



(2) Subject to paragraphs (1) and (3) and except as otherwise specified, other terms in the Rules of the Air have the same meaning as in article 2 of SERA.

(3) The following terms in the Rules of the Air have the same meaning as in article 255(1) of the Air Navigation Order 2009—

- “Aerodrome traffic zone”;
- “Air/ground communication service”;
- “Appropriate air traffic control unit”;
- “Captive balloon”;
- “Congested area”;
- “EASA certificated aerodrome”;
- “Government aerodrome”;
- “Military aircraft”;
- “National licensed aerodrome”;
- “Notified”;
- “Police air operator’s certificate”; and
- “SERA”.

## SECTION 2

### *APPLICABILITY AND COMPLIANCE*

#### **Application of Rules to aircraft**

2. These Rules, insofar as they apply to aircraft, apply—
- (a) to all aircraft within the United Kingdom;
  - (b) for the purposes of rules 6 and 7, to all aircraft in the vicinity of an offshore installation; and
  - (c) to all aircraft registered in the United Kingdom, wherever they may be as long as they do not conflict with the national rules of the air of any State over which they are flying at the time.

#### **Permissions**

3. Wherever in these Rules there is provision for an authorisation or permission to be granted for the purposes of a rule by the CAA, it may be granted in respect of classes or aircraft, persons or vehicles generally or in respect of any particular aircraft, person or vehicle or any class of aircraft, person or vehicle and may be granted subject to such conditions as the CAA thinks fit.

## SECTION 3

### *GENERAL RULES AND COLLISION AVOIDANCE*

#### SUB-SECTION 1

### *PROTECTION OF PERSONS AND PROPERTY*

#### **Aerobatic flights**

4. Aerobatic flight is not permitted—
- (a) over the congested area of any city, town or settlement; or
  - (b) within notified controlled airspace other than with the consent of the appropriate air traffic control unit.

### **Formation flights**

5. For the purposes of SERA.3135(d) military aircraft flying in formation must be flown at a distance not exceeding 1 nautical mile laterally and longitudinally and 30 metres (100 feet) vertically from the leading aircraft in the formation.

### **Minimum height**

#### *Failure of power unit*

6. An aircraft must not be flown below such height as would enable it to make an emergency landing without causing danger to persons or property on the surface in the event of a power unit failure.

#### *Landing and taking off*

7.—(1) For the purposes of SERA.3105, an aircraft must not take off or land within a congested area without the written permission of the CAA.

(2) An aircraft must not land or take-off within 1,000 metres of an open-air assembly of more than 1,000 persons except—

- (a) at an aerodrome in accordance with procedures notified by the CAA; or
- (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.

### **Test flying over congested areas**

8.—(1) 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.

(2) Paragraph (1) does not apply if the CAA has given its written permission for the flight over the congested area.

(3) This rule applies to an aircraft that—

- (a) does not have a valid certificate of airworthiness in force; and
- (b) which is flying for the purpose of—
  - (i) experimenting with or testing—
    - (aa) the aircraft; or
    - (bb) any engines or equipment installed or carried in the aircraft; or
  - (ii) enabling the aircraft to qualify for—
    - (aa) the issue or validation of a certificate of airworthiness;
    - (bb) the approval of a modification of the aircraft; or
    - (cc) the issue of a permit to fly.

### **Launching, picking up and dropping of tow ropes, etc.**

9.—(1) Tow ropes, banners or similar articles towed by an aircraft must not be launched at an aerodrome except in accordance with arrangements made with—

- (a) the air traffic control unit at the aerodrome; or
- (b) if there is no such unit, the person in charge of the aerodrome.

(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—

- (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

- (b) in the area designated by the marking described in rule 31(7), but only when the aircraft is flying in the direction appropriate for landing.

SUB-SECTION 2  
*AVOIDANCE OF COLLISIONS*

**Avoiding aerial collisions**

**10.** For the purposes of avoiding aerial collisions a glider and a flying machine which is towing it must be considered to be a single aircraft under the command of the commander of the flying machine.

**Order of landing**

**11.—(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.

(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.

**Landing and take-off**

**12.—(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.

(2) If take-offs and landings are not confined to a runway—

- (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;
- (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
- (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.

(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.

(4) Paragraphs (1) and (3) do not apply if the air traffic control unit at the aerodrome otherwise authorises the flying machine or glider.

**Flight within aerodrome traffic zones**

**13.—(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.

Table 1

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 centre.	During the notified hours of watch of the air traffic control unit or the flight information service centre.
(c) A national licensed aerodrome or an EASA certificated aerodrome having a means of two-way	During the notified hours of watch of the

radio communication with aircraft.	air/ground radio station.
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(2) An aircraft must 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.

(3) If the aerodrome has an air traffic control unit the commander must obtain the permission of the air traffic control unit to enable the flight to be conducted safely within the zone.

(4) If the aerodrome provides a flight information service centre the commander must obtain information from the person providing the flight information service to enable the flight to be conducted safely within the zone.

(5) If there is no flight information service centre at the aerodrome the commander must obtain information from the air/ground communication service to enable the flight to be conducted safely within the zone.

