuvring area of an aerodrome which has an air traffic control unit or an aerodrome flight information service unit without the permission of that unit; and</p> <p>(b) comply with any conditions subject to which that permission may be granted.</p> <p>(3) Any permission granted for the purposes of this rule may be granted in respect of persons or vehicles generally, or in respect of any particular person or vehicle or any class of person or vehicle.</p>	<p>(b) the flight information centre notified as being on watch at the aerodrome.</p> <p>Access to and movement of persons and vehicles on the aerodrome</p> <p>14.—(1) Unless there is a public right of way over it, a person or vehicle must—</p> <p>(a) not go onto any part of an aerodrome without the permission of the person in charge of that part of the aerodrome; and</p> <p>(b) comply with any conditions subject to which that permission may be granted.</p> <p>(2) A person or vehicle must—</p> <p>(a) not go onto or move on the manoeuvring area of an aerodrome which provides a flight information service without the permission of the person providing that service; and</p> <p>(b) comply with any conditions subject to which that permission may be granted.</p>												
<p>42 Right of way on the ground</p> <p>(1) This rule shall apply to flying machines and 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.</p> <p>(2) Notwithstanding any air traffic control clearance it shall remain the duty of the commander of a flying machine to take all possible measures to ensure that his flying machine does not collide with any other aircraft or vehicle or with any obstacle.</p> <p>(2A) Where a flying machine is being towed on the ground and the commander of the flying machine is not on board, then notwithstanding any air traffic control clearance it is the duty of the person in charge of the vehicle towing the flying machine to take all possible measures to ensure that the aircraft does not collide with any other aircraft or vehicle or with any obstacle.</p> <p>(3) Flying machines and vehicles shall give way to aircraft which are taking off or landing.</p> <p>(5) Vehicles which are not towing aircraft shall give way to aircraft.</p>	<p>Right of way on the ground</p> <p>15.—(1) This rule applies to flying machines and vehicles on any part of an aerodrome provided for the use of aircraft and under the control of the person in charge of the aerodrome.</p> <p>(2) The commander of a flying machine who is on board the flying machine must take all possible measures to ensure that the flying machine does not collide with any other aircraft or vehicle or with any obstacle.</p> <p>(3) Where a flying machine is being towed on the ground and the commander of the flying machine is not on board, the person in charge of the vehicle towing the flying machine must take all possible measures to ensure that the aircraft does not collide with any other aircraft or vehicle or with any obstacle.</p> <p>(4) i) Subject to sub-paragraph (b), on the apron vehicles must give way to—</p> <p>(i) taxiing aircraft; and</p> <p>(ii) other vehicles towing aircraft.</p> <p>(b) Notwithstanding sub-paragraph (a) vehicles and vehicles towing aircraft must comply with instructions issued to them by an air traffic control unit at the aerodrome.</p>												
<p>44 Launching, picking up and dropping of tow ropes, etc.</p> <p>(1) Tow ropes, banners or similar articles towed by aircraft shall not be launched at an aerodrome except in accordance with arrangements made with:</p> <p>(a) the air traffic control unit at the aerodrome; or</p> <p>(b) if there is no such unit, the person in charge of the aerodrome.</p> <p>(2) Tow ropes, banners or similar articles towed by aircraft shall not be picked up by or dropped from aircraft at an aerodrome except:</p> <p>(a) in accordance with arrangements made with the air traffic control unit at the aerodrome or, if there is no such unit, with the person in charge of the aerodrome; or</p> <p>(b) in the area designated by the marking described in rule 59(9), but only when the aircraft is flying in the direction appropriate for landing.</p>	<p>Launching, picking up and dropping of tow ropes, etc.</p> <p>8.—(1) An aircraft must not take off with tow ropes, banners or similar articles towed by it at an aerodrome except in accordance with arrangements made with the air traffic control unit at the aerodrome or, if there is no such unit, the person in charge of the aerodrome.</p> <p>(2) Tow ropes, banners or similar articles towed by aircraft must not be picked up by, or dropped from, an aircraft at an aerodrome except—</p> <p>(a) in accordance with arrangements made with the air traffic control unit at the aerodrome or, if there is no such unit, with the person in charge of the aerodrome; or</p> <p>(b) in the area designated by the marking described in rule 30(7), but only when the aircraft is flying in the direction appropriate for landing.</p>												
<p>45 Flight within aerodrome traffic zones</p> <p>(1) Paragraphs (2) and (3) shall apply only in relation to those aerodromes described in Column 1 of Table 3 as are notified for the purposes of this rule and at such times as are specified in Column 2 of the Table.</p> <p style="text-align: center;">Table III</p> <table border="1" data-bbox="403 1646 1184 1852"> <thead> <tr> <th>Column 1</th> <th>Column 2</th> </tr> </thead> <tbody> <tr> <td>(a) A Government aerodrome</td> <td>At such times as are notified</td> </tr> <tr> <td>b) An aerodrome having an air traffic control unit or flight information service unit</td> <td>During the notified hours of watch of the air traffic control unit or the flight information service unit</td> </tr> </tbody> </table>	Column 1	Column 2	(a) A Government aerodrome	At such times as are notified	b) An aerodrome having an air traffic control unit or flight information service unit	During the notified hours of watch of the air traffic control unit or the flight information service unit	<p>Flight within aerodrome traffic zones</p> <p>12.—(1) Paragraphs (2) and (3) apply in relation to the aerodromes described in Column 1 of Table 1 as are notified for the purposes of this rule and at such times as are specified in Column 2 of the Table.</p> <p style="text-align: center;">Table 1</p> <table border="1" data-bbox="1765 1646 2546 1852"> <thead> <tr> <th>Column 1</th> <th>Column 2</th> </tr> </thead> <tbody> <tr> <td>(a) A Government aerodrome</td> <td>At such times as are notified</td> </tr> <tr> <td>b) An aerodrome having an air traffic control unit or flight information service unit</td> <td>During the notified hours of watch of the air traffic control unit or the flight information service unit</td> </tr> </tbody> </table>	Column 1	Column 2	(a) A Government aerodrome	At such times as are notified	b) An aerodrome having an air traffic control unit or flight information service unit	During the notified hours of watch of the air traffic control unit or the flight information service unit
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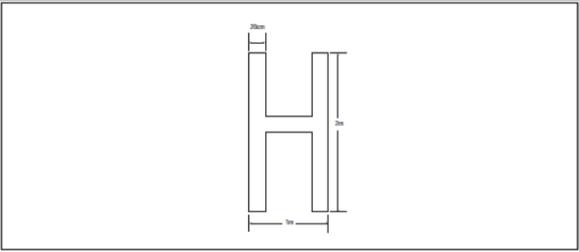
<p align="center">RETAINED RULES OF THE AIR REGULATIONS 2007 PENDING ENTRY INTO FORCE OF THE RULES OF THE AIR REGULATIONS 2015</p>	<p align="center">RULES OF THE AIR REGULATIONS 2015 (WHEN IN FORCE)</p>				
