

GROUND SCHOOL

AIR LAW 1





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LECTURE ONE: AIR LAW

1. The History of Air Law
2. Doc 7300 – the basis of all Air Law
3. The UK Rules of the Air Regulations



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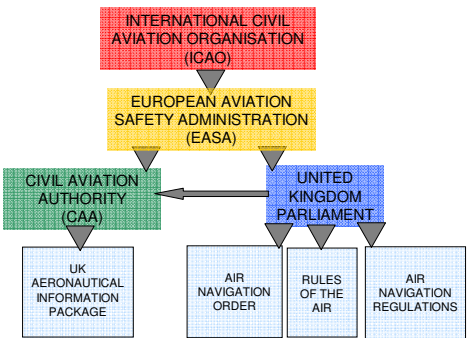
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WHERE DOES AVIATION LAW COME FROM?





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## INTERNATIONAL CIVIL AVIATION ORGANISATION (ICAO)

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### Paris Convention 1919

Mainly European nations to establish post-war principles for aviation law and procedures



### Chicago Convention 1944

International authorities place moral obligation to provide safe and efficient ground and flight organisations within territories



### Montreal 1947

International Civil Aviation Organisation (ICAO) established to promote aviation standards and a standard set of practices



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## INTERNATIONAL CIVIL AVIATION ORGANISATION (ICAO)

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Although standardised procedures there are some big differences!

For example

Eastern Europe	height based on metres
Western countries	height based on feet

Broad principles are laid down in DOC 7300

It is up to each country whether they implement each article

Of 96 articles there are a few that are important to the private pilot...



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## DOC 7300

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### Art 1 - Sovereignty

Each contracting state has exclusive sovereignty over the airspace above its territory

### Art 2 - Territory

Territory is both land and territorial waters over which the nation has sovereignty

### Art 5 - Right of non-scheduled flight

Each state will allow aircraft from all other contracting states to land without permission (non-scheduled) or to overfly their territory. They may require over-flights to follow specific routings.

### Art 10 - Customs airports

A state may require a aircraft entering their territory to land, or if departing airspace to take-off, at a customs airport



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## DOC 7300 - continued

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### *Art 11 – Applicability of regulations*

An aircraft must obey the regulations of the state it is flying in

### *Art 12 – Rules of the Air*

Each state will ensure that all aircraft follow their rules of the air.  
Over high seas the convention law applies.

### *Art 13 – Entry and Clearance Regulations*

All regulations regarding entry, clearance, immigration, passports, customs and quarantine must be adhered to by pilots, passengers, crew and cargo

### *Art 16 – Search of Aircraft*

Every state has the right to search an aircraft landing from another state or prior to its departure and to check documents



## DOC 7300 - continued

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### *Art 22 – Facilitation of Formalities*

Each state will ensure that formalities do not delay an aircraft unduly

### *Art 23 – Customs and Immigration Procedures*

Each state shall establish customs and immigration procedures which are in accordance with international principles

### *Art 24 – Customs Duty*

Fuel, Oil, Spare Parts and regular equipment on board an aircraft (and not being unloaded) shall be exempt from duty.

### *Art 29 – Documents to be Carried on Aircraft*

All aircraft on international flights shall carry:  
Certificate of Registration, Certificate of Airworthiness,  
Crew Licences, Journey Logbook, Radio Licences,  
Passenger List, Cargo Manifest



## DOC 7300 – nearly there!

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### *Art 30 – Aircraft Radio Equipment*

Radio equipment must be licensed by the state of registration and should only be used by crew members licensed to do so

### *Art 31 – Certificate of Airworthiness*

Aircraft shall have a valid C of A from their State of Registration

### *Art 32 – Licences of Personnel*

Pilots shall have licences from the state of aircraft registration. Each state has the right to recognise flight crew licences from other states.

### *Art 33 – Recognition of certificates and licences*

If standards are ICAO then states should recognise C of As and Flight crew licences from other contracting states

### *Art 34 – Journey Logbooks*

All aircraft flying internationally shall carry details of aircraft, crew and each journey



## DOC 7300 – *destination in sight...*

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### Art 35 – Cargo Restrictions

Weapons or munitions of war must not be carried. On grounds of safety or public order other items may be prohibited by a state.

### Art 36 – Photographic Equipment

States may choose to prohibit or restrict airborne photography over its territory

### Art 37 – Adoption of International Standards and Procedures

Each state will do its best to implement a uniform set of regulations, standards and procedures

### Art 39 – Endorsement of Certificates and Licences

Any failure to meet international standards shall be endorsed on aircraft documents and/or flight crew licences

### Art 40 – Validity of Endorsed Certificates and Licences

If a licence permits it, a licence may be used internationally



## DOC 7300 – Annex 7

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### Aircraft Registration

All aircraft shall display nationality markings



The format, font and size of the lettering is laid down and shall appear on the underside of the left wing as well as on the fuselage on both sides

Identification plates with the aircraft identity on are required and must be made from fireproof material and should be near the main entrance



## DOC 7300 – Annex 8

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The Certificate of Airworthiness confirms that an aircraft is considered airworthy in terms of design, construction, materials, equipment and flying performance

The C of A is valid for 3 years

Under EASA C of As are non-expiring and are maintained in force by an Airworthiness Review Certificate (ARC)

Operating limitations will be noted in the flight manual or placarded on the aircraft. These may be loading, structural, or powerplant.




