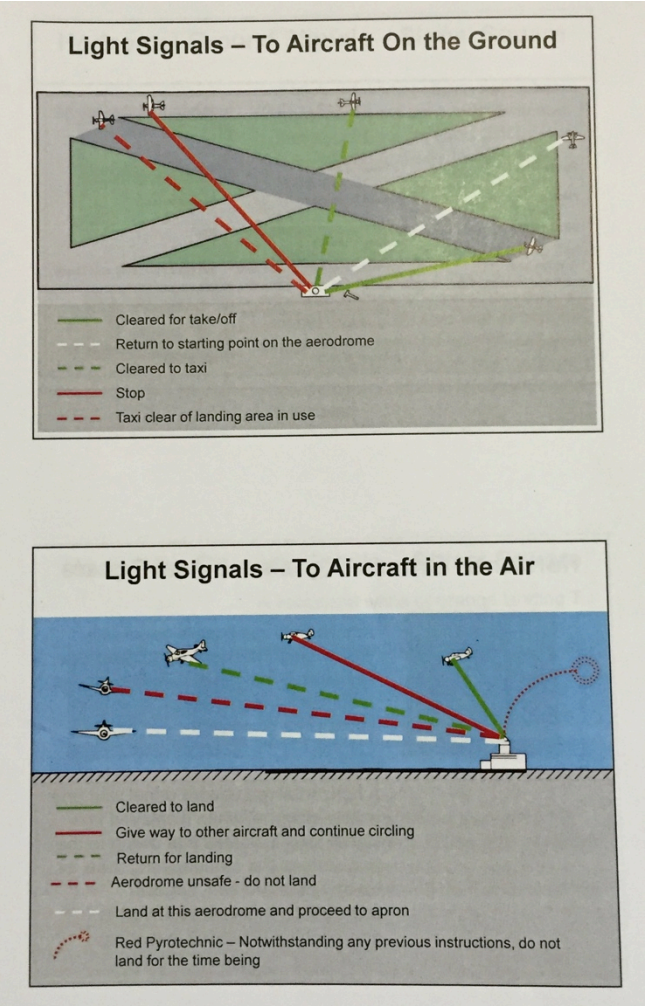
AIR LAW

LIGHT SIGNALS



DISTRESS

- **Grave and imminent danger**
- **Immediate assistance required**

- MAYDAY – RT / Datalink
- SOS Signal – RT / Other Signaling Method
- Red lights thrown at regular intervals
- Parachute flare showing a red light

URGENCY

- **Difficulties compelling it to land**
- **Immediate assistance not required**
- Can also include state of other vessels etc

- PAN PAN PAN – RT / Datalink
- XXX Signal – RT / Other Signaling Method
- Switching on and off of the landing lights
- Switching on and off of the nav lights

DIVERSION

- Notify original destination aerodrome within **30 minutes.**

FLIGHT PLANS

FLIGHT PLAN TYPES

- I – IFR
- V – VFR
- Y – IFR to VFR (IVY)
- Z – VFR to IFR (VIZ)

FLIGHT PLAN FILE

- **Uncontrolled:** EOBT - 30 minutes
- **Controlled:** EOBT -60 minutes
- **Airborne:** 10 mins before boundary

FLIGHT PLAN REFILE

- **Uncontrolled:** EOBT + 60 minutes
- **Controlled:** EOBT + 30 minutes

REPETETIVE FLIGHT PLANS

- Same days of consecutive weeks
- At least **10 occasions** OR
- Every day over a period of **10 days**

FPL CHANGES (IN FLIGHT)

- **TAS:** Varies by ±5%
- **ETA:** More than 2 mins

AIR LAW

COMMUNICATIONS FAILURE

COMMS FAIL (VMC)

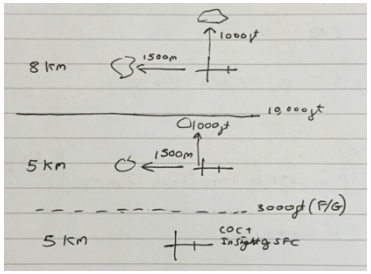
- Continue VMC and land at nearest suitable aerodrome, reporting arrival by most expeditious route.