<table border="1" data-bbox="409 342 1181 436"> <tr> <td data-bbox="409 342 795 436">(c) A licensed aerodrome having a means of two-way radio communication with aircraft</td> <td data-bbox="795 342 1181 436">During the notified hours of watch of the air/ground radio station</td> </tr> </table> <p>(2) An aircraft shall not fly, take off or land within the aerodrome traffic zone of an aerodrome unless the commander of the aircraft has complied with paragraphs (3), (4) or (5), as appropriate.</p> <p>(3) If the aerodrome has an air traffic control unit the commander shall obtain the permission of the air traffic control unit to enable the flight to be conducted safely within the zone.</p> <p>(4) If the aerodrome has a flight information service unit the commander shall obtain information from the flight information service unit to enable the flight to be conducted safely within the zone.</p> <p>(5) If there is no flight information service unit at the aerodrome the commander shall obtain information from the air/ground communication service to enable the flight to be conducted safely within the zone.</p> <p>(6) The commander of an aircraft flying within the aerodrome traffic zone of an aerodrome shall:</p> <p>(a) cause a continuous watch to be maintained on the appropriate radio frequency notified for communications at the aerodrome; or</p> <p>(b) if this is not possible, cause a watch to be kept for such instructions as may be issued by visual means; and</p> <p>(c) if the aircraft is fitted with means of communication by radio with the ground, communicate his position and height to the air traffic control unit, the flight information service unit or the air/ground communication service at the aerodrome (as the case may be) on entering the zone and immediately prior to leaving it.</p>	(c) A licensed aerodrome having a means of two-way radio communication with aircraft	During the notified hours of watch of the air/ground radio station	<table border="1" data-bbox="1760 342 2531 495"> <tr> <td data-bbox="1760 342 2145 495">(c) A national licensed aerodrome or an EASA certificated aerodrome having a means of two-way radio communication with aircraft.</td> <td data-bbox="2145 342 2531 495">During the notified hours of watch of the air/ground radio station</td> </tr> </table> <p>(2) An aircraft shall not fly, take off or land within the aerodrome traffic zone of an aerodrome unless the commander of the aircraft has complied with paragraphs (3), (4) or (5), as appropriate.</p> <p>(3) If the aerodrome has an air traffic control unit the commander shall obtain the permission of the air traffic control unit to enable the flight to be conducted safely within the zone.</p> <p>(4) If the aerodrome has a flight information service unit the commander shall obtain information from the flight information service unit to enable the flight to be conducted safely within the zone.</p> <p>(5) If there is no flight information service unit at the aerodrome the commander shall obtain information from the air/ground communication service to enable the flight to be conducted safely within the zone.</p> <p>(6) The commander of an aircraft flying within the aerodrome traffic zone of an aerodrome shall:</p> <p>(a) cause a continuous watch to be maintained on the appropriate radio frequency notified for communications at the aerodrome; or</p> <p>(b) if this is not possible, cause a watch to be kept for such instructions as may be issued by visual means; and</p> <p>(c) if the aircraft is fitted with means of communication by radio with the ground, communicate his position and height to the air traffic control unit, the flight information service unit or the air/ground communication service at the aerodrome (as the case may be) on entering the zone and immediately prior to leaving it.</p>	(c) A national licensed aerodrome or an EASA certificated aerodrome having a means of two-way radio communication with aircraft.	During the notified hours of watch of the air/ground radio station
(c) A licensed aerodrome having a means of two-way radio communication with aircraft	During the notified hours of watch of the air/ground radio station				
(c) A national licensed aerodrome or an EASA certificated aerodrome having a means of two-way radio communication with aircraft.	During the notified hours of watch of the air/ground radio station				
<p>47 Display of lights by aircraft</p> <p>(4) A helicopter to which article 38 applies may, when stationary on an offshore installation, switch off the anti-collision light required to be shown by paragraph (3)(b) as long as that is done in accordance with a procedure contained in the operations manual of the helicopter as a signal to ground personnel that it is safe to approach the helicopter for the purpose of embarkation or disembarkation of passengers or the loading or unloading of cargo.</p>	<p>Lights to be shown by aircraft</p> <p><i>Display of lights required by SERA.3215 by helicopters when stationary on an offshore installation</i></p> <p>16. Notwithstanding SERA.3215 a helicopter may, when stationary on an offshore installation, switch off the red anti-collision light as long as that is done in accordance with a procedure contained in the operations manual of the helicopter operator as a signal to ground personnel that it is safe to approach the helicopter for the purpose of embarkation or disembarkation of passengers or the loading or unloading of cargo.</p>				
<p>48 Failure of navigation and anti-collision lights</p> <p>(3) Subject to paragraph (4), if the aircraft is in flight and any such light as is referred to in paragraph (2) fails and cannot be immediately repaired or replaced, the aircraft shall land as soon as it can safely do so, unless authorised by the appropriate air traffic control unit to continue its flight.</p> <p>(4) An aircraft may continue to fly during the day in the event of a failure of an anti-collision light provided the light is repaired at the earliest practicable opportunity.</p>	<p>Lights to be shown by aircraft</p> <p><i>Failure of navigation and anti-collision lights required by SERA.3215</i></p> <p>17.—(1) If any light required by SERA.3215 fails during flight at night and cannot be immediately repaired or replaced, the aircraft must land as soon as it can safely do so, unless authorised by the appropriate air traffic control unit to continue its flight.</p> <p>(2) An aircraft may continue to fly during the day in the event of a failure of an anti-collision light provided the light is repaired at the earliest practicable opportunity.</p>				
<p>51 Free balloons at night</p> <p>A free balloon flying at night shall display a steady red light of at least five candela showing in all directions, suspended not less than 5 metres and not more than 10 metres below the basket, or if there is no basket, below the lowest part of the balloon.</p>	<p>18 Free balloons at night</p> <p>A free balloon flying at night shall display a steady red light of at least five candela showing in all directions, suspended not less than 5 metres and not more than 10 metres below the basket, or if there is no basket, below the lowest part of the balloon.</p>				
<p>55 Airships by day</p> <p>(1) An airship flying during the day in any of the circumstances referred to in paragraph (2) shall display two black balls suspended below the control car so that one is at least 4 metres above the other and at least 8 metres below the control car.</p> <p>(2) The circumstances are as follows:</p> <p>(a) if the airship is not under command;</p> <p>(b) if it has voluntarily stopped its engines; or</p> <p>(c) if it is being towed.</p> <p>(3) For the purposes of this rule and rule 54:</p> <p>(a) an airship shall be deemed not to be under command when it is unable to execute a manoeuvre which it may be required to execute by these Rules; and</p>	<p>Airships by day to display two black balls</p> <p>19.—(1) An airship flying during the day in any of the circumstances referred to in paragraph (2) must display two black balls suspended below the control car so that one is at least 4 metres above the other and at least 8 metres below the control car.</p> <p>(2) The circumstances are—</p> <p>(a) the airship is not under command;</p> <p>(b) the airship has voluntarily stopped its engines; or</p> <p>(c) the airship is being towed.</p> <p>(3) For the purposes of this rule an airship is not under command when it is unable to execute a manoeuvre which it may be required to execute by these rules.</p>				

