

010 Air Law

(ICAO Table 3-1*(see 4.1))

Altitude band	Airspace class	Flight visibility	Distance from cloud
At and above 3050 m (10000 ft) AMSL	A*** B C D E F G	8 km	1500 m horizontally 300 m (1000 ft) vertically
Below 3050 m (10000 ft) AMSL and above 900 m (3000 ft) AMSL, or above 300 m (1000 ft) above terrain, whichever is the higher	A*** B C D E F G	5 km	1500 m horizontally 300 m (1000 ft) vertically
At and below 900 m (3000 ft) AMSL, or 300 m (1000 ft) above terrain, whichever is the higher	A*** B C D E F G	5 km 5 km**	1500 m horizontally 300 m (1000 ft) vertically Clear of cloud and with the surface in sight

* When the height in the transition altitude is lower than 3050 m (10000 ft) AMSL, FL 100 should be used in lieu of 10000 ft.

** When so prescribed by the appropriate ATS authority:

- a) flight visibilities reduced to not less than 1500 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 1500 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.

RVSM: FL290-FL410 (inclusive)

Separation

- Horizontal
 - lateral. 15 nm (VOR 15° NDB 30° GEO 45°)
 - longitudinal
 - tracks
 - same track (45°/315°)
 - reciprocal track (135°-225°)
 - crossing track (all other)
 - time
 - same level
 - same track: 15 min, with nav 10 min, with +20kts 5 min, with +40kts 3 min
 - crossing track: 15 min, with nav 10 min
 - climb/descend
 - same track: 15 min, with nav 10 min, with 10 min after levelchange: 5 min
 - crossing track: 15 min, with nav 10 min
 - reciprocal: 10 min after aircraft have passed
 - DME
 - same level

- same track: 20 nm, with +20kts 10nm
 - crossing track: same as same track
 - reciprocal: have passed and at 10nm apart
- climb/descend
 - 10 nm
- Mach number technique: 10 min, 7min when 0.04 faster
- RNAV: 80nm
- Vertical

radar separation

- basic: 5 nm
- within 40 nm of the radar: 3nm
- on an ILS within 10 nm: 2.5nm
- on Mode 2 parallel approaches: 2nm

Ground-air visual signal code for use by survivors		
No.	Message	Code symbol
1	Require assistance	✓
2	Require medical assistance	×
3	No or negative	N
4	Yes or Affirmative	Y
5	Proceeding in this direction	↑

Ground-air visual signal code for use by rescue units		
No.	Message	Code symbol
1	Operation completed	LLL
2	We have found all personnel	LL
3	We have found only some personnel	++
4	We are unable to continue. Returning to base	XX
5	Have divided into two groups. Each proceeding in direction indicated	↔
6	Information received that aircraft is in this direction	→ →
7	Nothing found. Will continue to search	NN

(ICAO Table 1-1 - Aerodrome reference code)

Code element 1			Code element 2	
Code number (1)	Aeroplane reference field length (2)	Code letter (3)	Wing span (4)	Outer main gear wheel span ^a (5)
1	Less than 800 m	A	Up to but not including 15 m	Up to but not including 4.5 m
2	800 m up to but not including 1200 m	B	15 m up to but not including 24 m	4.5 m up to but not including 6 m
3	1200 m up to but not including 1800 m	C	24 m up to but not including 36 m	6 m up to but not including 9 m
4	1800 m and over	D	36 m up to but not including 52 m	9 m up to but not including 14 m
		E	52 m up to but not including 65 m	9 m up to but not including 14 m
		F	65 m up to but not including 80 m	14 m up to but not including 16 m

a. Distance between the outside edges of the main gear wheels.