COMMS FAIL (IMC)

- **Procedural:** 20 mins maintain
- **Radar:** 7 mins maintain
- After maintaining, hold at nav aid / fix at destination until ETA / EAT then complete approach as published.
- Land as close to EAT / ETA as possible and ideally within 30 mins of whichever is later.

WEATHER MINIMA

VMC AIRSPACE MINIMA



VMC MINIMA (ATZ/CTR)

- No taking-off / landing or flying within ATZ/CTR permitted when conditions are below:
  - 1500ft Ceiling
  - 5 km vis

SVFR

- Allows reduction to no lower than **1500m** vis.
- Only allowed in CTR

LOW FLYING

LOW FLYING

- No lower than 1,000ft above highest obstacle within 600m of aircraft.
- No lower than 500 ft above ground / water

MINIMUM FLIGHT LEVELS (IFR)

- Not below **minimum flight altitude established by the state** being overflown. Or, when this does not exists…

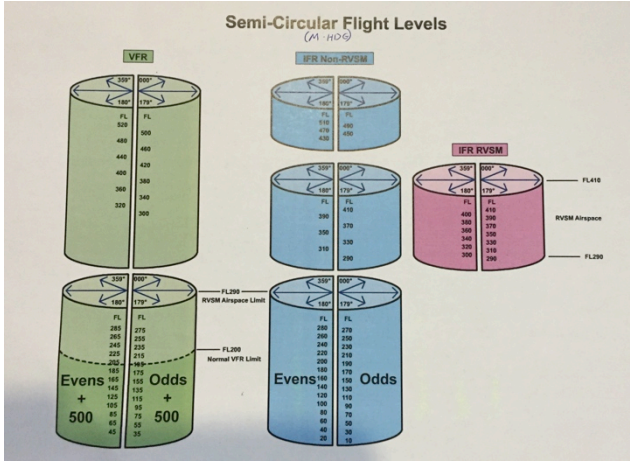
- Normal Area:
  - 1,000 ft above highest obstacle within 8km of aircraft

- Mountainous
  - 2,000 ft above highest obstacle within 8km of aircraft

AIR LAW

SEMI CIRCULAR FLIGHT LEVELS

- Based on Magnetic Track



Aerodrome Reference Code		
Element 1		**Element 2**
Reference Field Length		A → F Categorised by wing span and outer MLG span.
1	< 800m	
2	800≤x<1200	
3	1200≤x<1800	
4	1800≤x	

RUNWAY STATES

RUNWAY STATES

- **Damp –** Change of colour
- **Wet** – Soaked but no standing water
- **Water Patches** – Patches of standing water
- **Flooded** – Extensive standing water

BRAKING SNOWTAM

- 1 – Poor (0.25)
- 2 – Poor / Medium
- 3 – Medium (0.30)
- 4 – Medium / Good
- 5 – Good (0.40)
- 9 - Unreliable

AERODROME BEACONS

AERODROME IDENTIFICATION BEACONS

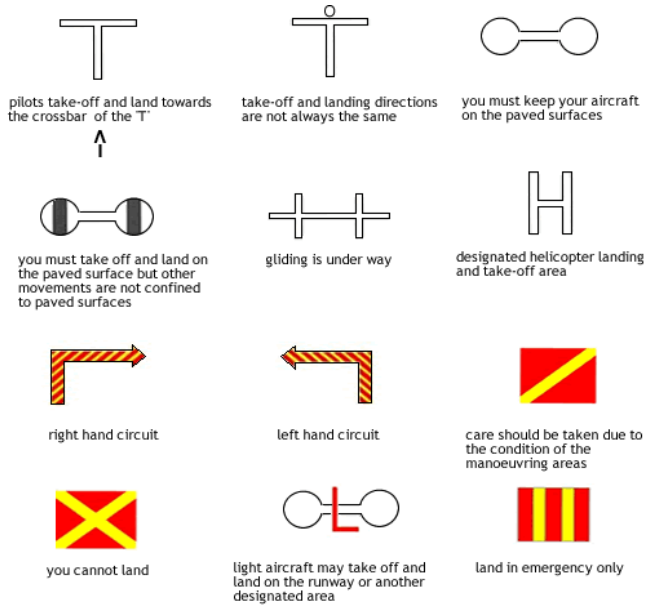
- **Land** – Green Morse
- **Water** – Yellow Morse

AERODROME BEACON

- **Land** – White or white / green
- **Water** – White or white / yellow

SIGNAL SQUARE

- Usually 3m x 3m with a white border.