<p>RETAINED RULES OF THE AIR REGULATIONS 2007 PENDING ENTRY INTO FORCE OF THE RULES OF THE AIR REGULATIONS 2015</p>	<p>RULES OF THE AIR REGULATIONS 2015 (WHEN IN FORCE)</p>
<p>(b) an airship shall be deemed to be making way when it is not moored and is in motion.</p>	
<p>56 AERODROME SIGNALS AND MARKINGS – VISUAL AND AURAL SIGNALS General (1) Within the United Kingdom any signal or marking which is specified in this Section and which is given or displayed: (a) by any person in an aircraft; or (b) at an aerodrome; or (c) at any other place which is being used by aircraft for landing or take-off, shall have the meaning assigned to it in this Section.</p>	<p>Aerodrome Visual Signals and Markings 20. Within the United Kingdom any signal or marking which is specified in these Rules and which is given or displayed— (a) by any person in an aircraft; (b) at an aerodrome; or (c) at any other place which is being used by aircraft for landing or take-off, has the meaning assigned to it by this Sub-Section.</p>
<p>57 Signals in the signals area (1) Whenever any signal specified in this rule is displayed it shall be placed in a signals area, which shall be a square visible from all directions bordered by a white strip 30 centimetres wide and with the internal sides measuring 12 metres. (2) A white landing T, as illustrated in this paragraph, signifies that aeroplanes and gliders taking off or landing shall do so in a direction parallel with the shaft of the T and towards the cross arm, unless otherwise authorised by the appropriate air traffic control unit.</p>  <p>(3) A white disc 60 centimetres in diameter displayed alongside the cross arm of the T and in line with the shaft of the T, as illustrated in this paragraph, signifies that the direction of landing and take-off do not necessarily coincide.</p>  <p>(4) A white dumb-bell, as illustrated in this paragraph, signifies that movements of aeroplanes and gliders on the ground shall be confined to paved, metallised or similar hard surfaces.</p>  <p>A white dumb-bell as described in (4) above but with a black strip 60 centimetres wide across each disc at right angles to the shaft of the dumb-bell, as illustrated in this paragraph, signifies that aeroplanes and gliders taking off or landing</p>	<p>Dimensions contained within Rules 57 and 58 to be retained as guidance as appropriate: UK GM to SERA Appendix 1 3.2. Visual Ground Signals All dimensions of signals or markings specified in SERA and the Rules of the Air Regulations should be subject to a tolerance of plus or minus 10 per cent. UK GM to SERA Appendix 1 3.2.1.1 Visual Ground Signals A horizontal red square panel with yellow diagonals 3 metres square with a yellow strip along each diagonal of dimensions as illustrated in this paragraph and when displayed in a signal area indicates that landings are prohibited and that the prohibition is liable to be prolonged.</p>  <p>UK GM to SERA Appendix 1 3.2.2.1 Visual Ground Signals A red panel 3 metres square with a yellow strip along one diagonal of dimensions as illustrated in this paragraph 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.</p>  <p>UK GM to SERA Appendix 1 3.2.3.1 Visual Ground Signals A horizontal white dumb-bell (as illustrated in this paragraph) when displayed in a signal area indicates that aircraft are required to land, take off and taxi on runways and taxiways only.</p>