Missed Approach Phases: INITIAL – INTERMEDIATE (30m) – FINAL (50m)

(ICAO Table I-4-1-2 - Speeds for procedure calculations in knots (kt))

Aircraft Category	V_{AT}	Range of speeds for initial approach	Range of final approach speeds	Maximum speeds for visual manoeuvring (circling)	Maximum speeds for missed approach	
					Intermediate	Final
A	<91	90/150(110*)	70/100	100	100	110
B	91/120	120/180(140*)	85/130	135	130	150
C	121/140	160/240	115/160	180	160	240
D	141/165	185/250	130/185	205	185	265
E	166/210	185/250	155/230	240	230	275
H	N/A	70/120**	60/90***	N/A	90	90
CAT H (PinS)***	N/A	70/120	60/90	N/A	70 or 90	70 or 90

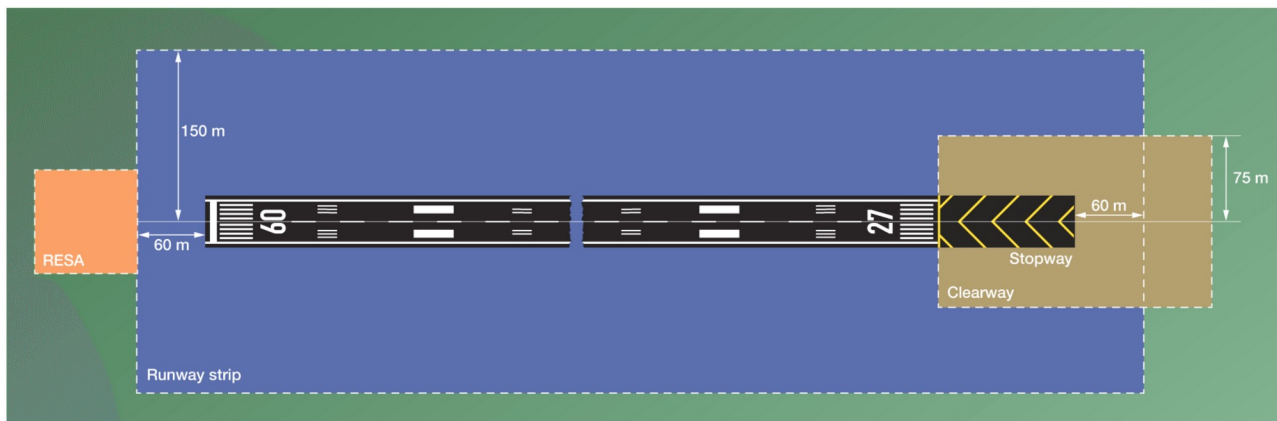
V_{AT} - Speed at threshold based on 1.3 times stall speed V_{S0} or 1.23 times stall speed V_{slg} in the landing configuration at maximum certificated landing mass. (Not applicable to helicopters.)

* Maximum speed for reversal and racetrack procedures.

** Maximum speed for reversal and racetrack procedures up to and including 6000 ft is 100 kt, and maximum speed for reversal and racetrack procedures above 6000 ft is 110 kt.

*** Helicopter point-in-space procedures based on basic GNSS may be designed using maximum speeds of 120 KIAS for initial and intermediate segments and 90 KIAS on final and missed approach segments, or 90 KIAS for initial and intermediate segments and 70 KIAS on final and missed approach segments based on operational need. Refer to PANS-OPS, Volume II, Part IV, Chapter 1, „Area navigation (RNAV) point-in-space (PinS) approach procedures for helicopters using basic GNSS receivers“.

Note: The V_{AT} speeds given in Column 1 of Table I-4-1-1 are converted exactly from those in this table, since they determine the category of aircraft. The speeds given in the remaining columns are converted and rounded to the nearest multiple of five for operational reasons and from the standpoint of operational safety are considered to be equivalent.



>=0.40	good
>=0.36	medium/good
>=0.30	medium
>=0.26	medium/poor
<=0.25	poor
9	unreliable

white	administrative
yellow	ATC
pink	safety
mauve	danger area map
green	maps/charts

Wake turbulence

radar

↓ preceeding	H	M	L
H	4nm	5nm	6nm
M	3nm	3nm	5nm
L	3nm	3nm	3nm

Non-radar

2 min, except 3 min when

- L arriving after H or M
- L departing after H or M on intermediate part of same runway

DAMP – WET – WATER PATCHES – FLOODED