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PRACTICE QUESTION!

*"If you want to fly your aircraft internationally, your licence must be issued (or rendered valid by) who?"*

The State of Registry



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PRACTICE QUESTION!

*"If you land in another country, do they have the right to search your aircraft?"*

Yes, but without causing undue delay



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PRACTICE QUESTION!

*"If an aircraft lands in the territory of a contracting state, are the oil and spare parts on board subject to duty?"*

No



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PRACTICE QUESTION!

"Where would you find the limitations of an aircraft as approved?"

In the flight manual and on placards in the cockpit

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### UK INTEGRATED AERONAUTICAL PACKAGE

NOTAM	AIP	AIC
Part 1 General (GEN)	Part 2 En-Route (ENR)	Part 3 Aerodromes (AD)
GEN 0	ENR 0	AD 0
GEN 1 National Regulations & Requirements	ENR 1 Rules & Procedures	AD 1 Aerodromes / Heliports Introduction
GEN 2 Tables and Codes	ENR 2 ATS Airspace	AD 2 Aerodromes
GEN 3 Services	ENR 3 ATS Routes	AD 3 Heliports
GEN 4 Charges for Aerodromes / Heliports & Air Nav Services	ENR 4 Navigation Aids	
	ENR 5 Nav Warnings	
	ENR 6 En-route charts	

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### RULES OF THE AIR REGULATIONS

Annex 2 of the ICAO Convention on Civil Aviation

Applies to all aircraft within UK

Applies to all UK registered aircraft

UK Rules of the Air Regulations 2007

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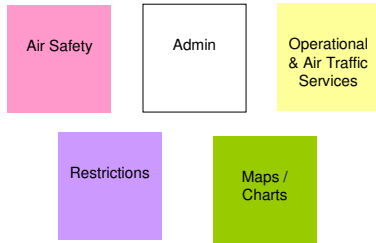
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## UNITED KINGDOM INTEGRATED AERONAUTICAL PACKAGE

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The AIP then has Aeronautical Information Circulars – (AIC)



## LOW FLYING 1

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(Rules of the Air Regulations 2007, regulation 5)



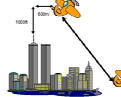
### FAILURE OF A POWER UNIT

An aircraft shall fly high enough to be able to land without causing damage to persons or property in the event of a power unit failure



### 500 FOOT RULE

An aircraft shall not fly closer than 500 feet to any person, vessel, vehicle or structure



### 1000 FOOT RULE

An aircraft shall not fly within 1000 feet of the highest fixed obstacle within 600m of the aircraft in a congested area



## LOW FLYING 2

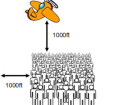
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(Rules of the Air Regulations 2007, regulation 5)



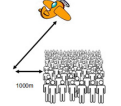
### LAND CLEAR RULE

An aircraft shall fly at a height to enable it to land clear of a congested area in the event of a power unit failure



### FLYING OVER OPEN-AIR ASSEMBLIES

An aircraft shall not fly within 1000 feet of an open-air assembly of 1000 people or more and be able to glide clear



**TAKING-OFF OR LANDING NEAR OPEN-AIR ASSEMBLIES** An aircraft shall not take off or land within 1000 metres of an open-air assembly of 1000 people or more unless at an aerodrome



## LOW FLYING - EXCEPTIONS

(Rules of the Air Regulations 2007, regulation 6)

The low flying rules would appear to make it illegal to land! There are exceptions:

500 FT RULE – Does not apply when landing or taking off in accordance with normal aviation practice  
Does not apply to police aircraft  
Does not apply to gliders hill soaring  
Does not apply to an aircraft legally dropping articles  
Does not apply to helicopters operating with normal practice

1000 FT RULE – Does not apply to Special VFR flights  
Does not apply to police aircraft  
Does not apply to balloons / helicopters

*Also authorised display aircraft are exempt from the 500 ft rule if they are within 1000m of the spectators*



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## COLLISION AVOIDANCE

(Rules of the Air Regulations 2007, regulation 8)



Give way to:



Give way to:



Give way to:



No aircraft shall fly in such proximity to another aircraft as to create a danger of collision

No formation flying unless both agree!