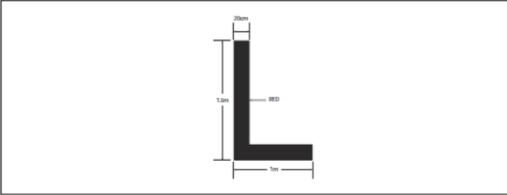
RETAINED RULES OF THE AIR REGULATIONS 2007 PENDING ENTRY INTO FORCE OF THE RULES OF THE AIR REGULATIONS 2015	RULES OF THE AIR REGULATIONS 2015 (WHEN IN FORCE)
<p>shall do so on a runway but that movement on the ground is not confined to paved, metalled or similar hard surfaces.</p>  <p>(5) A red and yellow striped arrow, as illustrated in this paragraph, the shaft of which is one metre wide placed along the whole or a total of 11 metres of two adjacent sides of the signals area and pointing in a clockwise direction signifies that a right hand circuit is in force.</p>  <p>(6) A red panel 3 metres square with a yellow strip along one diagonal 50 centimetres wide, as illustrated in this paragraph, signifies that the state of the manoeuvring area is poor and pilots must exercise special care when landing.</p>  <p>(7) A red panel 3 metres square with a yellow strip, 50 centimetres wide, along each diagonal, as illustrated in this paragraph, signifies that the aerodrome is unsafe for the movement of aircraft and that landing on the aerodrome is prohibited.</p>  <p>(8) A white letter H, as illustrated in this paragraph, signifies that helicopters shall take off and land only within the area</p>	 <p>UK GM to SERA Appendix 1 3.2.3.2 Visual Ground Signals A horizontal white dumb-bell as in but with a black bar placed perpendicular to the shaft across each circular portion of the dumb-bell of dimensions (as illustrated in this paragraph) 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.</p>  <p>UK GM to SERA Appendix 1 paragraph 3.2.4.1 Two or more white crosses displayed on a runway or on a taxiway two or more yellow crosses, with the arms of the crosses at an angle of 45° to the centre line of the runway, at intervals of not more than 300 metres signify that the section of the runway or taxiway marked by them is unfit for the movement of aircraft.</p>  <p>UK GM to SERA Appendix 1 3.2.5.1 Visual Ground Signals A horizontal white or orange landing T of dimensions as illustrated in this paragraph 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. When used at night, the landing T shall be either illuminated or outlined in white lights.</p>  <p>UK GM to SERA Appendix 1 3.2.6.1 Visual Ground Signals A red and yellow striped arrow as illustrated in this paragraph, the shaft of which is one metre wide placed along the whole or a total of 11 metres of two adjacent sides of the signals area and pointing in a clockwise direction indicates that turns</p>