OBSTACLE LIGHTING

OBSTACLE LIGHTING (LOW INTENSITY)

- **Emergency Vehicles** – Flashing blue
- **Other Vehicles** – Flashing yellow
- **Fixed Objects** – Fixed red

OBSTACLE LIGHTING (HIGH INTENSITY)

- **Flashing White**
- When **150m AGL** and recognition essential **by day**

AIR LAW

SIGNAGE

AERODROME SIGNS

- Mandatory Instruction (EG/ Hold Position)

- Information Sign (EG/ Taxiway Direction)

- Location Sign (EG/ Taxiway Location)

VEHICLES

VEHICLE COLOURS

- **Emergency Vehicles** – Single conspicuous colour preferably red / yellowish green
- **Service Vehicles** - Yellow

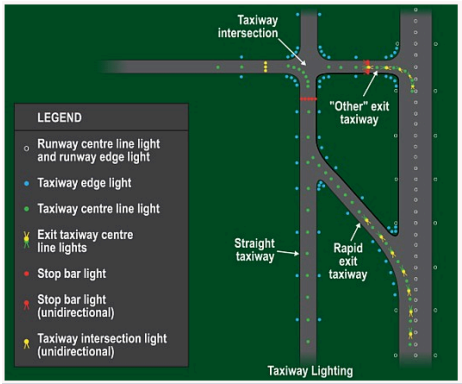
TAXIWAYS

TAXIWAY WIDTHS

- **C** – 15m
- **D** – 18m

TAXIWAY LIGHTING

- Normally just **blue edge lighting**
- Aerodromes with LVPs have **green centerline lighting** and usually blue edge light as well.
- **Alternate green and yellow lighting** used from start of taxiway on runway to perimeter of the critical / sensitive area.



HOLDING POINTS

HOLDING SHORT

- Used when there are no marked holding positions.
- **RWY < 900 m: 30 m** from runway edge
- **RWY ≥ 900 m: 50** m from runway edge

STOP BARS

- Required at every runway holding position where the runway is intended to be used **below 350 m RVR**
- Not required if procedures limit, when **below 550 m RVR:**
  - One aircraft on manoeuvring area
  - Vehicles to essential minimum

RUNWAY GUARD LIGHTS

- Required at RWY when ops intended between **550m and 1200m with heavy traffic density.**
- Required if ops intended **below 550m with no stop bars installed.**

AIR LAW

RUNWAYS

RUNWAY WIDTHS

- 18 m
- 23 m
- 30 m
- 45 m
- 60 m

THRESHOLD STRIPES

- Runway Width = 4 x # of stripes

THRESHOLD LIGHTING

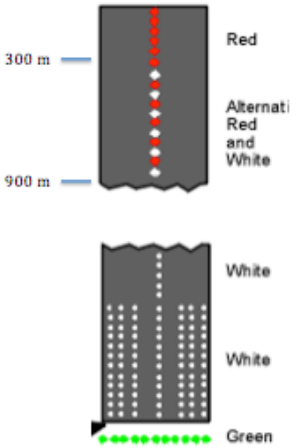
- Threshold Marking - **Unidirectional green**
- Threshold Identification – **Flashing White**