(6) The commander of an aircraft flying within the aerodrome traffic zone of an aerodrome must—

- (a) cause a continuous watch to be maintained on the appropriate radio frequency notified for communications at the aerodrome; or
- (b) if this is not possible, cause a watch to be kept for such instructions as may be issued by visual means; and
- (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.

#### **Movement of aircraft on uncontrolled aerodromes**

**14.** An aircraft must not taxi on the apron or the manoeuvring area of an uncontrolled aerodrome without the permission of either—

- (a) the person in charge of the aerodrome; or
- (b) the aerodrome flight information service centre notified as being on watch at the aerodrome.

#### **Access to and movement of persons and vehicles on the aerodrome**

**15.—(1)** Unless there is a public right of way over it, a person or vehicle must—

- (a) not go onto any part of an aerodrome without the permission of the person in charge of that part of the aerodrome; and
- (b) comply with any conditions subject to which that permission may be granted.

**(2)** A person or vehicle must—

- (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
- (b) comply with any conditions subject to which that permission may be granted.

#### **Right of way on the ground**

**16.—(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.

(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.

(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.

- (4) On the apron—
- (a) vehicles and vehicles towing aircraft must give way to taxiing aircraft;
  - (b) vehicles must give way to other vehicles towing aircraft; and
  - (c) notwithstanding the provisions of (a) and (b), vehicles and vehicles towing aircraft must comply with instructions issued by the aerodrome control tower.

### **Lights to be shown by aircraft**

#### *Display of lights by helicopters when stationary on an offshore installation*

**17.** 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.

#### *Failure of navigation and anti-collision lights required by SERA.3215*

**18.—(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.

**(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.

### **Airships by day**

**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.

- (2) The circumstances are—
- (a) the airship is not under command;
  - (b) the airship has voluntarily stopped its engines; or
  - (c) the airship is being towed.

(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 SERA and these rules.

## SUB-SECTION 3

### *SIGNALS*

### **Aerodrome Visual Signals and Markings**

**20.** Within the United Kingdom any signal or marking which is specified in SERA and 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.

### **Misuse of signals and markings**

**21.** A person in an aircraft or on an aerodrome or at any place at which an aircraft is taking off or landing must not—

- (a) make any signal which may be confused with a signal specified in these Rules; or
- (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.

### **Markings for paved runways and taxiways**

**22.**—(1) Subject to paragraph (2), two yellow broken lines and two continuous lines 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.

(3) Subject to paragraph (4), a yellow marking 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, 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**

**23.**—(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 indicate the boundary of an area unfit for the movement of aircraft.

(2) Striped markers, as specified in paragraph (1), spaced not more than 45 metres apart, indicate the boundary of an aerodrome.

(3) 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 indicate the boundary of an aerodrome.

(4) The pattern of the marker referred to in 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) Subject to paragraph (9) a white landing 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) indicates the runway to be used for take-off and landing.

(9) The white landing T referred to in paragraph (8), when placed at an aerodrome with no runway, indicates the direction for take-off and landing.

### **Signals visible from the ground**

24. 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.

## SECTION 4

### *VISUAL METEOROLOGICAL CONDITIONS, VISUAL FLIGHT RULES, SPECIAL VFR AND INSTRUMENT FLIGHT RULES*

### **Classification of airspaces and rules for flight**

25. Subject to rules 27 and 28, 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.

### **Flight in Class C airspace in VMC**

26.—(1) Subject to paragraph (2) an aircraft flying—

- (a) in Visual Meteorological Conditions in Class C airspace above flight level 195;
- (b) or along a Class C ATS route at any level,  
must be flown in accordance with the Instrument Flight Rules.

(2) Paragraph (1) does not apply to an aircraft which is flying in accordance with a permission issued by the CAA.

### **Use of radio navigation aids**

27.—(1) Subject to 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.

(2) The commander of an aircraft is not be required to comply with this rule if—

- (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.

### **Flights by aircraft without radio equipment in Class B, Class C, Class D or Class E airspace**

28.—(1) An aircraft without radio equipment must not fly in Class B, Class C or Class D airspace during the notified hours of watch of the appropriate air traffic control unit unless it has been otherwise authorised by the appropriate air traffic control unit and is subject to the conditions at paragraph (3).

(2) An aircraft without radio equipment and flown in accordance with the Instrument Flight Rules must not fly in Class E airspace during the notified hours of watch of the appropriate air traffic control unit unless it has been otherwise authorised by the appropriate air traffic control unit and is subject to the conditions at paragraph (3).

(3) For the purposes of paragraphs (1) and (2), the conditions are that the aircraft must—

- (a) only fly during the day;
- (b) only fly within notified controlled airspace notified for the purpose of this paragraph;
- (c) 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;
- (d) comply with any electronic conspicuity requirements specified by the air traffic control unit; and

(e) comply with any other conditions specified by the appropriate air traffic control unit.

## SCHEDULE 2

### Revocations

<i>Regulations revoked</i>	<i>Reference</i>
The Rules of the Air Regulations 2007	S.I. 2007/734
The Rules of the Air (Amendment) Regulations 2007	S.I. 2007/1371
The Rules of the Air (Amendment) Regulations 2008	S.I. 2008/669
The Rules of the Air (Amendment) Regulations 2009	S.I. 2009/2169
The Rules of the Air (Amendment) Regulations 2010	S.I. 2010/841