RETAINED RULES OF THE AIR REGULATIONS 2007 PENDING ENTRY INTO FORCE OF THE RULES OF THE AIR REGULATIONS 2015	RULES OF THE AIR REGULATIONS 2015 (WHEN IN FORCE)
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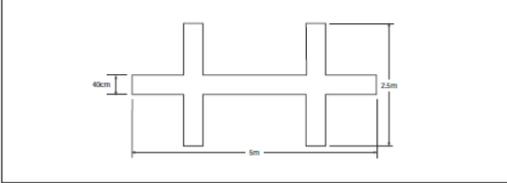
designated by the marking specified in rule 59(7).



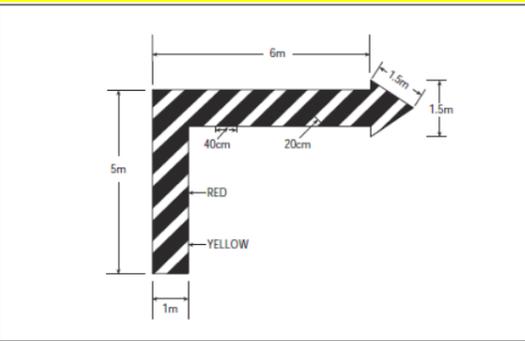
(9) A red letter L displayed on the dumb-bell specified in paragraphs (4) and (5), as illustrated in this paragraph, signifies that light aircraft are permitted to take off and land either on a runway or on the area designated by the marking specified in rule 59(8).



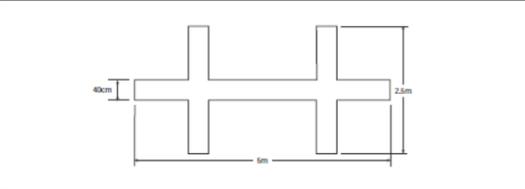
(10) A white double cross, as illustrated in this paragraph, signifies that glider flying is in progress.



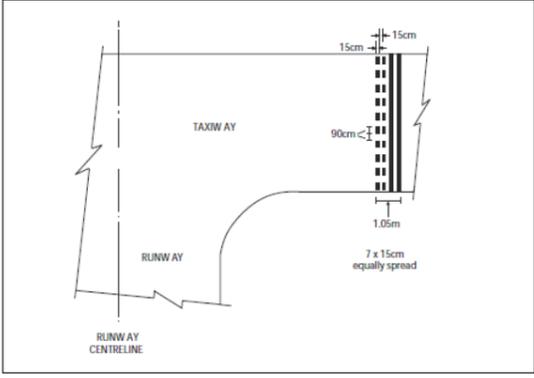
are to be made to the right before landing and after take-off.



UK GM to SERA Appendix 1 3.2.8.1 Visual Ground Signals
A double white cross displayed horizontally in the signal area and of dimensions as illustrated in this paragraph signifies that the aerodrome is being used by sailplanes and that sailplane flights are being performed.



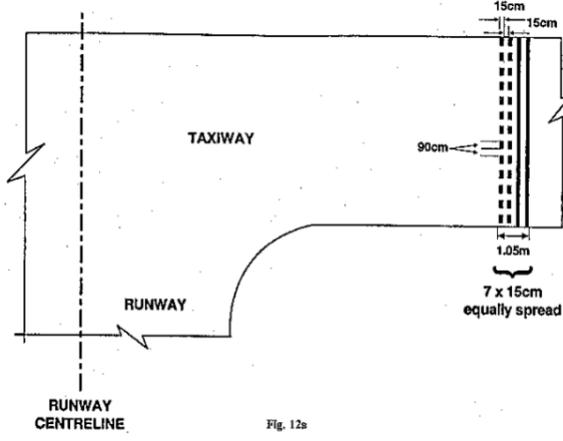
58 Markings for paved runways and taxiways
(2) Subject to paragraph (3), two yellow broken lines and two continuous lines, as illustrated in this paragraph, signify the designated visual holding position associated with a runway beyond which no part of a flying machine or vehicle shall project in the direction of the runway without permission from the air traffic control unit at the aerodrome during the notified hours of watch of that unit.