RUNWAY END LIGHTS

- **Unidirectional red**

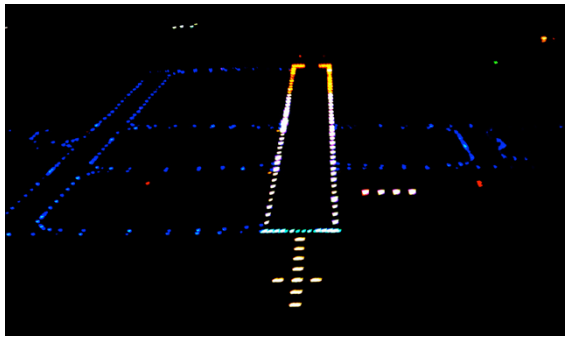
RUNWAY CENTRELINE LIGHTS

- Threshold – 900m from end: White
- 900m – 300m from end: Red + White
- 300m to end: Red
- Required on runways intended to be used in **RVRs of 400 m**



RUNWAY EDGE LIGHTING

- Variable **white** although can also be **yellow towards runway end.**
- Required for any **precision approach runways and** those to be used at **night.**



AIMING POINT + TOUCHDOWN ZONE

- TDZ markings placed at **150 m intervals**
- Aiming point required when **RWY > 800m**
- **Aiming point min distance 150 m**

RWY Length	1200 m – 1500 m	1500 m – 2400 m	2400 m +
Aiming Point Distance From Threshold	300 m		400 m
# TDZ Markings	3	4	6

AIR LAW

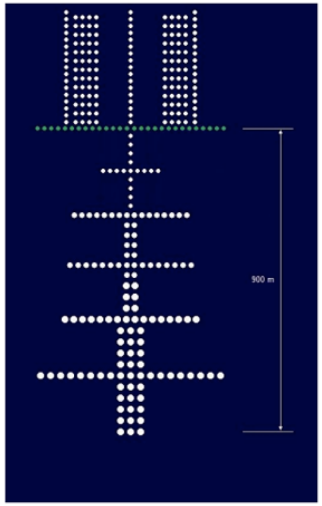
APPROACH LIGHTING

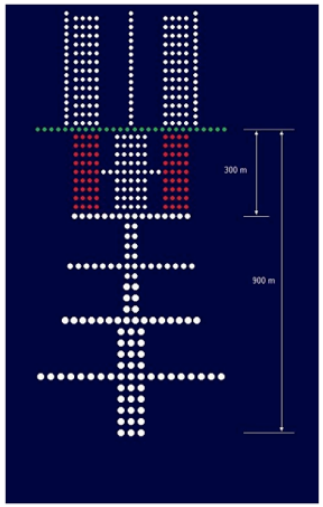
CAT I ILS INSTALLATION

- **5 Fixed White Crossbars**
- Starts from a distance of **900m** from the threshold.
- The single, two and three **light sources have a length of 300m each** (total 900 m)

CAT II / III ILS INSTALLATION

- Additionally has a **white centerline barrette** and **two red side barrettes.**
- These start from a distance of **300m** from the threshold.

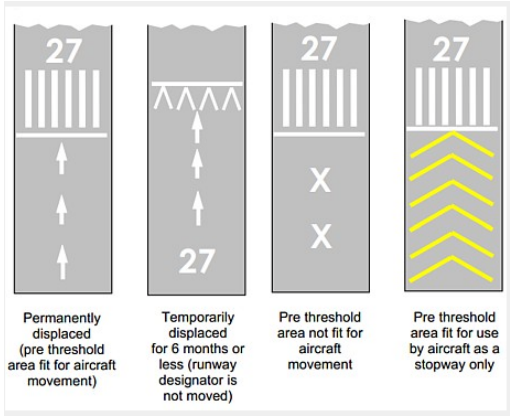




DISPLACED THRESHOLD

DISPLACED THRESHOLD

- Indicated by a **white line drawn across a runway**
- **Red runway edge lighting** is used in the direction of approach.



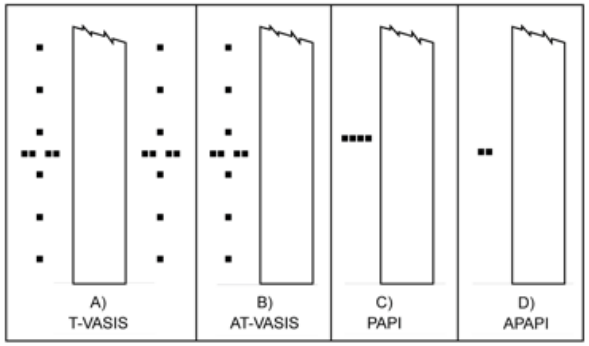
VASIS & PAPIS

EYE HEIGHT

- AVASIS, PAPI / T-VASIS to be provided when eye height over the threshold is between **12m – 16m**

T-VASI

- Wing bar consisting of **4 light units** installed either side of the centerline.
- **6 lights bisect longitudinally.**
- **AT-VASI** installed on one side only but still with 4 light units.



