STATUTORY INSTRUMENTS
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STATUTORY INSTRUMENTS SUPPLEMENT

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S T A T U T O R Y I N S T R U M E N T S

2020 No. 15.

THE CIVIL AVIATION (RULES OF THE AIR) REGULATIONS, 2020

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S T A T U T O R Y I N S T R U M E N T S

2020 No. 15.

The Civil Aviation (Rules of the Air) Regulations, 2020.

(Under sections 34(2) and 61 of the Civil Aviation Authority Act, Cap. 354)

IN EXERCISE of the powers conferred upon the Minister by sections 34(2) and 61 of the Civil Aviation Authority Act and on the recommendation of the Civil Aviation Authority, these Regulations are made this 17th day of October, 2019.

PART I—PRELIMINARY

1. Title

These Regulations may be cited as the Civil Aviation Authority (Rules of the Air) Regulations, 2020.

2. Interpretation

In these Regulations, unless the context otherwise requires—

"acrobatic flight" means manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude or an abnormal variation in speed;

"advisory airspace" means an airspace of defined dimensions or designated route, within which air traffic advisory service is available;

"advisory route" means a designated route along which air traffic advisory service is available;

"aerodrome" means a defined area on land or water including any buildings, installations and equipment intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;

"aerodrome control tower" means a unit established to provide air traffic control service to aerodrome traffic;

"aerodrome traffic" means all traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome;

"aerodrome traffic zone" means an airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic;

"Aeronautical Information Publication" means a publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation;

"aeronautical station" means a land station in the aeronautical mobile service which in certain instances, may be located, for example, on board a ship or on a platform at sea;

"aeroplane" means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;

"airborne collision avoidance system" means an aircraft system based on secondary surveillance radar transponder signals which operates independently of ground based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with secondary surveillance radar transponders;

"aircraft" means a machine that derives support in the atmosphere from the reactions of the air, other than the reactions of the air against the earth's surface;

"air traffic" means all aircraft in flight or operating on the manoeuvring area of an aerodrome;

"air traffic advisory service" means a service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on instrument flight rules flight plans;

"air traffic control clearance" means authorisation for an aircraft to proceed under conditions specified by an air traffic control unit;

"air traffic control service" means a service provided for the purpose of—

(a) preventing collision between aircraft;

(b) preventing collision on manoeuvring area between aircraft and obstructions; and

(c) expediting and maintaining an orderly flow of air traffic;

"air traffic control unit" means an area control centre, approach control unit or aerodrome control tower;

"air traffic service" includes flight information service, alerting service, air traffic advisory service, or air traffic control service;

"air traffic services airspaces" means airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified;

"air traffic services reporting office" means a unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure;

"air traffic service route" means a specified route designed for channeling the flow of traffic as necessary for the provision of air traffic services;

"air traffic services unit" includes air traffic control unit, flight information centre or air traffic services reporting office;

"airway" means a control area or portion of the area established in the form of a corridor;

"alerting service" means a service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid and assist such organisations as required;

"alternate aerodrome" means an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing; and includes the following—

(a) take-off alternate: an alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure;

(b) en-route alternate: an aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en-route;

(c) destination alternate: an alternate aerodrome to which an aircraft may proceed should it become either impossible or inadvisable to land at the aerodrome of intended landing;

(d) ETOPS en-route alternate: a suitable and appropriate alternate aerodrome at which an aeroplane would be able to land after experiencing an engine shutdown or other abnormal or emergency condition while en route in an ETOPS operation;

"altitude" means the vertical distance of a level, a point or an object considered as a point, measured from mean sea level;

"anti-collision light" means a flashing red or flashing white light showing in all directions for the purpose of enabling the aircraft to be more readily detected by a pilot of distant aircraft;

"approach control unit" means a unit established to provide air traffic control service to controlled flights arriving at or departing from, one or more aerodromes;

"appropriate air traffic service authority" means the relevant authority designated by the State responsible for providing air traffic services in the airspace concerned;

"apron" means a defined area on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance;

"area control centre" means a unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction;

"area navigation" means a method of navigation which permits aircraft operation on any desired flight path within the coverage of ground or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

"Authority" means the Uganda Civil Aviation Authority established under section 3 of the Civil Aviation Authority Act;

"automatic dependent surveillance" means a surveillance technique in which aircraft automatically provide, via a data link, data derived from on-board navigation and position-fixing systems, including aircraft identification, four dimensional position and additional data as appropriate;

"automatic dependent surveillance – broadcast" refers to a means by which aircraft, aerodrome vehicles and other objects can automatically transmit or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link;

"automatic dependent surveillance - Contract agreement" means a reporting plan establishing the conditions of automatic dependent surveillance-Contract data reporting;

"automatic dependent surveillance – contract" refers to a means by which the terms of an automatic dependent surveillance – contract will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions automatic dependent surveillance contract reports would be initiated, and what data would be contained in the reports;

"ceiling" means the height above the ground or water of the base of the lowest layer of cloud below 6,000 metres (20 000 feet) covering more than half the sky;

"command and control link" means the data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight;

"competent authority" in relation to Uganda, means the Authority and in relation to any other State, the authority responsible under the law of that state for promoting the safety of civil aviation;

"control area" means a controlled airspace extending upwards from a specified limit above the earth;

"controlled aerodrome" means an aerodrome at which air traffic control service is provided to aerodrome traffic;

"controlled airspace" means an airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification and includes air traffic services airspace classes A, B, C, D and E;

"controlled flight" means a flight which is subject to an air traffic control clearance;

"control zone" means a controlled airspace extending upwards from the surface of the earth to a specified upper limit;

"cruise climb"means an aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decrease;

"cruising level" means a level maintained during a significant portion of a flight;

"currency point" has the meaning assigned to it in Schedule 1;

"current flight plan" means a flight plan, including changes, if any, brought about by subsequent clearances;

"danger area" means an airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times;

"data link communications" means a form of communication intended for the exchange of messages via a data link;

"detect and avoid" means the capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action;

"estimated off-block time" means the estimated time at which an aircraft will commence movement associated with departure;

"estimated time of arrival" means—

(a) for instrument flight rules flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome; and

(b) for visual flight rules flights, the time at which it is estimated that the aircraft will arrive over the aerodrome;

"expected approach time" means the time at which air traffic control expects that an arriving aircraft, following a delay, will leave the holding fix to complete its approach for a landing;

"filed flight plan" means the flight plan as filed with an air traffic service unit by the pilot or a designated representative, without any subsequent changes;

"flight" means in the case of—

(a) an aeroplane or glider, from the moment it first moves for the purpose of taking off until the moment when it next comes to rest after landing;

(b) an airship or free balloon, from the moment when it first becomes detached from the surface until the moment when it next becomes attached to the surface or comes to rest on the surface;

"flight information centre" means a unit established to provide flight information service and alerting service;

"flight information region" means an airspace of defined dimensions within which flight information service and alerting service are provided;

"flight information service" means a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights;

"flight level" means a surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals;

"flight plan" means specified information provided to air traffic service units, relative to an intended flight or portion of a flight of an aircraft;

"flight visibility" means the visibility forward from the cockpit of an aircraft in flight;

"glider" means a non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces, which remain fixed under given conditions of flight;

"ground visibility" means the visibility at an aerodrome, as reported by an accredited observer or by automatic systems;

"heading" means the direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid);

"heavier-than-air aircraft" means an aircraft deriving its lift in flight chiefly from aerodynamic forces;

"height" means the vertical distance of a level, a point or an object considered as a point, measured from a specified datum;

"helicopter" means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axis;

"instrument flight rules flight" means a flight conducted in accordance with the instrument flight rules;

"instrument approach operations" means an approach and landing using instruments for navigation guidance based on an instrument approach procedure and there are two methods for executing instrument approach operations-

(a) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and

(b) a three-dimensional (3D) instrument approach operation using lateral and vertical navigation guidance;

"instrument approach procedure" means a series of pre-determined manoeuvres by reference to flight instruments, with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or enroute obstacle clearance criteria apply; and instrument approach procedures are classified as follows—

(a) non-precision approach procedure - an instrument approach procedure designed for 2D instrument approach operations Type A;

(b) approach procedure with vertical guidance- a performance-based navigation instrument approach procedure designed for 3D instrument approach operations Type A;

(c) precision approach procedure - an instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS Cat I) designed for 3D instrument approach operations Type A or B;

"instrument meteorological conditions" means meteorological conditions expressed in terms of visibility, distance from cloud and ceiling, less than the minima specified for visual meteorological conditions;

"landing area" means that part of a movement area intended for the landing or take-off of aircraft;

"lateral and vertical guidance" means guidance provided either by—

(a) a ground based radio navigation aid; or

(b) computer-generated navigation data from ground based, space-based, self-contained navigation aids or a combination of the three;

"level" means the vertical position of an aircraft in flight and includes height, altitude or flight level;

"manoeuvring area" means that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons;

"movement area" means that part of an aerodrome used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the aprons;

"night" means the time between 15 minutes after sunset and 15 minutes before sunrise, sunrise and sunset being determined at surface level, and includes any time between sunset and sunrise when an unlighted aircraft or other unlighted prominent object cannot clearly be seen at a distance of 4,572 metres;

"operator" means a person, organisation or enterprise engaged in or offering to engage in an aircraft operation;

"overtaking aircraft" means an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, so that it is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left (port) or right (starboard) navigation lights;

"parascending parachute" means a parachute which is towed by cable in such a manner as to cause it to ascend;

"pilot-in-command" means the pilot designated by the operator or in the case of general aviation, the owner as being in command and charge with the safe conduct of a flight;

"pressure-altitude" means an atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the standard atmosphere;

"problematic use of substances" means the use of one or more psychoactive substances by aviation personnel in a way that—

(a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; or

(b) causes or worsens an occupational, social, mental or physical problem or disorder;

"prohibited area" means an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited;

"psychoactive substance" includes alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, excluding coffee and tobacco;

"radiotelephony" means a form of radio communication primarily intended for the exchange of information in the form of speech;

"remote pilot" means a person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time;

"remote pilot station" means the component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft;

"remotely piloted aircraft" means an unmanned aircraft which is piloted from a remote pilot station;

"remotely piloted aircraft observer" means a trained and competent person designated by the operator who, by visual observation of the remotely piloted aircraft, assists the remote pilot in the safe conduct of the flight;

"remotely piloted aircraft system" means a remotely piloted aircraft, associated remote pilot station, the required command and control links and any other components as specified in the type design;

"repetitive flight plan" means a flight plan related to a series of frequently recurring, regularly operated individual flights

with identical basic features, submitted by an operator for retention and repetitive use by air traffic service units;

"reporting point" means a specified geographical location in relation to which the position of an aircraft can be reported;

"restricted area" means an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of an aircraft is restricted in accordance with certain specified conditions;

"runway" means a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft;

"safety-sensitive personnel" means persons who might endanger aviation safety if they perform their duties and functions improperly including, crew members, aircraft maintenance personnel and air traffic controllers;

"simulated instrument flight" 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;

"signal area" means an area on an aerodrome used for the display of ground signals;

"special visual flight rules" means a visual flight rules traffic cleared by air traffic control to operate within the control zone under meteorological conditions below the visual meteorological conditions or at night;

"special visual flight rules flight" means a visual flight rules flight cleared by traffic control to operate within a control zone in meteorological conditions below visual meteorological conditions;

"secondary surveillance radar" means a surveillance radar system which uses interrogators and transponders;

"taxiing" means movement of an aircraft on the surface of an aerodrome under its own power, excluding take-off and landing;

"taxiway" means a defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another and includes—

(a) aircraft stand taxi lane - a portion of an apron designated as a taxiway and intended to provide access to aircraft stands only;

(b) apron taxiway - a portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron;

(c) rapid exit taxiway - a taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimising runway occupancy times;

"total estimated elapsed time" means—

(a) for instrument flight rules flights, the estimated time required from take-off to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome; and

(b) for visual flight rules flights, the estimated time required from take-off to arrive over the destination aerodrome;

"track" means the projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid);

"traffic information" means information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and help the pilot avoid a collision;

"transition altitude" means the altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes;

"unmanned free balloon" means a non-power-driven, unmanned, lighter-than-air aircraft in free flight;

"visual flight rules flight" means a flight conducted in accordance with the visual flight rules;

"visibility" for aeronautical purposes means the greater of—

(a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognised when observed against a bright background;

(b) the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background;

"visual line-of-sight operation" means an operation in which the remote pilot or remotely piloted aircraft observer maintains direct unaided visual contact with the remotely piloted aircraft;

"visual meteorological conditions" means meteorological conditions expressed in terms of visibility distance from cloud, and ceiling, equal to or better than specified minima.

3. Territorial application of rules of the air

(1) These Regulations shall apply to aircraft bearing the nationality and registration marks of a contracting State, wherever they may be, to the extent that they do not conflict with the rules published by the State having jurisdiction over the territory over flown.

(2) For purposes of flight over high seas where a contracting State has accepted the responsibility of providing air traffic services, the appropriate air traffic services authority referred to in these Regulations shall be the relevant authority designated by the State responsible for providing those services.

4. Compliance with rules of the air

(1) Every person and every aircraft including State aircraft shall comply with these Regulations.

(2) Subject to subregulation (3), a person who fails to comply with or permits contravention of these Regulations commits an offence.

(3) A pilot-in-command shall be responsible for the operation of the aircraft in accordance with these Regulations, except that the pilot-in-command may depart from the Regulations in the interest of safety to the extent necessary—

(a) to avoid immediate danger or in an emergency situation; or

(b) to comply with the law of any State other than Uganda within which the aircraft then is.

(4) The pilot-in-command shall, if any departure from these Regulations is made for the purpose of avoiding immediate danger or in an emergency situation, cause written particulars of the departure and of the circumstances giving rise to the departure, to be given without delay, and in any case within ten days thereafter, to the competent authority of the State in whose territory the departure was

made with a copy of the particulars to the Authority and the State of the operator, and in the case of Ugandan aircraft where the departure was made over the high seas, to the Authority.

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

(6) The Authority may, for the purpose of promoting the safety of aircraft make rules relating to—

(a) special signals and other communications to be made by or on an aircraft;

(b) the course on which and the height at which an aircraft shall fly; and

(c) other precautions to be observed in relation to the navigation and control of aircraft,

which the Authority may consider expedient for the safety of civil aviation and no aircraft shall fly in contravention of such rules.

(4) The pilot-in-command shall operate an aircraft either in flight or on the movement area of an aerodrome in compliance with the general rules and in addition when in flight , either with—

(a) Visual flight rules; or

(b) Instrument flight rules.

5. Pre-flight action

(1) The pilot-in-command of an aircraft shall before beginning a flight be familiar with all available information appropriate to the intended operation.

(2) Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into

consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned

6. Authority of pilot-in-command

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

Protection of Persons and Property

7. Negligent or reckless operation of aircraft

A person shall not operate an aircraft wilfully, negligently or recklessly in a manner so as to endanger life or property.

8. Low flying

(1) Subject to subregulations (2) and (3), an aircraft, other than a helicopter, shall not fly over any congested area of a city, town or settlement below—

(a) such height as would enable the aircraft to alight clear of the area and without danger to persons or property on the surface, in the event of failure of a power unit; or

(b) a height of 1,000 feet above the highest fixed object within 600 metres of the aircraft;

whichever is the higher.

(2) A helicopter shall not fly below such height as would enable it to alight without danger to persons or property on the surface, in the event of failure of a power unit.

(3) Except with the permission in writing of the Authority and in accordance with any condition specified, a helicopter shall not fly over a congested area of a city, town or settlement below a height of 1,000 feet above the highest fixed object within 600 metres of the helicopter.

(4) An aircraft shall not fly—

(a) over or within 1000 metres of any assembly in the open air of more than 1000 persons assembled for the purpose of witnessing or participating in any organised event, except with the permission in writing of the Authority and in accordance with any conditions specified and with the consent in writing of the organisers of the event; or

(b) below such height as would enable the aircraft to land clear of the assembly in the event of the failure of a power unit or if such an aircraft is towing a banner, the height shall be calculated on the basis that the banner shall not be dropped within 1000 metres of the assembly; and

(c) an aircraft shall not fly less than 500 feet above ground or water.