(3) Outside the notified hours of watch of that unit or where there is no air traffic control unit at the aerodrome the markings referred to in paragraph (2) signify the position closest to the runway beyond which no part of a flying machine or vehicle shall project in the direction of the runway when the flying machine or vehicle is required by virtue of rule 42(3) to give way to aircraft which are taking off from or landing on that runway.

(4) Subject to paragraph (5), a yellow marking, as illustrated in this paragraph, signifies a holding position other than that closest to the runway beyond which no part of a flying machine or vehicle shall project in the direction of the

Markings for paved runways and taxiways
21.—(1) Subject to paragraph (2), two yellow broken lines and two continuous lines, as illustrated in this diagram—

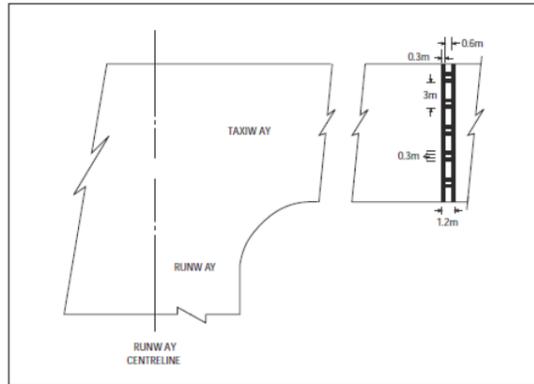


signify the designated visual holding position associated with a runway beyond which no part of a flying machine or vehicle must project in the direction of the runway without permission from the air traffic control unit at the aerodrome during the notified hours of watch of that unit.

(2) Outside the notified hours of watch of that unit or where there is no air traffic control unit at the aerodrome the markings referred to in paragraph (1) signify the position closest to the runway beyond which no part of a flying machine or vehicle must project in the direction of the runway when the flying machine or vehicle is required to give way to aircraft which are taking off from or landing on that runway.

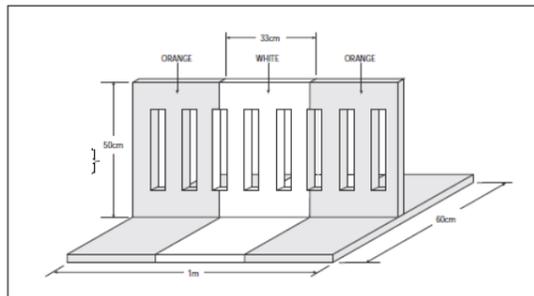
RETAINED RULES OF THE AIR REGULATIONS 2007 PENDING ENTRY INTO FORCE OF THE RULES OF THE AIR REGULATIONS 2015

runway without permission from the air traffic control unit at the aerodrome during the notified hours of watch of that unit.



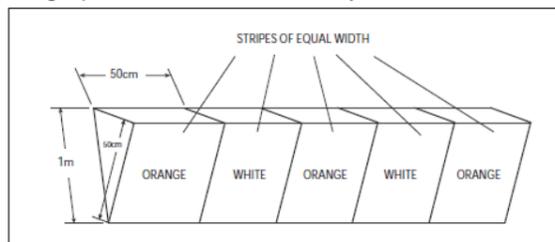
(5) Outside the notified hours of watch of that unit or where there is no air traffic control unit at the aerodrome the marking referred to in paragraph (4) may be disregarded.

(6) Orange and white markers, as illustrated in this paragraph, spaced not more than 15 metres apart, signify the boundary of that part of a paved runway, taxiway or apron which is unfit for the movement of aircraft.



59 Markings on unpaved manoeuvring areas

(1) Markers with orange and white stripes of an equal width of 50 centimetres, with an orange stripe at each end, alternating with flags 60 centimetres square showing equal orange and white triangular areas, spaced not more than 90 metres apart as illustrated in this paragraph, indicate the boundary of an area unfit for the movement of aircraft.



RULES OF THE AIR REGULATIONS 2015 (WHEN IN FORCE)

(3) Subject to paragraph (4), a yellow marking, as illustrated in this diagram—

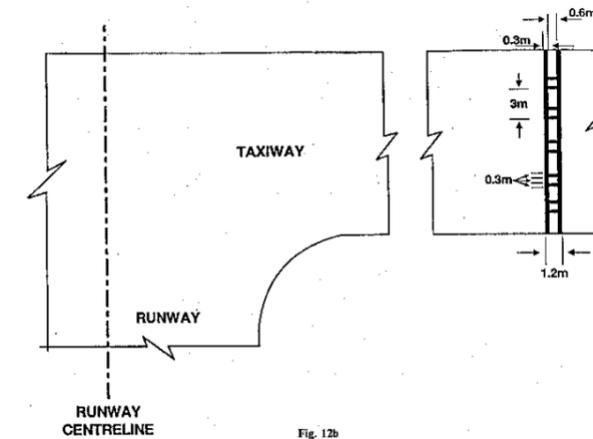


Fig. 12b

signifies a holding position other than that closest to the runway beyond which no part of a flying machine or vehicle must project in the direction of the runway without permission from the air traffic control unit at the aerodrome during the notified hours of watch of that unit.