VASIS

- Contains **4 light units**

AIR LAW

AISPACE CLASSIFICATIONS

	IFR – IFR	IFR – VFR	VFR – IFR	VFR – VFR	2 – WAY	CLEARANCE	SPEED
A	✓	✓	✓	✓	I + V	I + V	
B	✓	✓	✓	✓	I + V	I + V	
C	✓	✓	✓	Info	I + V	I + V	V
D	✓	Info	Info	Info	I + V	I + V	I + V
E	✓	If Able	If Able	If Able	I	I	I + V
F	If Able				I		I + V
G					I		I + V

ATC WEATHER REPORTS

WIND COMPONENT CHANGES

- **Mean Headwind** – 10 KTS
- **Mean Crosswind –** 5 KTS
- **Mean Tailwind** – 2 KTS

RVR

- Reported when falls below **1500 m**

INDENTIFYING AIRCRAFT

IDENTIFICATION TURNS

- Heading changes of **30^0 or more**

MODE C TOLERANCE

- Non RVSM: ± 300 ft
- RVSM: ± 200 ft

DEPARTURE IDENTIFICATION

- Identified **1 nm after departure** with PSR

ROUTINE AIR REPORTS

CONTENTS

1. Position Report
2. Operational Information (ETA + Endurance)
3. Meteorological Information

ATC DELAYS & SLOTS

EXPECTED APPROACH TIMES

- **Issued:** 10m mins delay / 30 mins holding
- **Expeditious Notification**: 30 mins or more
- **Revised:** Further 5 min delay or more

CTOT

- - 5 MIN / + 10 MIN

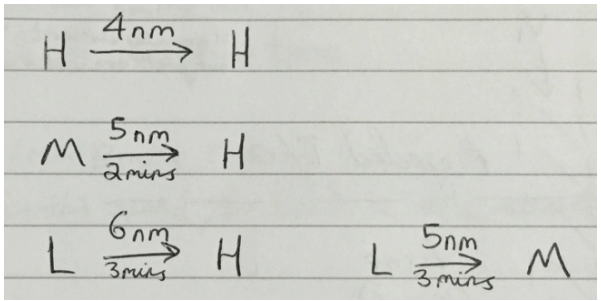
AIR LAW

WAKE TURBULENCE

WAKE TURBULENCE CATEGORIES

- **Heavy: ≥** 136,000 kgs
- **Medium:** 7,000 – 136,000 kgs
- **Light:** ≤ 7,000 kgs

AIRCRAFT ON APPROACH



DEPARTING AIRCRAFT

- Applies to light behind M/H OR a medium behind H.
- Standard: **2 Mins**
  - Includes taking off after an arrival
- **3 Mins** when:
  - Departing from intermediate point
  - Parallel runway less than 760m

RADAR SEPARTION MINIMA

RADAR SEPARATION

- Normally – **5 nm**
- Suitable Equipment – **3 nm**
- Special Conditions – **2.5 nm**

OTHER ATC

VACATING LEVELS

- Passed level in required direction by **more than 300 ft**

RADAR / TOWER LIASON

- First Notification – **8 nm** from touchdown
- Second Notification – **4 nm**
- Min distance for clearance – **2nm**

MAP RECOMMENDED

- Aircraft not visible on radar for significant interval during the last **2 nm**

SRA

- Distance & level transmitted **every 0.5 nm**
- **Within 4 nm** – No more than 5s intervals
- **Terminates 2 nm** from touchdown

ILS PROCEDURES

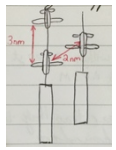
INTERCEPTS

- Intercept heading **≤ 30⁰ within 1 nm**
  - ≤ 45⁰ for non-parallel intercept
- Level **2 nm** before glideslope capture

PRE-ESTABLISHED SEPARATION

- 3 nm /1,000 ft

DEPENDENT PARALLEL APPROACHES (MODE 2)



- 3 nm (Same ILS)
- 2 nm (Opposite Approaches)

INDEPENDENT PARALLEL APPROACHES (MODE 1)

- **3 nm (Same ILS**)
- Includes NOZ & NTZ (At least 610 m)

MAP TRACKS

- Must **diverge by at least 30⁰** when parallel approaches are used.