(5) A person who contravenes subregulation (1) commits an offence and where the person is charged with an offence under this regulation, it shall be a defence to prove that the flight of the aircraft over or within 1,000 metres of the assembly was made at a reasonable height and for a reason not connected with the assembly or with the event which was the occasion for the assembly.

(6) Subregulation (4) shall not apply to-

(a) an aircraft which is being used for police purposes;

(b) an aircraft which is being used for aerial work operations related to agriculture, horticulture, or forest preservation in accordance with the operating provisions of the Civil Aviation (Aerial Work) Regulations, 2006;

(c) the flight of an aircraft over or within 1,000 metres of an assembly of persons gathered for the purpose of witnessing an event which consists wholly or principally of an aircraft race contest or an exhibition of flying, if the aircraft is taking part in such a race, contest or exhibition or is engaged in a flight arranged by or made with the consent in writing of, the organisers of the event, and

the races, contest, exhibition or flight is approved by the Authority.

(7) Subregulation 1(a) shall not apply to—

(a) an aircraft while it is landing or taking-off in accordance with normal aviation practice; or

(b) a glider while it is hill-soaring.

(8) Nothing in this regulation shall prohibit any aircraft from—

(a) taking off, landing or practising approaches to landing;

(b) flying for the purpose of checking navigational aids or procedures in accordance with normal aviation practice at a licensed or certificated aerodrome in Uganda or at any aerodrome in any other State; or

(c) flying in such a manner as may be necessary for the purpose of saving life,

provided that in the case of practising approaches to landing, such practising is confined to the airspace customarily used by aircraft when landing or taking off in accordance with normal aviation practice at the aerodrome concerned.

(9) This regulation shall not apply to any captive balloon or kite.

9. Formation flights

A person shall not fly an aircraft in a formation flight except by pre-arrangement among the pilots-in-command of the aircraft taking part in the flight and, for formation flight in controlled airspace, in accordance with the conditions prescribed by the appropriate air traffic services authority, which conditions shall include—

(a) the formation operates as a single aircraft with regard to navigation and position reporting;

(b) separation between aircraft in the flight shall be the responsibility of the flight leader and the pilot-in-command of the other aircraft in the flight and shall include periods of transition when aircraft are manoeuvring to attain their own separation within the formation flight and during join-up and break-away; and

(c) a distance not exceeding 1 km (0.5 nm) laterally and longitudinally and 30 m (100 feet) vertically from the flight leader shall be maintained by each aircraft.

10. Remotely piloted aircraft

A person shall operate a remotely piloted aircraft in such a manner as to minimise hazards to persons, property or other aircraft, and in accordance with the conditions specified in the Civil Aviation (Remotely Piloted Aircraft) Regulations, 2020.

11. Unmanned free balloons

An unmanned free balloon shall be operated in such a manner as to minimise hazards to persons, property or other aircraft and in accordance with the conditions specified in Schedule 2 to these Regulations.

12. Acrobatic flight

(1) A person shall not operate an aircraft in acrobatic flight except under conditions prescribed by the Authority and as indicated by relevant information, advice or clearance from the appropriate air traffic services unit.

(2) A person shall not operate an aircraft—

(a) in acrobatic flight—

(i) over any city, town or settlement;

(ii) over an open air assembly of persons;

(iii) below an altitude of 1,500 feet above the surface; or

(iv) when the flight visibility is less than 5 kilometres;

(b) in manoeuvres exceeding a bank of 60 degrees or pitch of 30 degrees from level flight attitude unless all occupants of the aircraft are wearing parachutes packed by a qualified parachute rigger in the past twelve months.

13. Right-hand traffic rule

A person flying an aircraft within Uganda in sight of the ground and following a road, railway, canal or coastline or any other line of landmarks, shall keep such line of landmarks on his or her left.

14. Prohibited areas and restricted areas

A person shall not operate an aircraft in a prohibited area or a restricted area, the particulars of which have been duly published, except in accordance with the conditions of the restrictions or by permission of the Authority.

15. Flights over game parks, game reserves and national parks

A person shall not operate an aircraft except for the purpose of take-off or landing, below 1500 feet, above ground level when operating the aircraft over game parks, game reserves or national parks.

16. Cruising levels

(1) Cruising levels at which a flight or a portion of a flight is to be conducted shall be in terms of—

(a) flight levels, for flights at or above the lowest usable flight level or, where applicable, above the transition altitude; or

(b) altitudes, for flights below the lowest usable flight level or where applicable, at or below the transition altitude.

(2) Subject to subregulation (5), in order to comply with instrument flight rules, an aircraft when in level flight at or above

1,000 feet over land or water within controlled airspace shall be flown at a level appropriate to its magnetic track as specified in Schedule 3 to these Regulations.

(3) Subject to subregulation (5), in order to comply with instrument flight rules, an aircraft when in level flight at or above 1,000 feet over land or water outside controlled airspace shall be flown at a level appropriate to its magnetic track, in accordance with Schedule 3 to these Regulations.

(4) Except where otherwise indicated in air traffic control clearances or specified by the Authority, visual flight rules flights in level cruising flight when operated at or above 1000 ft from the ground or water shall be conducted at a flight level appropriate to its magnetic track in accordance with Schedule 3 to these Regulations.

(5) The level of flight shall be measured by an altimeter set according to the system notified or in the case of flight over a State other than Uganda, otherwise published by the competent authority, in relation to the area over which the aircraft is flying.

(6) An aircraft shall be flown in conformity with instructions given by an air traffic control unit or in accordance with notified en-route holding patterns or holding procedures notified in relation to an aerodrome.

17. Dropping, spraying and towing

A person shall not—

(a) drop any article, substance or spray any substance parachute descents from the aircraft in flight;

(b) tow an aircraft or other object; or

(c) make a parachute descent other than an emergency descent,

except in accordance with conditions prescribed by the Authority and as indicated by relevant information, advice and clearance from the appropriate air traffic services unit.

18. Proximity to other aircraft

A person shall not operate an aircraft in such proximity to other aircraft as to create a collision hazard.

19. Right-of-way rules: air operations

(1) A pilot-in-command of an aircraft that has the right-of-way shall maintain the heading and speed of aircraft, but nothing in this regulation shall relieve the pilot-in-command from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by airborne collision avoidance system equipment, as will best avert collision.

(2) An aircraft that is obliged to keep out of the way of another aircraft in accordance with this regulation shall avoid passing over, under or in front of the other aircraft, unless it passes well and takes into account the effect of aircraft wake turbulence.

(3) An aircraft in distress has the right-of-way over all other air traffic.

(4) Where two aircraft are approaching head-on or nearly so, and there is danger of collision, each pilot shall alter course to the right.

(5) When two aircrafts are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows—

(a) power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons;

(b) airships shall give way to gliders and balloons;

(c) gliders shall give way to balloons; and

(d) power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.

(6) An aircraft towing or refueling other aircraft has the right-of-way over all other engine-driven aircraft, except an aircraft in distress.

(7) An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.

(8) An aircraft in flight shall give way to aircraft landing or in the final stages of an approach to land.

(9) When two or more heavier-than-air aircrafts are approaching an aerodrome for the purpose of landing, the aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is in the final stages of an approach to land, or to overtake that aircraft, provided that—

(a) when an air traffic control unit has communicated to any aircraft an order of priority for landing, the aircraft shall approach to land in that order; and

(b) when the pilot-in-command of an aircraft is aware that another aircraft is making an emergency landing, the pilot-in-command shall give way to that aircraft, and notwithstanding that he or she may have received permission to land, shall not attempt to land until he or she has received further permission to do so.

(10) A power-driven heavier-than-air aircraft shall give way to a glider.

(11) An aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft taking off or about to take off.

20. Right of way rules: ground operations

(1) This regulation shall apply to aeroplanes and vehicles on the movement area of a land aerodrome.

(2) Notwithstanding any air traffic control clearances, it shall remain the duty of the pilot-in-command to take all possible measures to ensure that the aircraft does not collide with any other aircraft or with any vehicle.

(3) Emergency vehicles proceeding to the assistance of aircraft in distress shall be afforded priority over all other surface movement traffic.

(4) An aircraft operating on the ground or water shall give way to aircraft landing or in the final stages of an approach to land.

(5) Vehicles towing aircraft shall give way to aircraft which are landing, taking off or taxing.

(6) Vehicles which are not towing aircraft shall give way to aircraft.

(7) Vehicles shall give way to other vehicles towing aircraft.

(8) Subject to subregulation (4) and regulation 28(4), in case of danger of collision between two aircrafts—

(a) when two aircraft are approaching head-on or approximately so, each aircraft shall stop or where practicable alter its course to the right so as to keep well clear;

(b) when the two aircraft are on converging course, the one which has the other on its right shall give way to the other and shall avoid crossing ahead of the other unless passing well clear of it;

(c) an aircraft which is being overtaken shall have the right-of-way, and the overtaking aircraft shall keep out of the way of the other aircraft by altering its course to the left until that other aircraft has been passed and is clear, notwithstanding any change in the relative position of the two aircraft; and

(d) an aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aeroplanes taking off or about to take off.

(9) Subject to subregulation (7), a vehicle shall—

(a) overtake another vehicle so that the other vehicle is on the left of the overtaking vehicle; or

(b) keep to the left when passing another vehicle which is approaching head-on or approximately so.

(10) Unless otherwise authorised by the aerodrome control tower, an aircraft taxiing on the manoeuvring area shall stop and hold at all runways-holding positions.

(11) An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and shall proceed further when the lights are switched off.

21. Right-of-way rules: water operations

(1) A person operating an aircraft on the water shall, in so far as possible, keep clear of all vessels and avoid impeding their navigation and shall give way to any vessel or other aircraft that is given the right-of-way by this regulation.

(2) Where aircraft or an aircraft and a vessel, are on crossing courses, the aircraft or vessel to the other's right has the right-of-way.

(3) Where aircraft or an aircraft and a vessel, are approaching head-on or nearly so, each shall alter its course to the right to keep well clear.

(4) An aircraft or vessel that is being overtaken has the right-of-way and the one overtaking shall alter course to keep well clear.

(5) When aircraft or an aircraft and a vessel, approach so as to involve risk of collision, the aircraft or vessel shall proceed with careful regard to existing circumstances, including the limitations of the respective aircraft.

(6) Aircraft landing on or taking off from the water shall keep well clear of all vessels and avoid impeding their navigation.

22. Lights to be displayed by aircraft

(1) In this regulation, unless the context otherwise requires—

(a) "angles of coverage" includes—

(i) angle of coverage A which is formed by two intersecting vertical planes making angles of 70 degrees to the right and 70 degrees to the left respectively, looking forward along the longitudinal axis to a vertical plane passing through the longitudinal axis;

(ii) angle of coverage F which is formed by two intersecting vertical planes making angles of 110 degrees to the right and 110 degrees to the left respectively, looking forward along the longitudinal axis to a vertical plane passing through the longitudinal axis;

(iii) angle of coverage L which is formed by two intersecting vertical planes, one parallel to the longitudinal axis of the aeroplane, and the other 110 degrees to the left of the first, when looking forward along the longitudinal axis;

(iv) angle of coverage R which is formed by two intersecting vertical planes, one parallel to the longitudinal al axis of the aeroplane, and the other 110 degrees to the right of the first, when looking forward along the longitudinal axis;

(b) "horizontal plane" means the plane containing the longitudinal axis and perpendicular to the plane of symmetry of the aeroplane;

(c) "longitudinal axis of the aeroplane" means a selected axis parallel to the direction of the flight at a normal cruising speed and passing through the centre of gravity of the aeroplane;

(d) "making way" means an aeroplane on the surface of the water when it is under way and has a velocity relative to the water;

(e) "under command" means an aeroplane on the surface of the water when it is able to execute manoeuvres as required by the Convention on the International Regulations for Prevention of Collisions at Sea, 1972 for the purpose of avoiding other vessels;

(f) "underway" means an aeroplane on the surface of the water when it is not aground or moored to the ground or to any fixed object on the land or in the water;

(g) "vertical planes" means planes perpendicular to the horizontal plane;

(h) "visible" means visible on a dark night with a clear atmosphere.

(2) A pilot-in-command when operating an aircraft on the water during the period from sunset to sunrise or any other period which may be prescribed by the Authority shall—

(a) display lights as required by the International Regulations for Preventing Collissions at Sea, (Revised 1972), or

(b) when impractical, display lights similar in characteristics and position to those required by the International Regulations for Preventing Collisions at Sea.

(3) An aircraft when in flight shall be equipped with the following navigation lights as illustrated in Figure 1—

(a) a red light projected above and below the horizontal plane through angle of coverage L;

(b) a green light projected above and below the horizontal plane through angle of coverage R;

(c) a white light projected above and below the horizontal plane rearward through angle of coverage A.

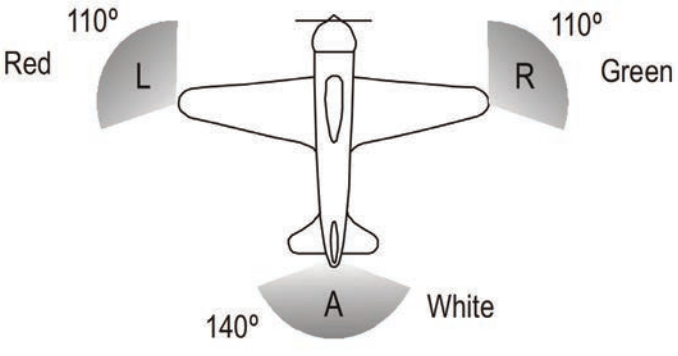


Figure 1

(4) The following lights shall be displayed on the water in each of the following circumstances—

(a) when underway, appearing as steady unobstructed lights, as illustrated in Figure 2—

(i) a red light projected above and below the horizontal through angle of coverage L;

(ii) a green light projected above and below the horizontal through angle of coverage R;

(iii) a white light projected above and below the horizontal through angle of coverage A; and

(iv) a white light projected through angle of coverage F,

provided that—

(aa) the lights described in subregulation (3) (a)(i), (ii) and (iii) shall be visible at a distance of at least 3.7 Km (2NM); and

(bb) the light described in subregulation (3)(a)(iv) shall be visible at a distance of 9.3Km (5NM) when fitted to an aeroplane of 20 m or more in length or visible at a distance of 5.6 Km (3NM) when fitted to an aeroplane of less than 20 m in length.

(b) when towing another vessel or aeroplane, appearing as steady unobstructed lights, as illustrated in Figure 3—

(i) the lights described in sub regulation (3)(a);

(ii) a second light having the same characteristics as the light described in sub regulation (3)(a)(iv) and mounted in a vertical line at least 2 m above or below it; and

(iii) a yellow light having otherwise the same characteristics as the light described in sub regulation (3) (a) (iii) and mounted in a vertical line at least 2 m above it.