(4) Outside the notified hours of watch of that unit or where there is no air traffic control unit at the aerodrome the marking referred to in paragraph (3) may be disregarded.

(5) Orange and white markers spaced not more than 15 metres apart, as illustrated in this diagram—

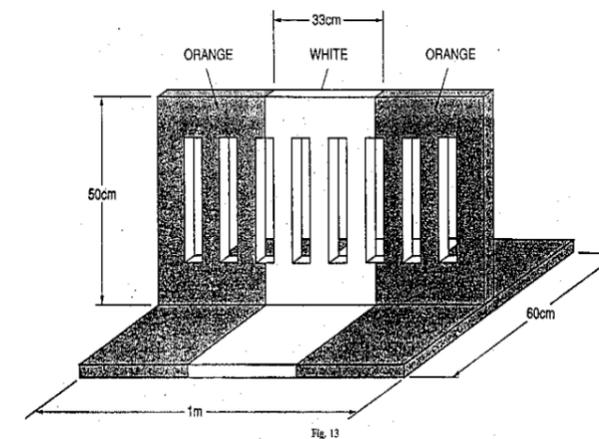


Fig. 13

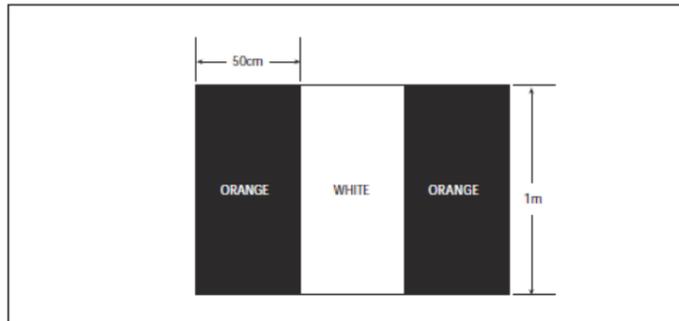
signify the boundary of that part of a paved runway, taxiway or apron which is unfit for the movement of aircraft.

Supplementary markings for use on unpaved manoeuvring areas

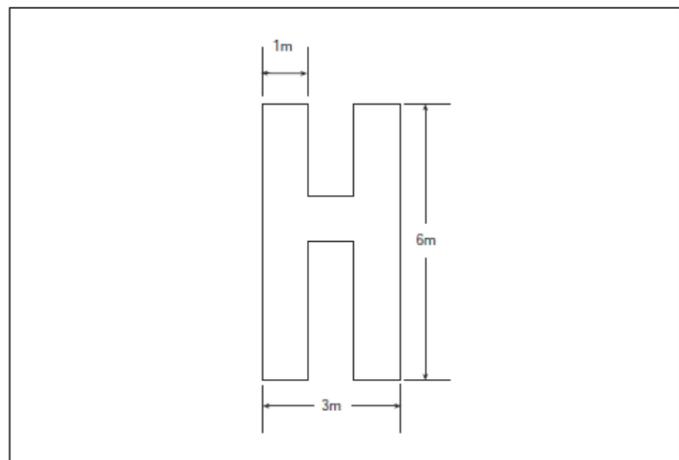
22.—(1) Markers with orange and white stripes of an equal width of 50 centimetres, with an orange stripe at each end, alternating with flags 60 centimetres square showing equal orange and white triangular areas, spaced not more than 90 metres apart, as illustrated in this diagram—

RETAINED RULES OF THE AIR REGULATIONS 2007 PENDING ENTRY INTO FORCE OF THE RULES OF THE AIR REGULATIONS 2015	RULES OF THE AIR REGULATIONS 2015 (WHEN IN FORCE)
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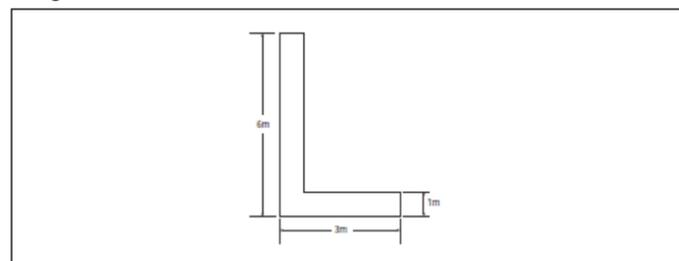
(2) One or more white crosses, as specified in rule 58(1), also indicate such an area as is referred to in paragraph (1).
 (3) Striped markers, as specified in paragraph (1), spaced not more than 45 metres apart, indicate the boundary of an aerodrome.
 (4) On structures markers with orange and white vertical stripes, of an equal width of 50 centimetres, with an orange stripe at each end, spaced not more than 45 metres apart, as illustrated in this paragraph, indicate the boundary of an aerodrome.