The aircraft with right of way should maintain height and speed

Aircraft give way to less manoeuvrable aircraft

Glider-Tug combinations are seen as 1 aircraft

Police aircraft are exempt



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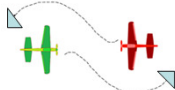
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## RIGHT OF WAY - AIRBORNE

(Rules of the Air Regulations 2007, regulations 9-11)

### CONVERGING

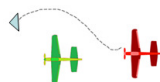
The aircraft with the other on its right shall give way



APPROACHING HEAD ON  
Both aircraft shall turn to the right

### OVERTAKING

The aircraft being overtaken has right of way. The overtaking aircraft shall pass clear to the right



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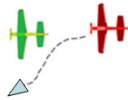
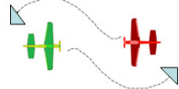
## RIGHT OF WAY – ON THE GROUND

(Rules of the Air Regulations 2007, regulation 42)



**CONVERGING**  
The aircraft with the other on its right shall give way

**APPROACHING HEAD ON**  
Both aircraft shall turn to the right



**OVERTAKING**  
The aircraft being overtaken has right of way. The overtaking aircraft shall pass clear to the left



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## LANDING AND TAKING OFF

(Rules of the Air Regulations 2007, regulation 14)

Take-off and Landing shall be as indicated (or into wind if no direction indicated)

An aircraft shall not land on a runway which is occupied by another aircraft unless specifically cleared

Unless cleared, an aircraft shall move clear of the runway as soon as possible

Where landing or taking off is not confined to a runway, aircraft shall keep to the LEFT of other aircraft on the ground



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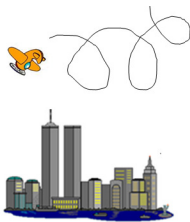
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## AEROBATICS

(Rules of the Air Regulations 2007, regulation 15)



An aircraft shall not carry out any aerobatic manoeuvre over a congested area of a town, city or settlement

An aircraft requires permission of ATC to conduct aerobatics within controlled airspace



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## RIGHT HAND TRAFFIC RULE

(Rules of the Air Regulations 2007, regulation 16)



When following a line feature (coast, road, railway line etc) an aircraft shall fly so that the feature is on its left

i.e. Fly on the right!

Does not apply in controlled airspace if given an instruction



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## SPEED LIMITS

(Rules of the Air Regulations 2007, regulation 21)

No more than 250 knots below FL 100

Unless:



Class A airspace  
Class B airspace  
Class C airspace  
Class D airspace IFR  
Flying exhibitions / displays  
With CAA permission



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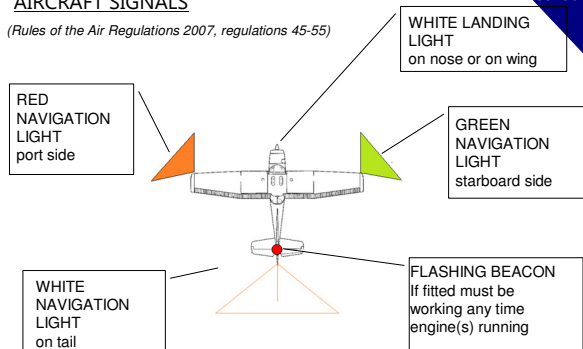
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## AIRCRAFT SIGNALS

(Rules of the Air Regulations 2007, regulations 45-55)



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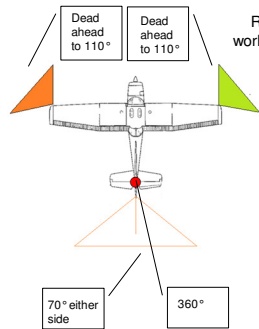
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## AIRCRAFT SIGNALS

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Rear Anti-Collision Light must be on and working when engine(s) are running if fitted to the aircraft

If any light fails that is required the aircraft must not get airborne.

If already airborne, aircraft must land as soon as is practical




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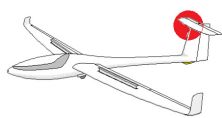
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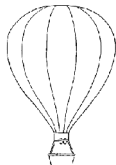
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## OTHER AIRCRAFT LIGHTS FOR NIGHT

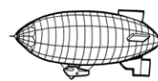
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**GLIDERS**  
Steady red light  
visible in all  
directions



**HOT AIR  
BALLOONS**  
5m and 10m steady  
red lights visible in  
all directions



**AIRSHIPS**  
Lights as per  
aeroplanes




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## AIRCRAFT SIGNALS

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Knowing the lights on aircraft is important for collision avoidance at night

"Green to green all  
is serene"



"Green to red you  
could be dead"




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## AIRCRAFT INTERCEPTION

ICAO Convention article 9

CAA Safety Sense Leaflet 11 contains all the ICAO interception procedures

Schedule 11 of the ANO requires all UK aircraft to carry a copy of these interception procedures on all international flights

Interception procedures are a "last resort" for security purposes.



However, being shot down is the next step. So not exactly a "last resort"!

Ensure you are familiar with this leaflet if you are making an international flight



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PRACTICE QUESTION!

"On a Special VFR Flight (SVFR) which of the low flying rules does not apply?"

The 1000 ft rule



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Lecture Complete  
Any Questions?