SPEED CONTROL

- Must terminate **4nm from touchdown**
- Max request: **± 20 KTS**

AIR LAW

NAV AID SEPARATION

NAV AID SEPARATION

- Ensured when the aircraft are **15nm** from the NAVAID and on **radials that differ** by:
  - VOR - 15^0
  - NDB - 30^0
  - DR - 45^0
- **RNAV requires 15^0** separation with no distance requirement

PROCEDURAL TIME SEPARATION

SAME LEVEL & SAME / CROSSING TRACK

- **15 Mins** – Default
- **10 Mins** – Regular Fixes
- **5 Min** – Lead aircraft + 20 Kts
- **3 Min** – Lead aircraft + 40 Kts

CLIMBING & DESCENDING

- **15 Mins** – Default
- **10 Mins** – Regular Fixes
- **5 Min** – If second aircraft begins level change with 10min of the other aircraft reporting over an exact reporting point.

PROCEDURAL DME SEPARATION

SAME LEVEL & SAME / CROSSING TRACK

- **20 nm** – Default
- **10 nm** – Lead aircraft + 20 kts

CLIMBING & DESCENDING

- **Min 10 nm**

DEPARTURE SEPARATION

FROM OTHER DEPARTURES

- **5 Min** – Same Track
- **2 Min** – Same Track (Lead + 40 Kts)
- **1 Min** – Diverging tracks ($\geq 45^0$)

FROM OTHER ARRIVALS (STRAIGHT IN APPROACH)

- Can take off in **any direction** until:
  - Arriving aircraft is within 5 mins of being overhead the instrument runway
- Can take off in a direction that is **at least 45^0 different** from reciprocal of approach until:
  - Arriving aircraft is within 3 mins of being overhead the instrument runway OR it passes a designated fix

FROM OTHER ARRIVALS (INSTRUMENT APPROACH)

- Can take off in **any direction** until:
  - Arriving aircraft has started in procedure / base turn leading to final approach
- Once the turn has commended, can take off in a direction that is **at least 45^0 different** from reciprocal of approach until:
  - Arriving aircraft is within 3 mins of being overhead the instrument runway

AIR LAW

AIRSPACE BLOCKS

CTR VS CTA

- **CTR (Control Zone)** - SFC +
  - Min 5 NM in approach direction
- **CTA (Control Area) -** ≥ 700ft / 200 m AGL +

UIR & FIR

- Separated approx. FL195
- Within FIR is a FIS + Alerting Service

EN-ROUTE

CHANGEOVER POINTS

- Should be **60 NM apart or more** under normal circumstances.

AIRWAY RNP

- Y – 22.5 NM Radius (≥ FL 200)
- Z – 15 NM Radius (≤ FL190)

OTHER

ATC CLOCKS

- Accurate to within **30 seconds of UTC**

OPERATIONALLY SIGNIFICANT CLOUDS

- Clouds below 5,000 ft or highest MSA

ATIS

- **Max 30 seconds** where possible

AIR LAW

DEPARTURE PROCEDURES (DOC 8168)

SID TRACK GUIDANCE

- **Straight Departure –** 20 km
- **Turning Departure –** 10 km

MIN HEIGHT BEFORE TURNING

- Omni-directional (turning) departure when **turn is greater than 15^0**
- Must be at least **120 m AGL** and,
- Have at least **90 m obstacle clearance**

PROCEDURE DESIGN GRADIENT (PDG)

- **PDG = OIS + MOC**
- **OIS** – Obstacle Identification Surface (Minimum 2.5%)
- **MOC –** Minimum Obstacle Clearance (Fixed at 0.8%)
- Standard PDG – **3.3%**