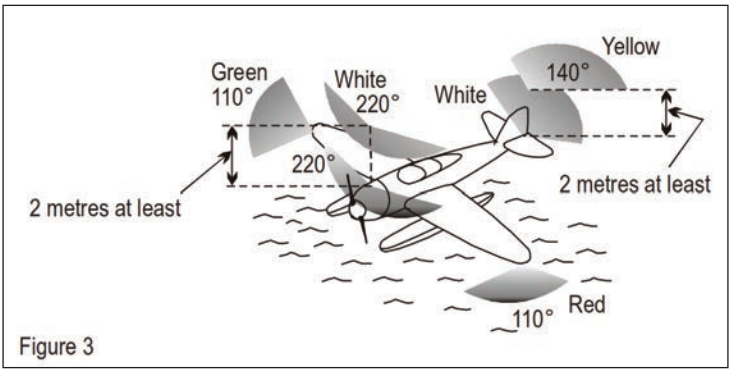


Figure 3

(c) when being towed, appearing as steady unobstructed lights, the lights described in sub regulation (3)(a)(i) to (iii);

(d) when not under command and not making way, as illustrated in Figure 4, two steady red lights placed

where they can best be seen, one vertically over the other and not less than 1 m apart, and of such a character as to be visible all around the horizon at a distance of at least 3.7 Km (2NM);

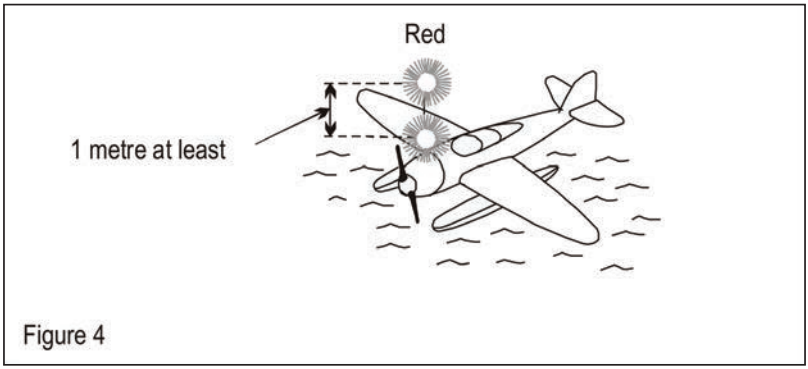


Figure 4

(e) when making way but not under command, as illustrated in Figure 5, the lights described in sub regulation (3)(d) plus the lights described in sub regulation (3)(a)(i) to (iii), provided that the display of lights prescribed in sub regulation (3)(d) and (e) shall be taken by other aircraft as signals that the aeroplane showing them is not under command and cannot therefore get out of the way and are not signals of aeroplanes in distress and requiring assistance;

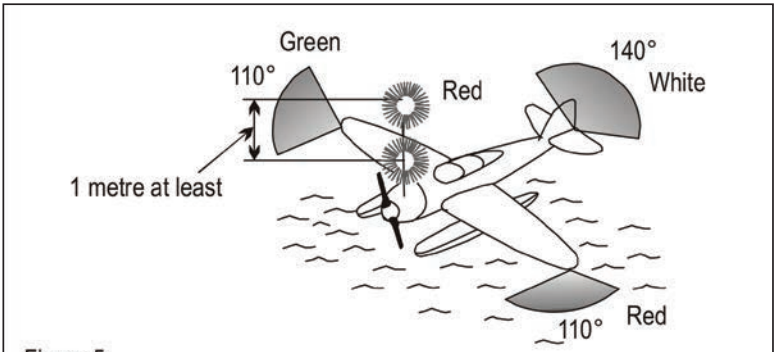


Figure 5

(f) when at anchor—

(i) if less than 50 m in length, where it can best be seen, a steady white light, as illustrated in Figure 6, visible all around the horizon at a distance of at least 3.7 Km (2NM);

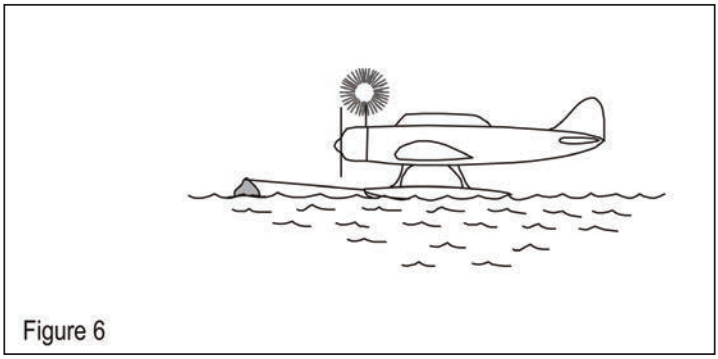


Figure 6

(ii) if 50 m or more in length, where they can best be seen, a steady white forward light and a steady white rear light, as illustrated in Figure 7, both visible all around the horizon at a distance of at least 5.6 Km (3NM);

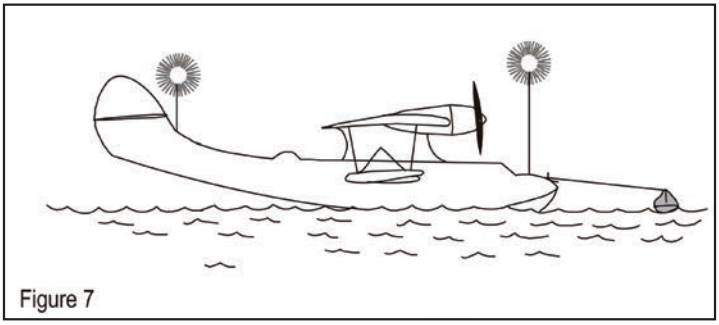
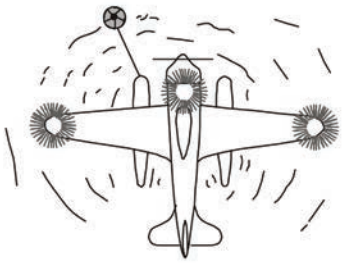


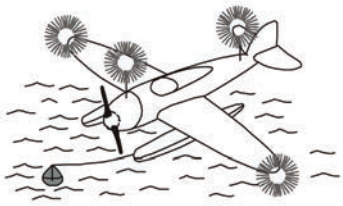
Figure 7

(iii) if 50 m or more in span a steady white light on each side, as illustrated in Figures 8 and 9, to indicate the maximum span and visible, so far as practicable, all around the horizon at a distance of at least 1.9 Km (1 NM);



Less than 50 metres in length; 50 metres or more in span

Figure 8



50 metres or more in length; 50 metres or more in span

Figure 9

(g) when aground, the lights prescribed in sub regulation (3)(f) and in addition two steady red lights in vertical line, at least 1 m apart so placed as to be visible all around the horizon.

23. Failure of lights by night

In the event of the failure of any light which is required by these Regulations to be displayed at night, if the light cannot be immediately repaired or replaced, the pilot-in-command shall not depart from the aerodrome and, if in flight, shall land as soon as it is safely possible to do so, unless authorised by the appropriate air traffic control unit to continue the flight.

24. Conditions for lights to be displayed by an aircraft

(1) Except as provided by subregulation (5), a pilot-in-command when operating an aircraft during the period from sunset to sunrise or any other period which may be prescribed by the Authority shall display—

(a) anti-collision lights intended to attract attention to the aircraft; and

(b) navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for navigation lights.

(2) Except as provided by subregulation (5), from sunset to sunrise or during any other period prescribed by the Authority—

(a) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for navigation lights;

(b) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure;

(c) all aircraft operating on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and

(d) all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact.

(3) Except as provided by subregulation (5), all aircraft in flight and fitted with anti-collision lights to meet the requirement of subregulation (1)(a) shall display such lights outside the period specified in subregulation (1).

(4) Except as provided by subregulation (5), all aircraft—

(a) operating on the movement area of an aerodrome and fitted with anti- collision lights to meet the requirement of subregulation (2)(c); or

(b) on the movement area of an aerodrome and fitted with lights to meet the requirement of subregulation (2)(d), shall display such lights outside the period specified in subregulation (2).

(5) A pilot-in-command shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of subregulations (1), (2), (3) and (4) if they do or are likely to—

(a) adversely affect the satisfactory performance of duties; or

(b) subject an outside observer to harmful dazzle.

25. Balloons, kites airships, gliders and parascending parachutes

(1) A person shall not, within Uganda—

(a) fly a captive balloon or kite at a height of more than 200 feet above the ground level or within 200 feet of any vessel, vehicle or structure;

(b) fly a captive balloon within 3 nautical miles of an aerodrome;

(c) fly a balloon exceeding 6 feet in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon, in controlled airspace;

(d) fly a kite within 3 nautical miles of an aerodrome;

(e) moor an airship;

(f) fly a free balloon at night;

(g) launch a glider or parascending parachute by winch and cable or by ground tow to a height of more than 60 metres above ground level; or

(h) without the permission in writing of the Authority, and in accordance with any conditions subject to which the permission may be granted.

(2) A captive balloon when in flight shall not be left unattended unless it is fitted with a device which ensures automatic deflation if it breaks.

26. Captive balloons and kites

(1) A captive balloon or kite while flying at night at a height exceeding 200 feet above the surface shall display lights as follows—

(a) a group of two steady lights consisting of a white light placed 12 feet above a red light, both being of at least 5 candelas and showing in all directions, the white light being placed not less than 15 feet or more than 30 feet below the basket, or if there is no basket, below the lowest part of the balloon or kite;

(b) on the mooring cable, at intervals of not more than 1,000 feet measured from the group of lights referred to in paragraph (a), groups of two lights of the colour and power and in the relative positions specified in that paragraph, and if the lowest group of lights is obscured by cloud, an additional group below the cloud base; and

(c) on the surface, a group of 3 flashing lights arranged in a horizontal plane at the apexes of a triangle, approximately equilateral, each side of which measured at least 80 feet, one side of the triangle shall be approximately at right angles to the horizontal projection of the cable and shall be delimited by 2 red lights, the third light shall be a green

light so placed that the triangle encloses the object on the surface to which the balloon or kite is moored.

(2) A captive balloon while flying by day at a height exceeding 200 feet above the surface shall have attached to its mooring cable at intervals of not more than 600 feet measured from the basket, or, if there is no basket, from the lowest part of the balloon, tubular streamers not less than 16 inches in diameter and 6 feet in length and marked with alternate bands of red and white 20 inches wide.

(3) A kite flown in the circumstances referred to in subregulation (2) shall have attached to its mooring cable either—

(a) tubular streamers as specified in subregulation (2); or

(b) at intervals of not more than 300 feet measured from the lowest part of the kite, not less than 30 streamers of 32 inches long and one foot wide at their widest part and marked with alternate bands of red and white 4 inches wide.

27. Airships

(1) An airship while flying at night shall display the following steady lights except as provided in subregulation (2)—

(a) a white light of at least 5 candelas showing through angles of 110 degrees from dead ahead to each side in the horizontal plane;

(b) a green light of at least 5 candelas showing to the starboard side through an angle of 110 degrees from dead ahead in the horizontal plane;

(c) a red light of at least 5 candelas showing to the port side through an angle of 110 degrees from dead ahead in the horizontal plane; and

(d) a white light of at least 5 candelas showing through angles

of 70 degrees from dead ahead astern to each side in the horizontal plane.

(2) An airship while flying at night shall display, if it is not under command, or has its engines voluntarily stopped, or is being towed, the following steady lights—

(a) the white lights referred to in subregulations (1)(a) and (1)(d);

(b) two red lights, each of at least 5 candles and showing in all directions suspended below the control car so that one is at least 12feet above the other and at least 25 feet below the control car; and

(c) if an airship is making way but not otherwise, the green and red lights referred to in subregulation (1)(b) and (1)(c), provided that an airship while picking up its moorings, notwithstanding that it is not under command, shall display only the lights specified in sub-regulation (1).

(3) An airship, while moored within Uganda by night, shall display the following lights—

(a) when moored to a mooring mast, at or near the rear, a white light of at least 5 candelas showing in all directions; and

(b) a white light of at least 5 candelas showing through angles of 70 degrees from dead astern to each side in the horizontal plane.

(4) An airship while flying by day, if it is not under command, or has its engines voluntarily stopped or is being towed, shall display two black balls suspended below the control car so that one is at least 12 feet above the other and at least 25 feet below the control car.

(5) For the purposes of this regulation—

(a) an airship is deemed not to be under command when it is unable to execute a manoeuvre which it may be required to execute by or under these Regulations;

(b) an airship is deemed to be making way when it is not moored and is in motion relative to the air.

28. Anti-collision light

(1) An aircraft fitted with an anti-collision light shall display such light in flight when operating by day.

(2) An aircraft shall display, when stationary on the apron by day or night with engines running, a red anti-collision light when fitted.

(3) When operating by night all aircraft shall display anti-collision lights, intended to attract attention to the aircraft.

(4) When operating an anti-collision light, the lights shall be a flashing or rotating red light which shall show in all directions within 30 degrees above and 30 degrees below the horizontal plane of the aircraft.

(5) In the event of a failure of anti-collision lights when flying by day, an aircraft may continue to fly provided that the lights are repaired at the earliest practicable opportunity.

29. Simulated instrument flight conditions

(1) A person shall not operate an aircraft in simulated instrument flight conditions unless—

(a) that aircraft has fully functioning dual controls;

(b) a qualified pilot occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions; or

(c) the safety pilot has adequate vision forward and to each side of the aircraft, or a competent observer in

communication with the safety pilot shall occupy a position in the aircraft from which the observer's field of vision adequately supplements the vision of the safety pilot.

(2) A person shall not engage in simulated instrument flight conditions during commercial air transport operations.

30. Practice of instrument approaches

An aircraft shall not carry out instrument approach practices when flying in visual meteorological conditions within Uganda, unless—

(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, an observer approved by the Authority is carried in such a position in the aircraft that he or she has an adequate field of vision and can readily communicate with the pilot flying the aircraft.

31. Aerodromes not having air traffic control units

(1) A person shall not fly within a zone which the pilot-in-command knows or ought reasonably to know to be the aerodrome traffic zone of an aerodrome which does not have an air traffic control unit, except for the purpose of taking off, landing or observing the signals in the signals area with a view to landing, and an aircraft flying within such a zone for the purpose of observing the signals shall remain clear of cloud and at least 500 feet above the level of the aerodrome.

(2) The pilot-in-command flying in the zone referred to in subregulation (1) or moving on such an aerodrome shall—

(a) conform to the pattern of traffic formed by other aircraft or keep clear of the airspace in which the pattern is formed;

(b) make all turns to the left unless ground signals indicate otherwise; and

(c) take off and land in the direction indicated by the ground signals or if no such signals are displayed, into the wind, unless good aviation practice demands otherwise.

(3) A person shall not land an aircraft on a runway at the aerodrome referred to in subregulation (1) unless the runway is clear of other aircraft.

(4) Where takeoffs and landings are not confined to a runway-

(a) an aircraft when landing shall leave clear on its left any aircraft which has already landed or is already landing or is about to take off and if the aircraft is obliged to turn, it shall turn to the left after the pilot-in-command of the aircraft has satisfied himself or herself that such action will not interfere with other traffic movements; and

(b) an aircraft about to take off shall take up position and manoeuvre in such a way as to leave clear on its left any aircraft which is already taking off or is about to take off.

(5) An aircraft after landing shall move clear of the landing area in use as soon as it is possible to do so.

32. Aerodromes having air traffic control units

(1) A pilot-in-command shall not fly the aircraft within a zone which the pilot-in-command knows or ought reasonably to know to be the aerodrome having an air traffic control unit except for the purpose of taking off, landing or observing the signals area with a view to landing, unless the pilot-in-command has the permission of the appropriate air traffic control unit.

(2) The pilot-in-command flying in the aerodrome traffic zone of an aerodrome having an air traffic control unit or moving on the

manoeuvring area of such an aerodrome shall—

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

(b) not taxi, take off or land except with the permission of the air traffic control unit; and

(c) comply with regulation 31 as if the aerodrome did not have an air traffic control unit, unless the pilot-in-command has the permission of the air traffic control unit at the aerodrome or has been instructed by such unit, to do otherwise.

33. Operations on or in the vicinity of a controlled aerodrome

(1) A person shall not operate an aircraft to, from, through or on an aerodrome having an operational control tower unless two-way communications are maintained between that person and the control tower.

(2) A pilot-in-command shall, when arriving at an aerodrome, establish communications required by subregulation (1), 4 nautical miles from the aerodrome when operating from the surface up, to and including 2,500 feet.

(3) A pilot-in-command shall, when departing from an aerodrome, establish communications with the control tower prior to taxi.

(4) A person shall not, at any aerodrome with an operating control tower, operate an aircraft on a runway or taxiway or takeoff or land an aircraft, unless an appropriate clearance has been received from the air traffic control unit.

(5) A clearance to "taxi to"—

(a) the take-off runway—

(i) is not a clearance to cross or taxi on to that runway; and

(ii) authorises the pilot-in-command to cross other runways during the taxi to the assigned runway; or

(b) any other point on the aerodrome is a clearance to cross all runways that intersect the taxi route to the assigned point.

(6) A pilot-in-command may, if the radio fails or two-way communication is lost, continue a visual flight rules flight operation and land if—

(a) the weather conditions are at or above basic visual flight rules minimums; and

(b) clearance to land is received by light signals.

(7) The two-way communications failure procedures prescribed in regulation 63 shall apply during instrument flight rules operations.

34. Access to and movement on the manoeuvring area

(1) A person shall not enter or drive a vehicle on the manoeuvring area of an aerodrome without the permission of the aerodrome control tower in the case of a controlled aerodrome or in the case of an uncontrolled aerodrome, the person in charge of the aerodrome and in accordance with any conditions subject to which that permission may have been granted.

(2) A person shall not move or move a vehicle on the manoeuvring area of an aerodrome having an air traffic control unit without the permission of that unit and in accordance with any conditions subject to which that permission may have been granted.