5) The pattern of the marker referred to in paragraph (4) shall be visible from inside and outside the aerodrome and the marker shall be affixed not more than 15 centimetres from the top of the structure.
 (6) White, flat, rectangular markers 3 metres long and 1 metre wide, at intervals not exceeding 90 metres, flush with the surface of an unpaved runway or stopway, indicate the boundary of the unpaved runway or stopway.
 (7) A white letter H, as illustrated in this paragraph, indicates an area which shall be used only for the taking off and landing of helicopters.

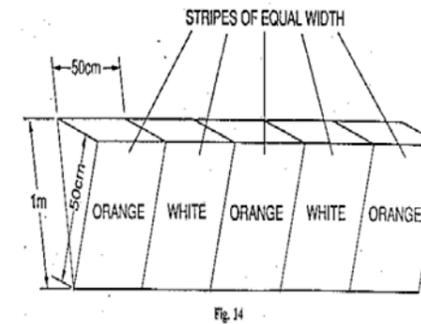


(8) A white letter L, as illustrated in this paragraph, indicates a part of the manoeuvring area which shall be used only for the taking off and landing of light aircraft.



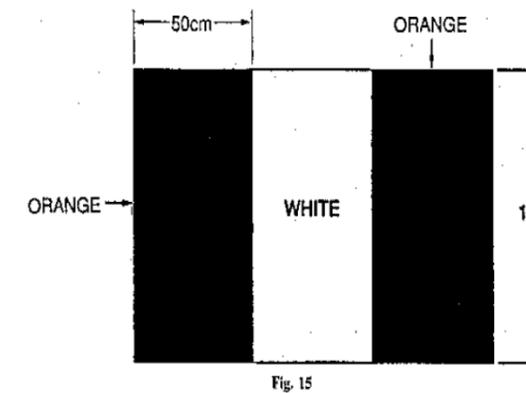
(9) A yellow cross with two arms each 6 metres long by 1 metre wide at right angles, indicates that tow ropes, banners

RULES OF THE AIR REGULATIONS 2015 (WHEN IN FORCE)



indicate the boundary of an area unfit for the movement of aircraft.

(1) Striped markers, as specified in paragraph (1), spaced not more than 45 metres apart, as illustrated in this diagram indicate the boundary of an aerodrome.
 (2) On structures markers with orange and white vertical stripes, of an equal width of 50 centimetres, with an orange stripe at each end, spaced not more than 45 metres apart, as illustrated in this diagram—



indicate the boundary of an aerodrome.

(4) The pattern of the marker referred to in sub-paragraph (3) must be visible from inside and outside the aerodrome and the marker must be affixed not more than 15 centimetres from the top of the structure.
 (5) White, flat, rectangular markers 3 metres long and 1 metre wide, at intervals not exceeding 90 metres, flush with the surface of an unpaved runway or stopway, indicate the boundary of the unpaved runway or stopway.
 (6) A white letter H indicates an area which must be used only for the taking off and landing of helicopters.
 (7) A yellow cross with two arms each 6 metres long by 1 metre wide at right angles, indicates that tow ropes, banners and similar articles towed by aircraft must only be picked up and dropped in the area in which the cross is placed.
 (8) A white letter 'T', as specified in SERA, Appendix 1, paragraph 3.2.5.1, placed at the left-hand side of a runway (when viewed from the direction of landing), also indicates the runway to be used for take-off and landing.

<p>RETAINED RULES OF THE AIR REGULATIONS 2007 PENDING ENTRY INTO FORCE OF THE RULES OF THE AIR REGULATIONS 2015</p>	<p>RULES OF THE AIR REGULATIONS 2015 (WHEN IN FORCE)</p>
<p>and similar articles towed by aircraft shall only be picked up and dropped in the area in which the cross is placed.</p> <p>(10) A white double cross, as illustrated in this paragraph, indicates an area which shall be used only for the taking off and landing of gliders.</p> <div data-bbox="454 443 1130 737" data-label="Image"> </div> <p>(11) Subject to paragraph (12) a white landing T, as specified in rule 57(2), placed at the left-hand side of the runway (when viewed from the direction of landing) indicates the runway to be used for take-off and landing.</p> <p>(12) The white landing T referred to in paragraph (11), when placed at an aerodrome with no runway, indicates the direction for take-off and landing.</p>	
<p>60 Signals visible from the ground</p> <p>(4) Black, Arabic numerals in two-figure groups and, where parallel runways are provided, the letter or letters L (left), LC (left centre), C (centre), RC (right centre) and R (right), placed against a yellow background, indicate the direction for take-off or the runway in use.</p>	<p>Signals visible from the ground</p> <p>23. Black, Arabic numerals in two-figure groups and, where parallel runways are provided, the letter or letters L (left), LC (left centre), C (centre), RC (right centre) and R (right), placed against a yellow background, indicate the direction for take-off or the runway in use.</p>