"EN-ROUTE OBSTACLE"

- Greater than **150 m**
- Beyond **15 km** radius of aerodrome

APPROACH PROCEDURES (DOC 8168)

MINIMUM SECTOR ALTITUDES

- **Within 25 nm** of the IAF

"ESTABLISHED"

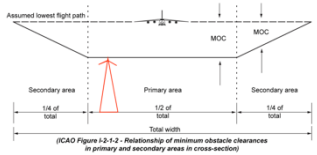
- **VOR + ILS:** Half scale deflection
- **NDB:** ± 5^0

MAP CLIMB GRADIENT

- Normally **2.5%**
- Can be **reduced to 2% if approved**

MINIMUM OBSTACLE CLEARANCE

- Reduces from **300 m to 150 m** in the primary area during intermediate segment.
- **Absolute minimum** in final segment is:
  - 90 m – Without FAF
  - 75 m – With FAF



(ICAO Figure I-2-1-2 - Relationship of minimum obstacle clearances in primary and secondary areas in cross-section)

STRAIGHT IN APPROACHES

- Angle between final approach track and runway centerline is **30^0 or less**

FIX TOLERANCE

- **VOR**
  - ± 4.5^0 (5.2^0 with track guidance)
  - Area Width: 2 NM
  - Area Splay: 7.8^0
- **NDB**
  - ± 6.2^0 (6.9^0 with track guidance)
  - Area Width: 2.5 NM
  - Area Splay: 10.3^0
- **DME**
  - Old: ±0.25 NM + 1.25% Slant Range
  - New: ±0.2 NM
- **Terminal Area Radar (TAR)**
  - 0.8 NM within 20 NM
- **En-Route Radar (RSR)**
  - 1.7 NM within 40 NM

APPROACH SEGMENTS

Arrival - **IAF** - Initial - **IF** – Intermediate – **FAP** – Final - **MAP** – Missed Approach

AIR LAW

MAP SEGMENTS

- **Initial**
  - MAP → Start of climb (SOC)
  - No turns specified
- **Intermediate**
  - SOC → 50 m obstacle clearance
  - Max 15^0 track changes
  - 30 m obstacle clearance
- **Final**
  - 50 m obstacle clearance → initiation of new approach, hold / return to enroute
  - Turns can be prescribed
  - 50 m obstacle clearance

PROCEDURE TURNS

- The **45^0 leg** is flown for:
  - **A & B:** 1 Min
  - **C, D & E:** 1 Min 15 sec

TURN CONSTRUCTION BANK ANGLE

Lowest of the below or that bank angle which gives 3^0 / second rate of turn

- Departure – 15^0 till 1,000 ft
- Departure – 20^0 from 1,000 ft – 3,000 ft
- Departure – 25^0 above 3,000 ft

- Initial Approach – 25^0
- Missed Approach - 15^0
- Visual Maneuvering - 25^0
- Circling - 20^0

*A pilot reaction time of **0 – 3 seconds** is used*

WHEELS TO ANTENNA DISTANCE

- **Helicopters** – 3 m
- **Aircraft** – 6 / 7/ 8 m (CAT dependent)

GLIDESLOPE INTERCEPTION

- **3 – 10 nm**
- **1,000 ft -> 3,000 ft**

DEAD RECKONING INTERCEPTION

- **45^0 Intersection**
- Max **10 NM**

DESCENT GRADIENT

- **Optimum** – 5.2%
- **Maximum** – 6.5%

ROUTE WIDTHS

- **Airways** – ± 10 NM
- **SID / STARS** – ± 5 NM

AIR LAW

HOLDING PROCEDURES

ENTRY & OUTBOUND LEG TIMINGS

- **At / Below FL140 –** 1 Minute
- **Above FL140 –** 1.5 Minutes

TURN DIRECTION

- To the **right** unless otherwise stated
- Made at **25⁰ angle of bank / 3⁰ per second**, whichever requires least angle of bank.