(3) Any permission granted for the purpose of this regulation may be granted either in respect of persons or vehicles generally or in respect of any particular person or vehicle or any class of persons or vehicles.

35. Pre-flight action

(1) A pilot-in-command shall, before commencing a flight, be familiar with all available information appropriate to the intended operation.

(2) Pre-flight action by a pilot-in-command, for a flight away from the vicinity of the place of departure and for every flight under the instrument flight rules shall include—

(a) a careful study of available current weather reports and forecasts taking into consideration fuel requirements; and

(b) an alternative course of action if the flight cannot be completed as planned.

(3) A pilot-in-command who is unable to communicate by radio with an air traffic control unit at the aerodrome of destination shall not begin a flight to an aerodrome within a control zone if the information which it is reasonably practicable for the pilot-in-command to obtain indicates that he or she will arrive at that aerodrome when the ground visibility is less than 8 kilometres or the cloud ceiling is less than 1,500 feet, unless the pilot-in-command has obtained from an air traffic control unit at that aerodrome permission to enter the aerodrome traffic zone.

36. Flight plan

A person shall not commence a flight if he or she has not filed a flight plan except as authorised by the Authority.

37. Submission of a flight plan

(1) Information relating to an intended flight or portion of a flight, to be provided to air traffic services units, shall be in the form of a flight plan.

(2) A pilot-in-command shall, prior to operating one of the following, file a flight plan for—

(a) any flight or portion, to be provided with air traffic control service;

(b) any instrument flight rules flight within advisory airspace;

(c) any flight within or into designated areas or along designated routes, when so required by the appropriate air traffic services authority to facilitate the provision of flight information, alerting, search and rescue services;

(d) any flight within or into designated areas or along designated routes, when so required by the appropriate pilot-in-command authority to facilitate coordination with appropriate military units or with air traffic control units in adjacent States in order to avoid the possible need for interception for the purpose of identification;

(e) any flight across international borders; and

(f) any flight departing from an aerodrome manned by the Authority.

(3) A pilot-in-command shall submit a flight plan before departure to the appropriate pilot-in-command reporting office or during flight, transmit to the appropriate air traffic services unit, unless arrangements have been made for submission of a repetitive flight plan.

(4) A pilot-in-command shall submit a flight plan to the appropriate air traffic services unit, unless otherwise prescribed by the Authority—

(a) at least 60 minutes before departure and shall be valid for 60 minutes for instrument flight rules flights or 120 minutes for visual flight rules flights; or

(b) if submitted during flight, at a time which shall ensure its receipt by the appropriate air traffic control unit at least 10 minutes before the aircraft is estimated to reach the—

(i) intended point of entry into a control area or advisory airspace; or

(ii) point of crossing an airway or advisory route.

(5) Where a through flight plan, containing such particulars as may be notified is submitted to and accepted by an air traffic services unit in respect of a flight through a number of intermediate aerodromes, this regulation shall be deemed to have been satisfied in respect of each sector of the flight.

(6) An air traffic control unit may exempt the pilot-in-command from the requirements of this regulation in respect of an intended flight which is to be made in a notified local flying area and in which the aircraft will return to the aerodrome of departure without making an intermediate landing.

(7) In order to comply with the instrument flight rules, before an aircraft either takes off from a point within any controlled airspace or enters any controlled airspace or in other circumstances prescribed for this purpose, the pilot-in- command shall cause a flight plan to be communicated to the appropriate air traffic control unit and shall obtain an air traffic control clearance based on such flight plan.

(8) The pilot-in-command after he or she has flown in controlled airspace shall, unless he or she has requested the appropriate air traffic control unit to cancel the flight plan, immediately inform that unit when the aircraft lands within or leaves that controlled airspace.

38. Contents of a flight plan

(1) A person filing an instrument flight rules or visual flight rules flight plan shall include in the flight plan the following—

(a) aircraft identification;

(b) flight rules and type of flight;

(c) number and type of aircraft and wake turbulence category;

(d) equipment;

(e) departure aerodrome;

(f) estimated off-block time;

(g) cruising speed;

(h) cruising level;

(i) route to be followed;

(j) destination aerodrome and total estimated elapsed time;

(k) alternate aerodrome;

(l) fuel endurance;

(m) total number of persons on board;

(n) emergency and survival equipment; and

(o) other information.

(2) A flight plan, for whatever purpose it is submitted, shall contain information, as applicable—

(a) on relevant items up to and including an alternate aerodrome regarding the whole route or the portion of the route for which the flight plan is submitted; and

(b) on all other items as may be required by the Authority or as deemed necessary by the person submitting the flight plan.

39. Changes to a flight plan

(1) The pilot-in-command shall, where a change occurs to a flight plan submitted for an instrument flight rules flight or a visual flight rules flight operated as a controlled flight, report that change as soon as practicable to the appropriate air traffic services unit.

(2) The pilot-in-command shall, in the case of a visual flight rules flight other than that operated as a controlled flight, report significant changes to a flight plan as soon as practicable to the appropriate air traffic services unit.

(3) Any information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at the time of departure, constitutes a significant change to the flight plan and as such shall be reported.

40. Closing a flight plan

(1) A pilot-in-command shall make a report of arrival in person or by radio or via data link to the appropriate air traffic services unit at the earliest possible moment after landing at the destination aerodrome, unless air traffic control automatically closes the flight plan.

(2) The pilot-in-command shall, when a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, when required, close it by an appropriate report to the relevant air traffic services unit.

(3) The pilot-in-command shall, when no air traffic services unit exists at the arrival aerodrome, contact the nearest air traffic services unit to close the flight plan immediately after landing and by the quickest means available.

(4) When communication facilities at the arrival aerodrome are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the pilot-in-command shall immediately prior to landing, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required.

(5) The transmission referred to in subregulation (4) shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.

(6) A pilot-in-command shall include the following in his or her arrival reports—

(a) aircraft identification;

(b) departure aerodrome;

(c) destination aerodrome, in the case of a diversionary landing;

(d) arrival aerodrome; and

(e) time of arrival.

(7) The pilot-in-command of an aircraft who has caused notice of the intended arrival of an aircraft at any aerodrome to be given to the air traffic services unit or other authority at that aerodrome shall ensure that the air traffic services unit or other authority at that aerodrome is informed as quickly as possible of any change of intended destination and any estimated delay in arrival of 45 minutes or more.

Signals

41. Universal aviation signals

(1) Where a signal is given or displayed, or whenever any marking specified in regulations 42 to 48 is displayed by any person in an aircraft or at an aerodrome or at any other place which is being used by aircraft for landing or take-off, the signal shall, when given or displayed in Uganda, have the meaning assigned to it, and no other signals likely to be confused with them shall be used.

(2) The pilot-in-command shall, upon observing or receiving any of the signals specified in subregulation (1), take such action as may be required by the interpretation of the signal specified in these Regulations.

(3) A signalman shall be responsible for providing standard marshalling signals to aircraft in a clear and precise manner using the signals shown in these Regulations.

(4) A person shall not guide an aircraft unless he or she is trained, qualified and approved by the Authority to carry out the functions of a signalman.

(5) The signalman shall wear a distinctive fluorescent identification vest to allow the flight crew to identify that he or she is the person responsible for the marshalling operation.

(6) Daylight-fluorescent wands, table-tennis bats or gloves shall be used for all signaling by all participating ground staff during daylight hours, while illuminated wands shall be used at night or in low visibility.

(7) None of the provisions in these Regulations shall prevent the use by an aircraft in distress of any means at its disposal to attract attention and make known its position.

42. Distress signals

The following signals, used either together or separately, mean that grave and imminent danger threatens and immediate assistance is requested—

(a) a signal made by radiotelegraphy or by any other signalling method consisting of the group SOS (. . . — — — . . . in the Morse Code);

(b) a radiotelephony distress signal consisting of the spoken word MAYDAY;

(c) a distress message sent via data link which transmits the intent of the word MAYDAY;

(d) rockets or shells throwing red lights, fired one at a time at short intervals; or

(e) a parachute flare showing a red light.

43. Urgency signals

(1) The following signals, used either together or separately, mean that an aircraft wishes to give notice of difficulties which compel it to land without requiring immediate assistance—

(a) the repeated switching on and off of the landing lights; or

(b) the repeated switching on and off of the navigation lights in such manner as to be distinct from flashing navigation lights.

(2) The following signals, used either together or separately, mean that an aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle or of some person on board or within sight—

(a) a signal made by radiotelegraphy or by any other signalling method consisting of the group XXX;

(b) a signal sent by radiotelephony consisting of the spoken words PAN, PAN; or

(c) an urgency message sent via data link which transmits the intent of the words PAN, PAN.

44. Aircraft interception and interception signals

(1) The pilot-in-command shall, when intercepted by a military or government aircraft, comply by interpreting and responding to visual signals in Schedule 4.

(2) The intercepting aircraft shall interpret visual signals from an intercepted aircraft in accordance with Schedule 4.

45. Visual signals to warn an unauthorised aircraft entering notified airspace

A pilot-in-command shall take remedial action as may be necessary, when by day or night, a series of projectiles is discharged from the ground at intervals of 10 seconds, each showing, on bursting, red and green lights or stars indicating to an unauthorised aircraft that it is flying in or about to enter a restricted, prohibited or danger area.

46. Signals for aerodrome traffic

(1) Aerodrome controllers shall use and pilots shall obey the lights and pyrotechnic signals specified in Schedule 4 to these Regulations.

(2) Pilots shall acknowledge aerodrome controller signals as follows—

(a) when in flight—

(i) during the hours of daylight by rocking the wings of an aircraft, except that this signal shall not be expected on the base and final legs of the approach;

(ii) during the hours of darkness by flashing on and off twice the landing lights of an aircraft or, if not so equipped, by switching on and off twice its navigation lights.

(b) when on the ground—

(i) during the hours of daylight by moving the ailerons or rudder of an aircraft;

(ii) during the hours of darkness by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

(3) Aerodrome authorities shall use the visual ground signals in Schedule 4 during the situations indicated the Schedule.

47. Marshalling signals: signalman to a pilot

(1) The marshalling signals specified in Schedule 4 to these Regulations shall be used from a signalman to a pilot of an aircraft.

(2) The signals are designed for use by the signalman, with hands illuminated as necessary to facilitate observation by the pilot, and facing the aircraft in a position—

(a) for fixed-wing aircraft, the signalman shall be positioned forward of the left-wing tip within view of the pilot; and

(b) for helicopters, where the signalman can best be seen by the pilot.

(3) The meaning of the relevant signals remains the same if bats, illuminated wands or torchlights are held.

(4) The aircraft engines are numbered, for the signalman facing the aircraft, from right to left that is number one engine being the port outer engine.

(5) Signals marked with an asterisk are designed for use to hovering helicopters.

(6) The signalman shall, prior to using the signals specified in Schedule 5, ascertain that the area within which an aircraft is to be guided is clear of objects which the aircraft might otherwise strike.

48. Marshalling signals: pilot to a signalman

A pilot shall use the signals in Schedule 4 when communicating with a signalman on the ground.

49. Time

(1) A pilot-in-command flying an aircraft shall use Co-ordinated Universal Time which shall be expressed in hours and minutes and, when required, seconds of the 24 hour day beginning at midnight.

(2) A pilot-in-command shall obtain a time check prior to operating a controlled flight and at such other times during the flight as may be necessary, the time check shall be obtained from an air traffic services unit unless other arrangements have been made by the operator or by the Authority.

(3) Wherever time is utilised in the application of data link communications, it shall be accurate to within one second of Co-ordinated Universal Time.

50. Air traffic control clearances

(1) A pilot-in-command shall not commence a flight in an aircraft unless he or she has obtained an air traffic control clearance prior to operating a controlled flight or a portion of a flight as a controlled flight.

(2) A pilot-in-command shall request air traffic control clearance referred to in subregulation (1) through the submission of a flight plan to an air traffic control unit.

(3) Where a pilot-in-command has requested a clearance involving priority, that pilot-in-command shall submit a report explaining the necessity for such priority, if requested by the appropriate air traffic control unit.

(4) A person operating an aircraft on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.

(5) The pilot-in-command of an aircraft shall fly in conformity with the air traffic control clearance issued for the flight as amended by any further instructions given by an air traffic control unit, and with the holding and instrument approach procedures, notified in relation to the aerodrome of destination, unless the pilot-in-command.

(a) is able to fly in uninterrupted visual meteorological conditions for so long as he or she remains in controlled airspace; and

(b) has informed the appropriate air traffic control unit of his or her intention to continue the flight in compliance with visual flight rules and has requested that unit to cancel his or her instrument flight rules flight plan, provided that if an emergency arises which requires an immediate deviation from an air traffic control clearance, the pilot-in-

command of the aircraft shall, as soon as possible, inform the appropriate air traffic control unit of the deviation.

51. Potential re-clearance in flight

(1) A pilot-in-command, if prior to departure, anticipates that depending on fuel endurance and subject to re-clearance in flight, a decision may be taken to proceed to a revised destination aerodrome, he or she shall notify the appropriate air traffic control units by the insertion in the flight plan of information concerning the revised route, where known and the revised destination.

(2) Subregulation (1) is intended to facilitate a re-clearance to a revised destination beyond the filed destination aerodrome.

52. Adherence to air traffic control clearances

(1) A pilot-in-command shall, except as provided for in regulations 50 and 54, adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit or unless an emergency situation arises which necessitates immediate action by the pilot-in-command, in which event as soon as circumstances permit, after the emergency authority is exercised, the appropriate air traffic control unit shall be notified of the action taken and that this action has been taken under emergency authority.

(2) Subregulation (1) does not prohibit a pilot-in-command from cancelling an instrument flight rules clearance when operating in visual meteorological conditions or cancelling a controlled flight clearance when operating in airspace that does not require controlled flight.

(3) A pilot-in-command, when operating in airspace requiring controlled flight, shall not operate contrary to air traffic control instructions, except in an emergency.

(4) A pilot-in-command who deviates from an air traffic control clearance or instructions in an emergency shall notify air traffic control of that deviation as soon as possible.

53. Route to be flown

(1) A pilot-in-command of a controlled flight shall, unless otherwise authorised or directed by the appropriate air traffic control unit, in so far as practicable—

(a) operate along the defined centre line of that route when on an established air traffic services route; or

(b) operate directly between the navigation facilities or points defining that route when on any other route.

(2) A pilot-in-command shall notify the appropriate air traffic control unit of any deviation from the requirements in subregulation (1).

(3) A pilot-in-command of a controlled flight operating along an air traffic services route defined by reference to very high frequency omnidirectional range shall change over for primary navigation guidance from the facility behind the aircraft to that ahead of it at or as close as operationally feasible to, the change-over point, where established.

54. Air traffic control clearance inadvertent changes

(1) A pilot-in-command of an aircraft shall take the following action in the event that a controlled flight inadvertently deviates from its current flight plan—

(a) if the aircraft is off track, the pilot-in-command shall adjust the heading of the aircraft to regain track as soon as practicable;

(b) the pilot-in-command shall inform the appropriate air traffic control unit if the average true airspeed at cruising level between reporting points varies from that given in

the flight plan or is expected to vary by plus or minus 5 per cent of the true airspeed; and

(c) the pilot-in-command shall notify the appropriate air traffic control unit and give a revised estimated time given as soon as possible if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of 2 minutes from that notified to air traffic control unit, or such other period of time as is prescribed by the appropriate air traffic services authority or on the basis of air navigation regional agreements.

(2) In addition to subregulation (1), when an automatic dependent surveillance agreement is in place, air traffic services unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the automatic dependent surveillance event contract.

55. Intended changes to air traffic control clearance

A pilot-in-command requesting for air traffic control clearance changes shall include the following information in the request—

(a) for change of cruising level—

(i) aircraft identification;

(ii) requested new cruising level and cruising speed at this level; and

(iii) revised time estimates, when applicable, at subsequent flight information region boundaries;

(b) for change of route—

(i) destination unchanged-

(aa) aircraft identification;

(bb) flight rules;

(cc) description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence;

(dd) revised time estimates; and

(ee) any other pertinent information;

(ii) destination changed—

(aa) aircraft identification;

(bb) flight rules;

(cc) description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence;

(dd) revised time estimate;

(ee) alternate aerodrome; and

(ff) any other pertinent information.

56. Position reports

(1) A pilot of a controlled flight shall, as soon as possible, report to the appropriate air traffic control unit—

(a) the time and level of passing each designated compulsory reporting point, except that while the aircraft is under radar control, only the passing of those reporting points specifically requested by air traffic control need be reported, together with any other required information, unless exempted from this requirement by the appropriate air traffic control unit under conditions specified by the Authority;

(b) any unforecasted weather conditions encountered; and

(c) any other information relating to the safety of flight, such as hazardous weather or abnormal radio station indications.

(2) A pilot of a controlled flight shall make position reports in relation to additional points when requested by the appropriate air traffic control unit.

(3) A pilot of a controlled flight shall make position reports at intervals prescribed by the Authority or specified by the appropriate air traffic control unit, in the absence of designated reporting points.

(4) A pilot-in-command of a controlled flight providing position information to the appropriate air traffic control unit via data link communications shall only provide voice position reports when requested.

(5) A pilot of a controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate air traffic control unit as soon as the flight ceases to be subject to air traffic control service.

57. Air traffic control clearances for visual flight rules flights

A pilot of a visual flight rules flight shall comply with the provisions of regulations 50, 51,52,53,55 and 62 when -

(a) operated within classes B, C and D airspace;

(b) forming part of aerodrome traffic at controlled aerodromes; or

(c) operated as special visual flight rules.

58. Visual flight rules flight within designated areas

A pilot-in-command operating a visual flight rules flight within or into areas or along routes, designated by the Authority in accordance with regulation 37 (2)(c) or (d) shall maintain continuous air-ground voice communication watch on the appropriate communication channel and

report its position as necessary to the air traffic services unit providing flight information service.

59. Weather deterioration below visual meteorological conditions

A pilot-in-command of a visual flight rules flight operated as a controlled flight shall, when it becomes evident that flight in visual meteorological conditions in accordance with its current control flight plan will not be practicable—

(a) request an amended clearance enabling the aircraft to continue in visual meteorological conditions to its destination or to an alternative aerodrome, or to leave the airspace within which an air traffic control clearance is required;

(b) if no clearance is obtained in accordance with paragraph (a), continue to operate in visual meteorological conditions and notify the appropriate air traffic control unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome;

(c) if operating within a control zone, request authorisation to operate as a special visual flight rules; or

(d) request clearance to operate in instrument flight rules, if currently rated for instrument flight rules operations.

60. Operation under instrument flight rules in controlled airspace malfunction reports

(1) A pilot-in-command of an aircraft operated in controlled airspace under instrument flight rules shall report as soon as practical to air traffic control unit any malfunctions of navigational, approach or communication equipment occurring in flight.

(2) The pilot-in-command shall, in each report specified in subregulation (1), include—

(a) the aircraft identification;

(b) the equipment affected;

(c) the degree to which the capability of the pilot to operate under instrument flight rules in the air traffic control system is impaired; and

(d) the nature and extent of assistance desired from air traffic control unit.

61. Communications

(1) A person operating an aircraft as a controlled flight shall maintain a continuous air-ground voice communication watch on the appropriate radio frequency and establish two-way communication as required, with the appropriate air traffic control unit.

(2) Automatic signalling devices may be used to satisfy the requirement to maintain a continuous listening watch, if authorised by the Authority.

62. Communication failure: air-to-ground

(1) Where a pilot-in-command has been unable to establish contact with an aeronautical ground station in order to comply with regulation 57, the pilot-in-command shall attempt to establish communications with the appropriate air traffic control unit using all other available means.

(2) The pilot-in-command shall, where an aircraft forms part of the aerodrome traffic at a controlled aerodrome, keep a watch for such instructions as may be issued by visual signals.

(3) The pilot-in-command shall select Mode A, Code 7600, where an aircraft is equipped with secondary surveillance radar transponder.

(4) Where a pilot-in-command is unable to establish communication in accordance with subregulation (1) and is in visual meteorological conditions, he or she shall—

(a) continue to fly in visual meteorological conditions, land at the nearest suitable aerodrome and report his or her arrival by the most expeditious means to the appropriate air traffic control unit; or

(b) if considered advisable, complete an instrument flight rules flight in accordance with subregulation (5).

(5) If a pilot-in-command is unable to establish communication in accordance with subregulation (1) and is in instrument meteorological conditions or when the pilot-in-command of an instrument flight rules flight considers it inadvisable to complete the flight in accordance with subregulation (4)(a), the pilot-in-command shall—

(a) in airspace where radar is not used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the failure by the pilot-in-command to report the aircraft's position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;

(b) in airspace where radar is used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following—

(i) the time the last assigned level or minimum flight altitude is reached; or

(ii) the time the transponder is set to Code 7600; or

(iii) failure by the pilot-in-command to report the position of the aircraft over a compulsory reporting point; whichever is later and thereafter adjust level and speed in accordance with the filed flight plan;

(c) when being radar vectored or having been directed by air traffic control to proceed offset using area navigation

without a specified limit, rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

(d) proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with paragraph (e), hold over this aid or fix until commencement of descent;

(e) commence descent from the navigation aid or fix specified in paragraph (d) at, or as close as possible to the expected approach time last received and acknowledged or, if no expected approach time has been received and acknowledged, at or as close as possible to the estimated time of arrival resulting from the current flight plan;

(f) complete a normal instrument approach procedure as specified for the designated navigation aid or fix;

(g) land, if possible, within 30 minutes after the estimated time of arrival specified in paragraph (e) or the last acknowledged expected approach time, whichever is later;

(h) if unable to land as specified in paragraph (g), the pilot-in-command shall not approach and land visually and shall leave the vicinity of the aerodrome and any associated controlled airspace at the specified altitude and on the specified route, and if no altitude or route is specified, the pilot-in-command shall fly at the last assigned altitude or minimum sector altitude, whichever is the higher, and avoid areas of dense traffic, then he or she shall either—

(i) fly to an area in which flight may be continued in visual meteorological conditions and land at a suitable aerodrome; or

(ii) if it is not possible to comply with sub regulation (1), select a suitable area in which to descend through

cloud, fly visually to a suitable aerodrome and land as soon as practicable.

63. Communication failure between ground-to-air

(1) Where an aeronautical station has been unable to establish contact with a pilot – in - command after calls on the frequencies on which the pilot-in-command is believed to be listening, the station shall—

(a) request other aeronautical stations to render assistance by calling the pilot-in-command and relaying traffic information, if necessary;

(b) request pilots-in-command of other aircraft on the route to attempt to establish communication with the aircraft and relay traffic information, if necessary.

(2) The provisions of subregulation (1) shall be applied—

(a) on request of the air traffic services unit concerned; and

(b) when an expected communication from a pilot-in-command has not been received within a time period such that the occurrence of a communication failure is suspected.

(3) The time period referred to in subregulation (2)(b) shall be prescribed by the Authority.

(4) The aeronautical station shall transmit messages addressed to the pilot-in-command, other than messages containing air traffic control clearances, by blind transmission on the frequency on which the pilot-in-command is believed to be listening, where the attempts specified in subregulation (1) fail.

Unlawful Interference and Interception of Aircraft

64. Unlawful interference

(1) A pilot-in-command of an aircraft which is subjected to unlawful interference shall endeavour to notify the appropriate

air traffic services unit of this fact, any significant circumstances associated with the interference and any deviation from the current flight plan necessitated by the circumstances, in order to enable the air traffic services unit to give priority to the aircraft and to minimise conflict with other aircraft.

(2) A pilot-in-command shall, when and if possible, operate the secondary surveillance radar code 7500 to indicate that the aircraft is being subjected to unlawful interference or secondary surveillance radar code 7700 to indicate that it is threatened by grave and imminent danger and requires immediate assistance.

(3) When an air traffic services unit knows or believes that an aircraft is subjected to unlawful interference, no reference shall be made in air traffic services air-ground communications to the nature of the emergency unless it has first been referred to in communications from the aircraft involved and it is certain that such reference will not aggravate the situation.

(4) A pilot-in-command of an aircraft which is being subjected to unlawful interference shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the appropriate authority unless considerations aboard the aircraft dictate otherwise.

65. Interception of civil aircraft

(1) Interception of civil aircraft shall—

(a) be undertaken only as a last resort;

(b) if undertaken, be limited to determining the identity of the aircraft, unless it is necessary to return the aircraft to its planned track, direct it beyond the boundaries of national airspace, guide it away from a prohibited, restricted or danger area or instruct it to effect a landing at a designated aerodrome;

(c) not be undertaken for practice of interception of civil aircraft;

(d) ensure that navigational guidance and related information will be given to an intercepted aircraft by radiotelephony, whenever radio contact can be established; and

(e) ensure that, in the case where an intercepted civil aircraft is required to land in the territory overflown, the aerodrome designated for the landing is suitable for the safe landing of the aircraft type concerned.

(2) In intercepting a civil aircraft, the intercepting aircraft shall take due account of the performance limitations of civil aircraft, the need to avoid flying in such proximity to the intercepted aircraft that a collision hazard may be created and the need to avoid crossing the intercepted aircraft's flight path or to perform any other manoeuvre in such a manner that the wake turbulence may be hazardous, particularly if the intercepted aircraft is a light aircraft.

(3) A pilot of intercepting aircraft equipped with an secondary surveillance radar transponder shall suppress the transmission of pressure-altitude information in Mode C replies or in the AC field of Mode S replies, within a range of at least 37 km (20 NM) of the aircraft being intercepted in order to prevent the airborne collision avoidance system in the intercepted aircraft from using resolution advisories in respect of the interceptor, while the airborne collision avoidance system traffic advisory information will remain available.

(4) Where radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations specified in Schedule 5 to these Regulations and transmitting each phrase twice.

66. Reporting of hazardous conditions

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

67. Altimeter settings

A person operating an aircraft registered in Uganda shall set the aircraft altimeters to maintain the cruising altitude for flight level reference in accordance with the procedure notified by—

(a) the State where the aircraft may be; or

(b) the Aeronautical Information Publication.

68. Classification of airspace

Air traffic services airspaces classification in Uganda shall be as specified in Schedule 7 to these Regulations and as shown in the aeronautical information publication and classified and designated in accordance with the Civil Aviation (Air Traffic Services) Regulations, 2020.

69. Authority of pilot-in-command of an aircraft

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

70. Weather limitations for visual flight rules flights

A person shall not commence a flight to be conducted in accordance with visual flight rules unless available current meteorological reports or a combination of current reports and forecasts, indicate that the meteorological conditions along the route or that part of the route to be flown under visual flight rules, shall, at the appropriate time, allow visual flight rules operations.

71. Flight in class A airspace

In relation to flights in visual meteorological conditions in class A airspace the pilot-in-command shall comply with regulations 46 and

52 as if the flights were instrument flight rules flights but shall not elect to continue the flight in compliance with the visual flight rules for the purposes of regulation 46.

72. Coordination of activities potentially hazardous to civil aircraft

(1) A person shall not carry out activities potentially hazardous to aircraft whether flying over Uganda or over the territorial waters of Uganda without approval from the Authority.

(2) Notwithstanding the general effect of subregulation (1)—

(a) a person shall not intentionally project or cause to be projected a laser beam or other directed high intensity light at an aircraft in such a manner as to create a hazard to aviation safety, damage to the aircraft or injury to its crew or passengers;

(b) a person using or planning to use lasers or other directed high-intensity lights outdoors in such a manner that the laser beam or other light beam may enter navigable airspace with sufficient power to cause an aviation hazard shall provide written notification to the competent authority;

(c) a pilot-in-command shall not deliberately operate an aircraft into a laser beam or other directed high-intensity light unless flight safety is ensured and this may require mutual agreement by the operator of the laser emitter or light source, the pilot-in-command and the competent authority.

(3) A person shall not release into the atmosphere any radioactive material or toxic chemicals which could affect the safety of aircraft operating within the Ugandan airspace.

Part III—Visual Flight Rules

73. Visual meteorological conditions

A person shall conduct a visual flight rules flight so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Schedule 7 to these Regulations except when operating a special visual flight rules flight.

74. Visual flight rules within a control zone

A pilot-in-command of a visual flight rules flight shall not take off or land at an aerodrome within a control zone or enter the aerodrome traffic zone or traffic pattern when-

(a) the ceiling is less than 450 m (1,500 ft); or

(b) the ground visibility is less than 5 km except when a clearance is obtained from an air traffic control unit.

75. Minimum safe visual flight rules altitudes

A visual flight rules flight shall not be flown, except when necessary for take-off or landing or except by permission from the Authority—

(a) over congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1,000 feet above the highest obstacle within a radius of 600 metres from the aircraft; or

(b) elsewhere than specified in paragraph (a), at a height less than 500 feet above the ground or water.

76. Choice of visual flight rules or instrument flight rules

(1) Subject to regulation 70, a person shall fly an aircraft in accordance with visual flight rules or instrument flight rules, provided that—

(a) in Uganda, an aircraft flying at night shall be flown in accordance with the instrument flight rules or in a control zone, in accordance with the instrument flight rules or regulation 77(b); and

(b) irrespective of meteorological conditions, the pilot-in-command shall, when operating within the Uganda Flight

Information Region at or above flight level 150 and within airways irrespective of flight level, fly in accordance with instrument flight rules.

(2) A person shall not operate an aircraft in visual flight rules unless authorised by an appropriate air traffic services authority—

(a) above flight level 145; or

(b) at supersonic or transonic speeds.

(3) Subject to subregulation (2), authorisation for VFR flights to operate above flight level 290 shall not be granted where a vertical separation minimum of 300m or 1000 feet is applied above flight level 290.

77. Visual flight rules outside and within controlled airspace

A pilot-in-command flying an aircraft—

(a) outside controlled airspace shall remain at least 1,500 m horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 8 km, provided that below 1,000 feet above ground or water, this subregulation shall be deemed to be complied with if the aircraft is flown clear of cloud and in sight of the surface in a flight visibility of not less than 1.5 km; and

(b) within controlled airspace shall remain at least 1,500m horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 8 km,

except that in a control zone, in the case of a special visual flight rules flight, the aircraft shall remain clear of cloud and in sight of the ground or water and shall be flown in accordance with any instructions given by the appropriate air traffic control unit.

78. Changing from visual flight rules to instrument flight rules

A pilot-in-command operating in visual flight rules who wishes to change to instrument flight rules shall—

(a) if a flight plan was submitted, communicate to the appropriate air traffic control unit the necessary changes to be effected to the current flight plan; or

(b) when so required by regulation 37 submit a flight plan to the appropriate air traffic control unit and obtain a clearance prior to proceeding instrument flight rules when in controlled airspace.

PART IV—INSTRUMENT FLIGHT RULES

79. Aircraft equipment

A pilot-in-command shall ensure an aircraft is equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

80. Instrument flight rules flights in controlled airspace

A pilot-in-command of an aircraft operating an instrument flight rules flight in controlled airspace shall—

(a) be flown at a cruising level or if authorised to employ cruise climb techniques between two levels or above a level, selected from—

(i) the tables of cruising levels specified in Schedule 3 to these Regulations; or

(ii) a modified table of cruising levels, when so prescribed in accordance with Schedule 3 to these Regulations for flight above FL410,

except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the Authority in the Aeronautical Information Publication; and

(b) comply with regulations 50, 51, 52,53,55,56 and 61.

81. Instrument flight rules flights outside controlled airspace

A pilot-in-command operating an instrument flight rules flight outside a controlled airspace—

(a) shall fly at a cruising level appropriate to its track as specified in—

(i) the tables of cruising levels specified in Schedule 3, except when otherwise specified by the appropriate air traffic services authority for flight at or below 900m (3,000 ft) above mean sea level;

(ii) a modified table of cruising levels, when prescribed in accordance with the Schedule 3 to these Regulations for flight above FL 410.

(b) within or into areas or along routes specified in regulation 37(2)(c) or (d) shall maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary with air traffic services unit providing flight information service; and

(c) shall report position as specified in regulation 56 for controlled flights.

82. Minimum flight altitudes for instrument flight rules operations

(1) Except when necessary for take off or landing, an instrument flight rules flight shall be flown at a level which is not below the minimum flight altitude established by the Authority of the State whose territory is overflown or where no such minimum has been established—

(a) for flights over high terrain or in mountainous areas, at a level which is at least 600 m (2,000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft; and

(b) elsewhere than as specified in paragraph (a), at a level which is at least 300 m (1,000 ft) above the highest obstacle located within 8 kilometres of the estimated position of the aircraft.

(2) If unable to communicate with air traffic control and there

is need to climb to clear an obstacle to determine climb for obstacle clearance, a pilot shall climb to a higher minimum instrument flight rules altitude immediately after passing the point beyond which that minimum altitude applies.

83. Change from instrument flight rules flight to visual flight rules flight

(1) A pilot electing to change from instrument flight rules flight to visual flight rules flight shall notify the appropriate air traffic control unit specifically that the instrument flight rules flight is cancelled and communicate the changes to be made to the pilot's current flight plan.

(2) Where a pilot operating under instrument flight rules is flying in or encounters visual meteorological conditions, the pilot shall not cancel the instrument flight rules flight unless it is anticipated and intended, that the flight shall be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

Part V—General

84. Problematic use of psychoactive substances

(1) Safety-sensitive personnel shall not undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired.

(2) A person referred to in subregulation (1) shall not engage in any kind of problematic use of substances.

85. Reports of violation

(1) A person who knows of a violation of the Act or any rule, regulation or order issued under the Act, shall report the violation to the Authority.

(2) The Authority shall determine the nature and type of any additional investigation or enforcement action that need to be taken.

86. Enforcement of directions

A person who fails to comply with any direction given to him or her by the Authority or by any authorised person under any provision of these Regulations shall be deemed for the purposes of these Regulations to have contravened that provision.

87. Extraterritorial application of Regulations

Except where the context otherwise requires, the provisions of these Regulations—

(a) in so far as they apply, whether by express reference or otherwise, to aircraft registered in Uganda, shall apply to such aircraft wherever they may be;

(b) in so far as they apply, whether by express reference or otherwise, to other aircraft, shall apply to such aircraft when they are within Uganda;

(c) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything by any person in or by any of the crew of, any aircraft registered in Uganda, shall apply to such persons and crew, wherever they may be; and

(d) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything in relation to any aircraft registered in Uganda by other persons shall, where such persons are citizens of Uganda, apply to them wherever they may be.

Part VI—Offences and Penalties

88. Contravention of Regulations

A person who contravenes any provision of these Regulations may have his or her licence, certificate, approval, authorisation, exemption or other document revoked or suspended.

89. Offences and penalties

(1) If any provision of these Regulations, order or notice is contravened in relation to an aircraft, the operator of that aircraft and the pilot – in- command, if the operator or the pilot-in-command is not the person who contravened that provision shall, without prejudice to the liability of any other person under these Regulations for that contravention, be deemed to have contravened that provision unless he or she proves that the contravention occurred without his or her consent or connivance and that all due diligence was exercised to prevent the contravention.

(2) A person who contravenes any provision of these Regulations commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding one year or to both and in the case of a second or subsequent conviction for the like offence, to a fine not exceeding two hundred currency points or imprisonment not exceeding four years or both.

Part VII— Revocation and Savings

90. Revocation and savings

(1) The Civil Aviation (Rules of the Air and Traffic Control) Regulations, 2006 SI. No. 58 of 2006 are revoked.

(2) A valid licence, certificate, permit or authorisation issued or granted by the Authority before the commencement of these Regulations shall remain operational until it expires or is revoked, annulled or replaced by the Authority.

SCHEDULES

Regulation 2

SCHEDULE 1

CURRENCY POINT

A currency point is equivalent to twenty thousand shillings

SCHEDULE 2

UNMANNED FREE BALLOONS

Regulation 11

1. Classification of unmanned free balloons

Unmanned free balloons shall be classified as—

(a) light: an unmanned free balloon which carries a payload of one or more packages with a combined mass of less than 4 kg, unless qualifying as a heavy balloon in accordance with subparagraph (c)(ii), (iii) or (iv);

(b) medium: an unmanned free balloon which carries a payload of two or more packages with a combined mass of 4 kg or more, but less than 6 kg, unless qualifying as a heavy balloon in accordance with subparagraph (c) (ii), (iii) or (iv); or

(c) heavy: an unmanned free balloon which carries a payload which—

(i) has a combined mass of 6 kg or more;

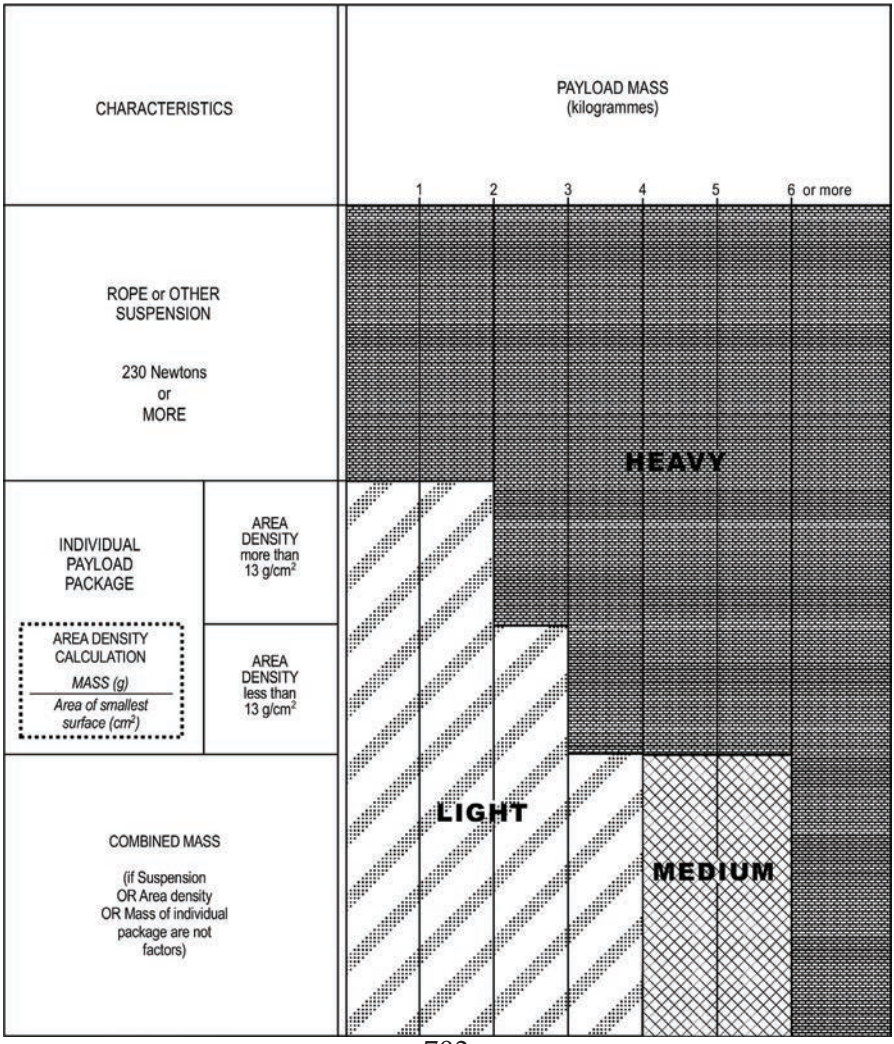
(ii) includes a package of 3 kg or more;

(iii) includes a package of 2 kg or more with an area density of more than 13 g per square centimetre; or

(iv) uses a rope or other device for suspension of the payload that requires an impact force of 230 N or more to separate the suspended payload from the balloon.

Note 1.— The area density referred to in subparagraph (c) (iii) is determined by dividing the total mass in grams of the payload package by the area in square centimetres of its smallest surface.

Note 2.— See Figure A3-1 - Classification of unmanned free balloons.



2. General operating rules

(1) An unmanned free balloon shall not be operated without authorisation from the Authority.

(2) An unmanned free balloon, other than a light balloon used exclusively for meteorological purposes and operated in the manner prescribed by the Authority, shall not be operated across the territory of Uganda without authorisation from the Authority.

(3) The authorisation referred to in subparagraph (2) shall be obtained prior to the launching of the balloon if there is reasonable expectation, when planning the operation that the balloon may drift into airspace over the territory of Uganda.

(4) The authorisation may be obtained for a series of balloon flights or for a particular type of recurring flight, such as atmospheric research balloon flights.

(5) An unmanned free balloon shall be operated in accordance with conditions specified by the State of Registry and these Regulations.

(6) An unmanned free balloon shall not be operated in such a manner that impacts the balloon, or any part of the balloon, including its payload, with the surface of the earth, creates a hazard to persons or property not associated with the operation.

3. Operating limitations and equipment requirements.

(1) A heavy unmanned free balloon shall not be operated without authorisation from the Authority at or through any level below 18 000 m (60 000 ft) pressure-altitude at which—

(a) there are clouds or obscuring phenomena of more than four oktas coverage; or

(b) the horizontal visibility is less than 8 km.

(2) A heavy or medium unmanned free balloon shall not be

released in a manner that will cause it to fly lower than 300 m (1 000 ft) over the congested areas of cities, towns or settlements or an open-air assembly of persons not associated with the operation.

(3) A heavy unmanned free balloon shall not be operated unless—

(a) it is equipped with at least two payload flight-termination devices or systems, whether automatic or operated by telecommand, that operate independently of each other;

(b) for polyethylene zero-pressure balloons, at least two methods, systems, devices, or combinations thereof, that function independently of each other are employed for terminating the flight of the balloon envelope; or

Note.— Super pressure balloons do not require these devices as they quickly rise after payload discharge and burst without the need for a device or system designed to puncture the balloon envelope. In this context, a super pressure balloon is a simple non-extensible envelope capable of withstanding a differential of pressure, higher inside than out. It is inflated so that the smaller night-time pressure of the gas still fully extends the envelope. Such a super pressure balloon will keep essentially constant level until too much gas diffuses out of it.

(c) the balloon envelope is equipped with either a radar reflective device or radar reflective material that will present an echo to surface radar operating in the 200 MHz to 2 700 MHz frequency range or the balloon is equipped with other devices that permit continuous tracking by the operator beyond the range of ground-based radar.

(4) A heavy unmanned free balloon shall not be operated under the following conditions—

(a) in an area where ground-based secondary surveillance radar equipment is in use, unless it is equipped with a

secondary surveillance radar transponder with pressure-altitude reporting capability, which is continuously operating on an assigned code, or which can be turned on when necessary by the tracking station; or

(b) in an area where ground-based ADS-B equipment is in use, unless it is equipped with an ADS-B transmitter, with pressure-altitude reporting capability, which is continuously operating or which can be turned on when necessary by the tracking station.

(5) An unmanned free balloon that is equipped with a trailing antenna that requires a force of more than 230 N to break it at any point shall not be operated unless the antenna has coloured pennants or streamers that are attached at not more than15 m intervals.

(6) A heavy unmanned free balloon shall not be operated below 18 000 m (60 000 ft) pressure-altitude between sunset and sunrise or such other period between sunset and sunrise corrected to the altitude of operation as may be prescribed by the Authority, unless the balloon and its attachments and payload, whether or not they become separated during the operation, are lighted.

(7) A heavy unmanned free balloon that is equipped with a suspension device other than a highly conspicuously coloured open parachute more than 15 m long shall not be operated between sunrise and sunset below 18 000 m (60 000 ft) pressure-altitude unless the suspension device is coloured in alternate bands of high conspicuity colours or has coloured pennants attached.

4. Termination.

The operator of a heavy unmanned free balloon shall activate the appropriate termination devices required by subparagraph 3 (3) (a) and (b)—

(a) when it becomes known that weather conditions are less than those prescribed for the operation;

(b) if a malfunction or any other reason makes further operation hazardous to air traffic or to persons or property on the surface; or

(c) prior to unauthorised entry into the airspace over Uganda's territory.

5. Flight notification

(1) Pre-flight notification

(a) Early notification of the intended flight of an unmanned free balloon in the medium or heavy category shall be made to the Authority not less than seven days before the date of the intended flight.

(b) Notification of the intended flight shall include such information as may be required by the appropriate air traffic services unit including—

(i) balloon flight identification or project code name;

(ii) balloon classification and description;

(iii) secondary surveillance radar code, aircraft address or non-directional beacon frequency, as applicable;

(iv) operator's name and telephone number;

(v) launch site;

(vi) estimated time of launch or time of commencement and completion of multiple launches;

(vii) number of balloons to be launched and the scheduled interval between launches if multiple launches;

(viii) expected direction of ascent;

(ix) cruising level or pressure-altitude;

(x) the estimated elapsed time to pass 18 000 m (60 000 ft) pressure-altitude or to reach cruising level if at or below 18 000 m (60 000 ft), together with the estimated location; and

Note.— If the operation consists of continuous launchings, the time to be included is the estimated time at which the first and the last in the series will reach the appropriate level e.g. 122136Z–130330Z.

(xi) the estimated date and time of termination of the flight and the planned location of the impact or recovery area. In the case of balloons carrying out flights of long duration, as a result of which the date and time of termination of the flight and the location of impact cannot be forecast with accuracy, the term "long duration" shall be used.

Note.— If there is to be more than one location of impact or recovery, each location is to be listed together with the appropriate estimated time of impact. If there is to be a series of continuous impacts, the time to be included is the estimated time of the first and the last in the series (e.g. 070330Z–072300Z).

(c) Any changes in the pre-launch information notified in accordance with subparagraph (b) shall be forwarded to the appropriate air traffic services unit not less than 6 hours before the estimated time of launch, or in the case of solar or cosmic disturbance investigations involving a critical time element, not less than 30 minutes before the estimated time of the commencement of the operation.

(2) Notification of launch.

Immediately after a medium or heavy unmanned free balloon is launched the operator shall notify the appropriate air traffic services unit of the following-

(a) balloon flight identification;

(b) launch site;

(c) actual time of launch;

(d) estimated time at which 18 000 m (60 000 ft) pressure-altitude will be passed, or the estimated time at which the

cruising level will be reached if at or below 18 000 m (60 000 ft), and the estimated location; and

(e) any changes to the information previously notified in accordance with subparagraph (1)(b) (viii) and (ix).

(3) Notification of cancellation

The operator shall notify the appropriate air traffic services unit immediately when it is known that the intended flight of a medium or heavy unmanned free balloon, previously notified in accordance with subparagraph (1), has been cancelled.

6. Position recording and reports

(1) The operator of a heavy unmanned free balloon operating at or below 18 000 m (60 000 ft) pressure-altitude shall monitor the flight path of the balloon and forward reports of the balloon's position as requested by air traffic services and unless air traffic services require reports of the balloon's position at more frequent intervals, the operator shall record the position every 2 hours.

(2) The operator of a heavy unmanned free balloon operating above 18 000 m (60 000 ft) pressure-altitude shall monitor the flight progress of the balloon and forward reports of the balloon's position as requested by air traffic services. Unless air traffic services require reports of the balloon's position at more frequent intervals, the operator shall record the position every 24 hours.

(3) If a position cannot be recorded in accordance with subparagraphs (1) and (2), the operator shall immediately notify the appropriate air traffic services unit. This notification shall include the last recorded position. The appropriate air traffic services unit shall be notified immediately when tracking of the balloon is re-established.

(4) One hour before the beginning of planned descent of a heavy unmanned free balloon, the operator shall forward to the appropriate air traffic services unit the following information regarding the balloon—

(a) the current geographical position;

(b) the current level (pressure-altitude);

(c) the forecast time of penetration of 18 000 m (60 000 ft) pressure-altitude, if applicable;

(d) the forecast time and location of ground impact.

(5) The operator of a heavy or medium unmanned free balloon shall notify the appropriate air traffic services unit when the operation is ended.

SCHEDULE 3

TABLES OF CRUISING LEVELS

Regulations 16, 80 and 81

The cruising levels to be observed under these Regulations are as follows—

RVSM — FEET

(a) in areas where feet are used for altitude and where, in accordance with Africa- Indian Ocean (AFI) regional air navigation agreements, a vertical separation minimum of 1 000 ft is applied between FL 290 and FL 410 inclusive:*

TRACK**											
From 000 degrees to 179 degrees***						From 180 degrees to 359 degrees***					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Level			Level			Level			Level		
FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres
010	1 000	300	–	–	–	020	2 000	600	–	–	–
030	3 000	900	035	3 500	1 050	040	4 000	1 200	045	4 500	1 350
050	5 000	1 500	055	5 500	1 700	060	6 000	1 850	065	6 500	2 000
070	7 000	2 150	075	7 500	2 300	080	8 000	2 450	085	8 500	2 600
090	9 000	2 750	095	9 500	2 900	100	10 000	3 050	105	10 500	3 200
110	11 000	3 350	115	11 500	3 500	120	12 000	3 650	125	12 500	3 800
130	13 000	3 950	135	13 500	4 100	140	14 000	4 250	145	14 500	4 400
150	15 000	4 550	155	15 500	4 700	160	16 000	4 900	165	16 500	5 050
170	17 000	5 200	175	17 500	5 350	180	18 000	5 500	185	18 500	5 650
190	19 000	5 800	195	19 500	5 950	200	20 000	6 100	205	20 500	6 250
210	21 000	6 400	215	21 500	6 550	220	22 000	6 700	225	22 500	6 850
230	23 000	7 000	235	23 500	7 150	240	24 000	7 300	245	24 500	7 450
250	25 000	7 600	255	25 500	7 750	260	26 000	7 900	265	26 500	8 100
270	27 000	8 250	275	27 500	8 400	280	28 000	8 550	285	28 500	8 700
290	29 000	8 850				300	30 000	9 150			
310	31 000	9 450				320	32 000	9 750			
330	33 000	10 050				340	34 000	10 350			
350	35 000	10 650				360	36 000	10 950			
370	37 000	11 300				380	38 000	11 600			
390	39 000	11 900				400	40 000	12 200			
410	41 000	12 500				430	43 000	13 100			
450	45 000	13 700				470	47 000	14 350			
490	49 000	14 950				510	51 000	15 550			
etc.	etc.	etc.				etc.	etc.	etc.			

* Except when, on the basis of regional air navigation agreements, a modified table of cruising levels based on a nominal vertical separation minimum of 1 000 ft (300 m) is prescribed for use, under specified conditions, by aircraft operating above FL 410 within designated portions of the airspace.

** Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

*** Except where, on the basis of regional air navigation agreements, from 090 to 269 degrees and from 270 to 089 degrees is prescribed to accommodate predominant traffic directions and appropriate transition procedures to be associated therewith are specified.

Note.— Guidance material relating to vertical separation is contained in the Manual on Implementation of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive *(Doc 9574).*

RVSM — METRES

(b) in areas where metres are used for altitude and where, in accordance with Africa- Indian Ocean (AFI) regional air navigation agreements, a vertical separation minimum of 300 m is applied between 8 900 m and 12 500 m inclusive:*

Non-RVSM — FEET

(c) in other areas where feet are the primary unit of measurement for altitude-

Non-RVSM — METRES

(d) in other areas where metres are the primary unit of measurement for altitude.

SCHEDULE 4

SIGNALS

Regulation 44, 46, 47 and 48

1. Distress and urgency signals

Note 1.— None of the provisions in this Schedule shall prevent the use, by an aircraft in distress, of any means at its disposal to attract attention, make known its position and obtain help.

Note 2.— For full details of telecommunication transmission procedures for the distress and urgency signals, see the Civil Aviation (Aeronautical Communication Procedures) Regulations,2020.

Note 3.— For details of the search and rescue visual signals, see the Civil Aviation (Aeronautical Search and Rescue) Regulations,2020.

(1) Distress signals

The following signals, used either together or separately, mean that grave and imminent danger threats, and immediate assistance is requested—

(a) a signal made by radiotelegraphy or by any other signalling method consisting of the group SOS (. . ._ _ _. . . in the Morse Code);

(b) a radiotelephony distress signal consisting of the spoken word MAYDAY;

(c) a distress message sent via data link which transmits the intent of the word MAYDAY;

(d) rockets or shells throwing red lights, fired one at a time at short intervals;

(e) a parachute flare showing a red light.

Note.— Article 41 of the ITU Radio Regulations (Nos. 3268, 3270 and 3271) provides information on the alarm signals for actuating radiotelegraph and radiotelephone auto-alarm systems:

3268 The radiotelegraph alarm signal consists of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between consecutive dashes one second. It may be transmitted by hand but its transmission by means of an automatic instrument is recommended.

3270 The radiotelephone alarm signal consists of two substantially sinusoidal audio frequency tones transmitted alternately. One tone shall have a frequency of 2200 Hz and the other a frequency of 1300 Hz, the duration of each tone being 250 milliseconds.

3271 The radiotelephone alarm signal, when generated by automatic means, shall be sent continuously for a period of at least thirty seconds but not exceeding one minute;

when generated by other means, the signal shall be sent as continuously as practicable over a period of approximately one minute.

(2) Urgency signals

(a) The following signals used either together or separately, mean that an aircraft wishes to give notice of difficulties which compel it to land without requiring immediate assistance—

(i) the repeated switching on and off of the landing lights; or

(ii) the repeated switching on and off of the navigation lights in such manner as to be distinct from flashing navigation lights.

(b) The following signals used either together or separately, mean that an aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle, or of some person on board or within sight—

(i) a signal made by radiotelegraphy or by any other signalling method consisting of the group XXX;

(ii) a radiotelephony urgency signal consisting of the spoken words PAN, PAN;

(iii) an urgency message sent via data link which transmits the intent of the words PAN, PAN.

2. Signals for use in the event of interception

(1) Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	*INTERCEPTING Aircraft Signals*	*Meaning*	*INTERCEPTED Aircraft Responds*	*Meaning*
1	DAY or NIGHT — Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left (or to the right in the case of a helicopter) on the desired heading. *Note 1.— Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.* *Note 2.— If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.*	You have been intercepted. Follow me.	DAY or NIGHT — Rocking aircraft, flashing navigational lights at irregular intervals and following. *Note.— Additional action required to be taken by intercepted aircraft is prescribed in Regulation 44.*	Understood, will comply.
2	DAY or NIGHT — An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT — Rocking the aircraft.	Understood, will comply.
3	DAY or NIGHT — Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT — Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply.

(2) Signals initiated by intercepted aircraft and responses by intercepting aircraft

Series	*INTERCEPTED Aircraft Signals*	*Meaning*	*INTERCEPTING Aircraft Responds*	*Meaning*
4	DAY or NIGHT — Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 m (1 000 ft) but not exceeding 600 m (2 000 ft) (in the case of a helicopter, at a height exceeding 50 m (170 ft) but not exceeding 100 m (330 ft)) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT — If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. Understood, you may proceed.
5	DAY or NIGHT — Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT — Irregular flashing of all available lights.	In distress.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.

(3) Visual signals used to warn an unauthorised aircraft flying in, or about to enter a restricted, prohibited or danger area.

(4) By day and by night, a series of projectiles discharged from the ground at intervals of 10 seconds, each showing, on bursting, red and green lights or stars will indicate to an unauthorised aircraft that it is flying in or about to enter a restricted, prohibited or danger area, and that the aircraft is to take such remedial action as may be necessary.

3. Signals for aerodrome traffic.

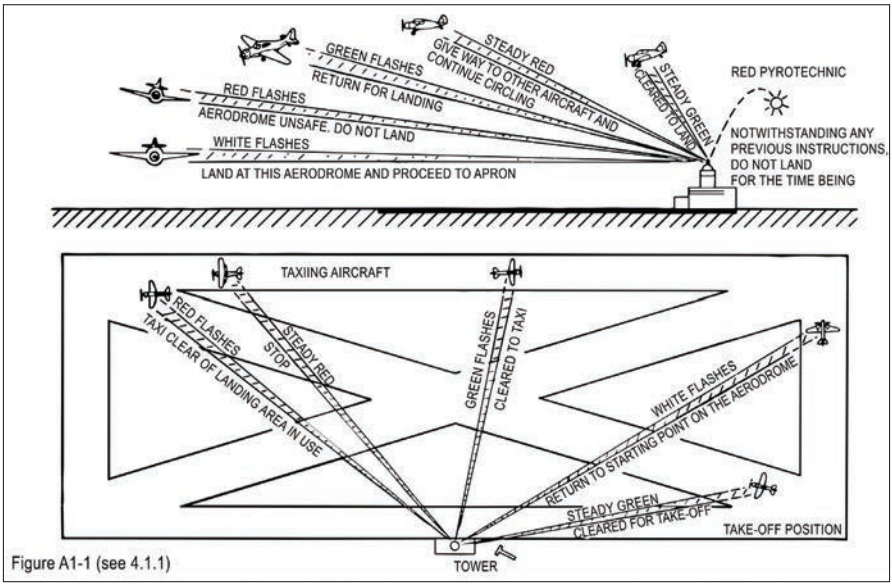


Figure A1-1 (see 4.1.1)

(1) Light and pyrotechnic signals

(a) Instructions

Light		*From Aerodrome Control to:*	
		Aircraft in flight	*Aircraft on the ground*
Directed towards aircraft concerned (see Figure A1-1).	Steady green	Cleared to land	Cleared for take-off
	Steady red	Give way to other aircraft and continue circling	Stop
	Series of green flashes	Return for landing*	Cleared to taxi
	Series of red flashes	Aerodrome unsafe, do not land	Taxi clear of landing area in use
	Series of white flashes	Land at this aerodrome and proceed to apron*	Return to starting point on the aerodrome
Red pyrotechnic		Notwithstanding any previous instructions, do not land for the time being	

** Clearances to land and to taxi will be given in due course.*

(b) Acknowledgement by an aircraft when in flight—

(i) during the hours of daylight: by rocking the aircraft's wings;

Note.— This signal should not be expected on the base and final legs of the approach.

(ii) during the hours of darkness: by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

(c) acknowledgement by an aircraft when on the ground—

(i) during the hours of daylight: by moving the aircraft's ailerons or rudder;

(ii) during the hours of darkness: by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

(2) Visual ground signals

Note.— For details of visual ground aids, see Civil Aviation (Aerodromes) Regulations, 2019.

(a) Prohibition of landing

A horizontal red square panel with yellow diagonals (Figure A1-2) when displayed in a signal area indicates that landings are prohibited and that the prohibition is liable to be prolonged.

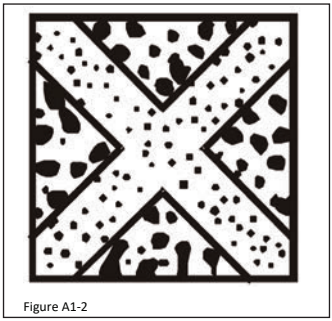


Figure A1-2

(b) Need for special precautions while approaching or landing

A horizontal red square panel with one yellow diagonal (Figure A1-3) 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.

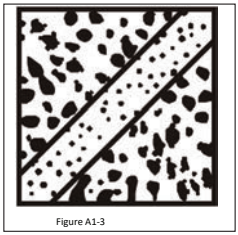


Figure A1-3

(c) Use of runways and taxiways

(i) A horizontal white dumb-bell (Figure A1-4) when displayed in a signal area indicates that aircraft are required to land, take off and taxi on runways and taxiways only.

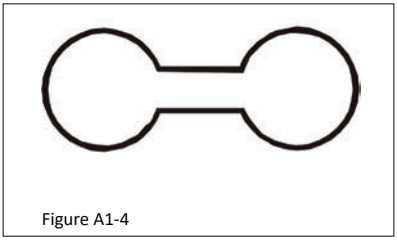


Figure A1-4

(ii) The same horizontal white dumb-bell as in subparagraph (i) but with a black bar placed perpendicular to the shaft across each circular portion of the dumb-bell (Figure A1-5) 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.

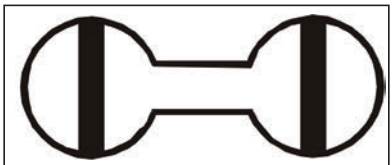


Figure A1-5

(d) Closed runways or taxiways

Crosses of a single contrasting colour, yellow or white (Figure A1-6), displayed horizontally on runways and taxiways or parts thereof indicate an area unfit for movement of aircraft.

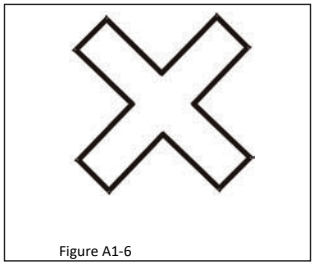


Figure A1-6

(e) Directions for landing or take-off

(i) A horizontal white or orange landing T (Figure A1-7) 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.

Note.— When used at night, the landing T is either illuminated or outlined in white lights.

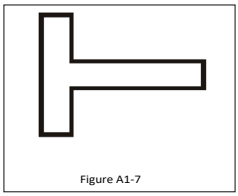


Figure A1-7

(ii) A set of two digits (Figure A1-8) displayed vertically at or near the aerodrome control tower indicates to aircraft on the manoeuvring area the direction for take-off, expressed in units of 10 degrees to the nearest 10 degrees of the magnetic compass.

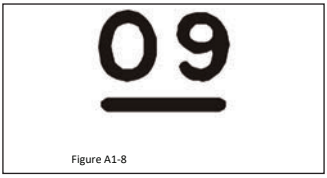


Figure A1-8

(f) Right-hand traffic

When displayed in a signal area or horizontally at the end of the runway or strip in use, a right-hand arrow of conspicuous colour (Figure A1-9) indicates that turns are to be made to the right before landing and after take-off.

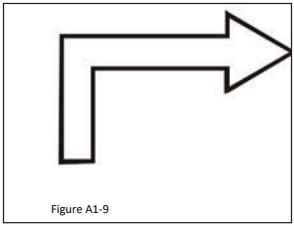


Figure A1-9

(g) Air traffic services reporting office

The letter C displayed vertically in black against a yellow background (Figure A1-10) indicates the location of the air traffic services reporting office.

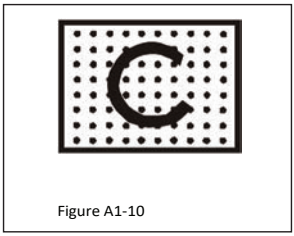


Figure A1-10

(h) Glider flights in operation

A double white cross displayed horizontally (Figure A1-11) in the signal area indicates that the aerodrome is being used by gliders and that glider flights are being performed.

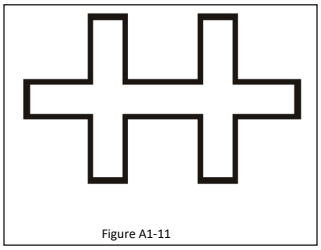


Figure A1-11

4. Marshalling signals

(1) From a signalman to an aircraft—

Note 1.— *These signals are designed for use by the signalman with hands illuminated as necessary to facilitate observation by the pilot and facing the aircraft in a position—*

(a) for fixed-wing aircraft, on left side of aircraft, where best seen by the pilot; and

(b) for helicopters, where the signalman can best be seen by the pilot.

Note 2.— The meaning of the relevant signals remains the same if bats, illuminated wands or torchlights are held.

Note 3.— The aircraft engines are numbered, for the signalman facing the aircraft, from right to left (i.e. No. 1 engine being the port outer engine).

Note 4.— Signals marked with an asterisk (*) are designed for use to hovering helicopters.

Note 5.— References to wands may also be read to refer to daylight-fluorescent table-tennis bats or gloves (daytime only).

Note 6. — References to the signalman may also be read to refer to marshaller.

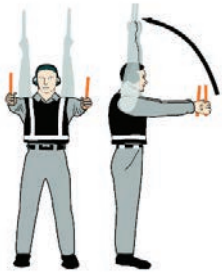
(a) Prior to using the following signals, the signalman shall ascertain that the area within which an aircraft is to be guided is clear of objects which the aircraft might otherwise strike.

Note.— *The design of many aircraft is such that the path of the wing tips, engines and other extremities cannot always be monitored visually from the flight deck while the aircraft is being manoeuvred on the ground.*

1. Wingwalker/guide

Raise right hand above head level with wand pointing up; move left-hand wand pointing down toward body.

Note.— This signal provides an indication by a person positioned at the aircraft wing tip, to the pilot/ marshaller/ push-back operator, that the aircraft movement on/off a parking position would be unobstructed.

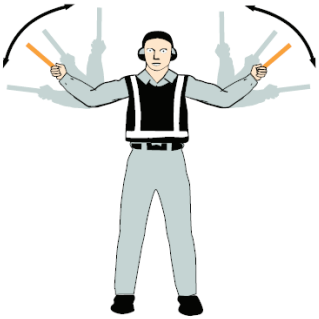


2. Identify gate

Raise fully extended arms straight above head with wands pointing up.

3. Proceed to next signalman or as directed by tower/ground control

Point both arms upward; move and extend arms outward to sides of body and point with wands to direction of next signalman or taxi area.



4. Straight ahead

Bend extended arms at elbows and move wands up and down from chest height to head.

5 a). Turn left
(from pilot's point of view)

With right arm and wand extended at a 90-degree angle to body, make "come ahead" signal with left hand. The rate of signal motion indicates to pilot the rate of aircraft turn.

5 b). Turn right
(from pilot's point of view)

With left arm and wand extended at a 90-degree angle to body, make "come ahead" signal with right hand. The rate of signal motion indicates to pilot the rate of aircraft turn.

6 a). Normal stop

Fully extend arms and wands at a 90-degree angle to sides and slowly move to above head until wands cross.

6 b). Emergency stop

Abruptly extend arms and wands to top of head, crossing wands.

7 a). Set brakes

Raise hand just above shoulder height with open palm. Ensuring eye contact with flight crew, close hand into a fist. **Do not** move until receipt of "thumbs up" acknowledgement from flight crew.

7 b). Release brakes

Raise hand just above shoulder height with hand closed in a fist. Ensuring eye contact with flight crew, open palm. **Do not** move until receipt of "thumbs up" acknowledgement from flight crew.

8 a). Chocks inserted

With arms and wands fully extended above head, move wands inward in a "jabbing" motion until wands touch. **Ensure** acknowledgement is received from flight crew.

8 b). Chocks removed

With arms and wands fully extended above head, move wands outward in a "jabbing" motion. **Do not** remove chocks until authorized by flight crew.

9. Start engine(s)

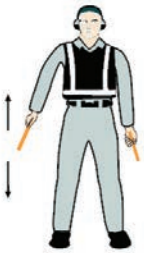
Raise right arm to head level with wand pointing up and start a circular motion with hand; at the same time, with left arm raised above head level, point to engine to be started.

10. Cut engines

Extend arm with wand forward of body at shoulder level; move hand and wand to top of left shoulder and draw wand to top of right shoulder in a slicing motion across throat.

11. Slow down

Move extended arms downwards in a "patting" gesture, moving wands up and down from waist to knees.



12. Slow down engine(s) on indicated side

With arms down and wands toward ground, wave either *right* or *left* wand up and down indicating engine(s) on *left* or *right* side respectively should be slowed down.

13. Move back

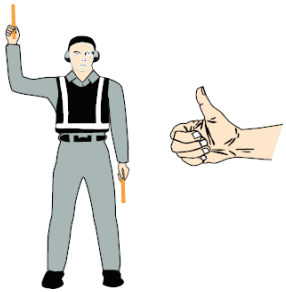
With arms in front of body at waist height, rotate arms in a forward motion. To stop rearward movement, use signal 6 a) or 6 b).

14 a). Turns while backing (for tail to starboard)

Point left arm with wand down and bring right arm from overhead vertical position to horizontal forward position, repeating right-arm movement.

14 b). Turns while backing (for tail to port)

Point right arm with wand down and bring left arm from overhead vertical position to horizontal forward position, repeating left-arm movement.



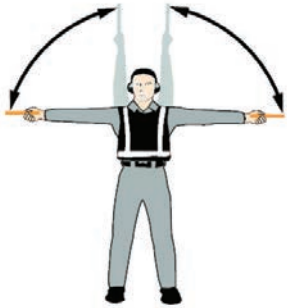
15. Affirmative/all clear

Raise right arm to head level with wand pointing up or display hand with "thumbs up"; left arm remains at side by knee.

Note.— This signal is also used as a technical/servicing communication signal.

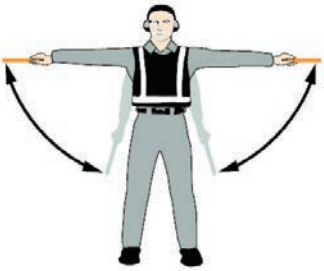
***16. Hover**

Fully extend arms and wands at a 90-degree angle to sides.



***17. Move upwards**

Fully extend arms and wands at a 90-degree angle to sides and, with palms turned up, move hands upwards. Speed of movement indicates rate of ascent.



***18. Move downwards**

Fully extend arms and wands at a 90-degree angle to sides and, with palms turned down, move hands downwards. Speed of movement indicates rate of descent.

***19 a). Move horizontally left (from pilot's point of view)**

Extend arm horizontally at a 90-degree angle to right side of body. Move other arm in same direction in a sweeping motion.

***19 b). Move horizontally right (from pilot's point of view)**

Extend arm horizontally at a 90-degree angle to left side of body. Move other arm in same direction in a sweeping motion.

***20. Land**

Cross arms with wands downwards and in front of body.

21. Hold position/stand by

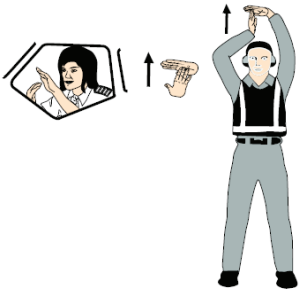
Fully extend arms and wands downwards at a 45-degree angle to sides. Hold position until aircraft is clear for next manoeuvre.

22. Dispatch aircraft

Perform a standard salute with right hand and/or wand to dispatch the aircraft. Maintain eye contact with flight crew until aircraft has begun to taxi.

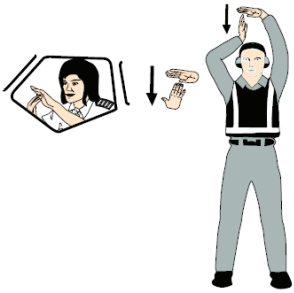
23. Do not touch controls (technical/servicing communication signal)

Extend right arm fully above head and close fist or hold wand in horizontal position; left arm remains at side by knee.



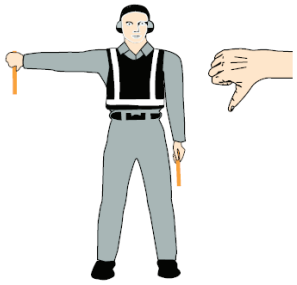
24. Connect ground power (technical/servicing communication signal)

Hold arms fully extended above head; open left hand horizontally and move finger tips of right hand into and touch open palm of left hand (forming a "T"). At night, illuminated wands can also be used to form the "T" above head.



25. Disconnect power (technical/servicing communication signal)

Hold arms fully extended above head with finger tips of right hand touching open horizontal palm of left hand (forming a "T"); then move right hand away from the left. **Do not** disconnect power until authorized by flight crew. At night, illuminated wands can also be used to form the "T" above head.



26. Negative (technical/servicing communication signal)

Hold right arm straight out at 90 degrees from shoulder and point wand down to ground or display hand with "thumbs down"; left hand remains at side by knee.

27. Establish communication via interphone (technical/servicing communication signal)

Extend both arms at 90 degrees from body and move hands to cup both ears.

28. Open/close stairs (technical/servicing communication signal)

With right arm at side and left arm raised above head at a 45-degree angle, move right arm in a sweeping motion towards top of left shoulder.

Note.— This signal is intended mainly for aircraft with the set of integral stairs at the front.

(2) From the pilot of an aircraft to a signalman

Note 1.— *These signals are designed for use by a pilot in the cockpit with hands plainly visible to the signalman and illuminated as necessary to facilitate observation by the signalman.*

Note 2.— The aircraft engines are numbered in relation to the signalman facing the aircraft, from right to left (i.e. No. 1 engine being the port outer engine).

(a) Brakes

Note.— The moment the fist is clenched or the fingers are extended indicates, respectively, the moment of brake engagement or release.

(i) Brakes engaged: raise arm and hand, with fingers extended, horizontally in front of face, then clench fist.

(ii) Brakes released: raise arm, with fist clenched, horizontally in front of face, then extend fingers.

(b) Chocks

(i) Insert chocks: arms extended, palms outwards, move hands inwards to cross in front of face.

(ii) Remove chocks: hands crossed in front of face, palms outwards, move arms outwards.

(c) Ready to start engine

Raise the appropriate number of fingers on one hand indicating the number of the engine to be started.

5. Technical or servicing communication signals

(1) Manual signals shall only be used when verbal communication is not possible with respect to technical or servicing communication signals.

(3) The Authority shall ensure that provision is made for the use of secondary surveillance radar or ADS-B, where available, to identify aircraft in areas where they may be subject to interception.

2. Action by intercepted aircraft

(1) An aircraft which is intercepted by another aircraft shall immediately—

(a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Schedule 4;

(b) notify, if possible, the appropriate air traffic services unit;

(c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the interceptedaircraft

(2) Signalmen shall ensure that an acknowledgement is received from the flight crew with respect to technical or servicing communication signals.

6. Standard emergency hand signals

The following hand signals are established as the minimum required for emergency communication between the aircraft rescue and firefighting (ARFF) incident commander/ARFF firefighters and the cockpit or cabin crews of the incident aircraft. ARFF emergency hand signals should be given from the left front side of the aircraft for the flight crew.

Note.— In order to communicate more effectively with the cabin crew, emergency hand signals may be given by ARFF firefighters from other positions.

1. Recommend evacuation

Evacuation recommended based on ARFF and incident commander's assessment of external situation.

Arm extended from body and held horizontal with hand upraised at eye level. Execute beckoning arm motion angled backward. Non-beckoning arm held against body.

Night — same with wands.

2. Recommended stop

Recommend evacuation in progress be halted. Stop aircraft movement or other activity in progress.

Arms in front of head, crossed at wrists.

Night — same with wands.

3. Emergency contained

No outside evidence of dangerous conditions or "all-clear."

Arms extended outward and down at a 45-degree angle. Arms moved inward below waistline simultaneously until wrists crossed, then extended outward to starting position (umpire's "safe" signal).

Night — same with wands.

4. Fire

Move right-hand in a "fanning" motion from shoulder to knee, while at the same time pointing with left hand to area of fire.

Night — same with wands.

SCHEDULE 5

INTERCEPTION OF AIRCRAFT

Regulation 65

1. Principles to be observed by the Authority

(1) The Authority shall comply with the following principles to ensure safety of navigation of aircraft—

(a) interception of aircraft shall be undertaken only as a last resort;

(b) if undertaken, an interception shall be limited to determining the identity of the aircraft, unless it is necessary to return the aircraft to its planned track, direct it beyond the boundaries of Uganda airspace, guide it away from a prohibited, restricted or danger area or instruct it to effect a landing at a designated aerodrome;

(c) practice interception of aircraft shall not be undertaken;

(d) navigational guidance and related information shall be given to an intercepted aircraft by radiotelephony, whenever radio contact can be established;

(e) in the case where an intercepted aircraft is required to land in Uganda, the aerodrome designated for the landing shall be suitable for the safe landing of the aircraft type concerned; and

(f) the Authority shall refrain from resorting to the use of weapons against aircraft in flight.

(2) The Authority shall publish a standard method for the manoeuvring of aircraft intercepting aircraft and the method shall be designed to avoid any hazard for the intercepted aircraft.

(3) The Authority shall ensure that provision is made for the use of secondary surveillance radar or ADS-B, where available, to identify aircraft in areas where they may be subject to interception.

2. Action by intercepted aircraft

(1) An aircraft which is intercepted by another aircraft shall immediately—

(a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Schedule 4;

(b) notify, if possible, the appropriate air traffic services unit;

(c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz;

(d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit;

(e) if equipped with ADS-B or ADS-C, select the appropriate emergency functionality, if available, unless otherwise instructed by the appropriate air traffic services unit.

(2) If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

(3) If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

3. Radio communication during interception.

If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table A2-1 and transmitting each phrase twice—

Table A2-1

Phrases for use by INTERCEPTING aircraft			*Phrases for use by INTERCEPTED aircraft*		
Phrase	*Pronunciation*[1]	*Meaning*	*Phrase*	*Pronunciation*[1]	*Meaning*
CALL SIGN	KOL SA-IN	What is your call sign?	CALL SIGN (call sign)[2]	KOL SA-IN (call sign)	My call sign is (call sign)
FOLLOW	FOL-LO	Follow me	WILCO Will comply	VILL-KO	Understood
DESCEND	DEE-SEND	Descend for landing	CAN NOT	KANN NOTT	Unable to comply
YOU LAND	YOU LAAND	Land at this aerodrome	REPEAT	REE-PEET	Repeat your instruction
PROCEED	PRO-SEED	You may proceed	AM LOST	AM LOSST	Position unknown
			MAYDAY	MAYDAY	I am in distress
			HIJACK[3]	HI-JACK	I have been hijacked
			LAND (place name)	LAAND (place name)	I request to land at (place name)
			DESCEND	DEE-SEND	I require descent

1. *In the second column, syllables to be emphasized are underlined.*

2. *The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.*

3. *Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".*

SCHEDULE 6

CLASSIFICATION OF AIR TRAFFIC SERVICES AIRSPACES

Regulation 68

Class	*Type of Flight*	*Separation provided*	*Service provided*	*Speed limitation**	*Radio communication requirement*	*Subject to an ATC clearance*
F	IFR	IFR from IFR as far as practical	Air traffic advisory service, flight information service	Not applicable250 kt IAS below 3 050m (10 000ft) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	250 kt IAS below 3 050m (10 000ft) AMSL	No	No
G	IFR	Nil	Flight information service	250 kt IAS below 3 050m (10 000ft) AMSL	Continuous two-way	No
	IFR	Nil	Flight information service	250 kt IAS below 3 050m (10 000ft) AMSL	No	No
* When the flight of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 should be used in lieu of 10 000 ft.						

Class	*Type of Flight*	*Separation provided*	*Service provided*	*Speed limitation**	*Radio communication requirement*	*Subject to an ATC clearance*
A	IFR only	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
B	IFR	All Aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	All Aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	VFR form IFR	1) Air traffic control service for separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3 050m (10 000ft) AMSL	Continuous two-way	Yes
D	IFR	IFR from IFR	Air traffic control service, traffic information about VFR flights (and traffic avoidance advice on request)	250 kt IAS below 3 050m (10 000ft) AMSL	Continuous two-way	Yes
	VFR	Nil	IFR/VFR and VFR/IFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3 050m (10 000ft) AMSL	Continuous two-way	Yes
E	IFR	IFR from IFR	Air traffic control service and, as far as practical, traffic, information about VFR flights	250 kt IAS below 3 050m (10 000ft) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information as far as practical	250 kt IAS below 3 050m (10 000ft) AMSL	No	No

SCHEDULE 7

VISUAL METEOROLOGICAL CONDITIONS VISIBILITY AND DISTANCE FROM CLOUD MINIMA

Regulation 59, 73

Altitude band	Airspace class	Flight visibility	Distance from cloud
At and above 3 050 m (10 000 ft) AMSL	A*** B C D E F G	8 km	1 500 m horizontally 300 m (1 000 ft) vertically
Below 3 050 m (10 000 ft) AMSL and above 900 m (3 000 ft) AMSL, or above 300 m (1 000 ft) above terrain, whichever is the higher	A***B C D E F G	5 km	1 500 m horizontally 300 m (1 000 ft) vertically
At and below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is the higher	A***B C D E	5 km	1 500 m horizontally 300 m (1 000 ft) vertically
	F G	5 km**	Clear of cloud and with the surface in sight

* When the height of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 should be used in lieu of 10 000 ft.

** When so prescribed by the appropriate ATS authority:

a) flight visibilities reduced to not less than 1 500 m may be permitted for flights operating:

1) at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or

2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.

b) HELICOPTERS may be permitted to operate *in less than 1 500 m* flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

*** The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

Cross References

Civil Aviation (Aerial Work) Regulations, 2006.

Civil Aviation (Aeronautical Communication Procedures) Regulations, 2020.

Civil Aviation (Aeronautical Search and Rescue) Regulations, 2020.

Civil Aviation (Air Traffic Services) Regulations, 2020.

Civil Aviation (Airworthiness) Regulations 2020.

Civil Aviation (Communication Procedures) Regulations, 2020.

Civil Aviation (Instrument and Equipment) Regulations, 2020.

Civil Aviation (Operation of Aircraft) Regulations, 2020.

Civil Aviation (Operation of Aircraft) (Helicopter Operations) Regulations, 2020.

Civil Aviation (Air Operator Certification and Administration) Regulations, 2020.

Civil Aviation (Operation of Aircraft- Commercial Air Transport Aeroplane) Regulations, 2020.

Civil Aviation (Operation of Aircraft) (General Aviation Aeroplanes) Regulations, 2020.

Civil Aviation (Personnel Licensing) Regulations, 2020.

Civil Aviation (Remotely Piloted Aircraft) Regulations, 2020.

Civil Aviation (Air Traffic Services) Regulations, 2020.

Civil Aviation (Security) Regulations, 2017.

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