ENTRY METHOD

- 1 – Parallel Entry
- 2 – Teardop Entry (30⁰ Offset)
- 3 – Direct Entry

- **± 5⁰ flexibility** at the boundaries
- Based on **magnetic heading**

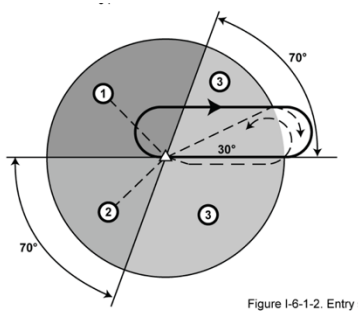


Figure I-6-1-2. Entry sectors

OBSTACLE CLEARANCE

- At least 1**,000 ft obstacle clearance** provided by the lowest holding level.
- Clearance continues to **5 nm from boundary** where it is **reduced to 60 m.**
- By **6 nm the clearance is 0 m**

MAX HOLDING SPEEDS (IAS)

- **At / Below FL140:** 230 KTS
- **FL140 – FL200 (Inclusive):** 240 KTS
- **FL200 – FL340 (Inclusive):** 265 KTS
- **Above FL340:** M 0.83

ALTIMETRY

ALTIMETER TOLERANCE

- **± 20 m –** Test range of 0 – 30,000 ft
- **± 25 m** – Test range of 0 - 50,000 ft

TRANSITION ALTITUDE

- **Not less than 3,000 ft**

REGISTRATION MARKS

MINIMUM HEIGHTS

- **Wing:** 50 cm
- **Tail:** 30 cm

PARTS

- **Common Mark**
  - ITU → ICAO → Common Mark Registering Authority
- **Registration Mark**
  - Assigned by state of registry / common mark registering authority

RESTRICTED

- XXX (Distress)
- TTT (Urgent)
- PAN (Urgent)

- Combinations that may be confused with 5 letter ICAO signals

- Q codes

AIR LAW

PERSONEL LICENCING

ATPL (A) REQUIREMENTS

21 Years Old

Min 1500 Hrs to include at least:

1) 500 Hrs multi-pilot

2) A – 500 Hrs PICUS or
B – 250 PIC or
C – 250 Hrs (At least 70 Hrs PIC, rest PICUS)

3) 200 Hrs cross country
- At least 100 Hrs PIC / PICUS

4) 75 Hrs instrument time
- No more than 30 Hrs ground time

5) 100 Hrs Night PIC / SIC

CLASS 1 MEDICAL

- Valid for **12 Months**
- Reduced to **6 months** when:
  - 60 +
  - 40 + engaged in single pilot CAT

CLASS 2 MEDICAL

< 40	60 Months
40 - 50	24 Months
> 50	12 Months

CPL (A) REQUIREMENTS (INTEGRATED)

18 Years Old

Min 150 Hrs to include at least:

1) 80 Hrs Dual

2) 70 Hrs PIC

3) 20 Hrs cross country
- Including one flight of at least 300 nm with 2 full stop landings away from base

4) 5 Hrs Night
- 5 solo full stop takeoff and landings
- 3 Hrs dual to include…
- 1 Hr dual cross country nav

5) 10 Hrs Instrument
- 5 Hrs may be instrument ground time

Of the 150 Hrs, up to 5 Hrs can be instrument

IR (A) REQUIREMENTS

A. PPL + Night Rating

B. CPL
- At least 50 Hrs cross country PIC
- Of which at least 10 in the appropriate aircraft category

DEFFERING MEDICAL

- **Non Commercial** – Max 6 Months
- **Commercial** – Max 2 consecutive periods of 3 months (favourable report required)
- **Private** – 24 Months

CREDITING CO-PILOT TIME

- **SPA** – 50%
- **MPA** – 100%

AIR LAW

SEEK AME ADVICE (EASA)

- Surgical operation / invasive procedure
- **Regular** use of any medication
- **Significant** personal injury
- **Significant** illness
- Pregnant
- **Admitted** to hospital / medical clinic
- **First** use of corrective lenses

SEARCH AND RESCUE

DROPABLE PACKAGES

- **Red** – Medical
- **Blue** – Food & Water
- **Yellow** – Blankets & Protective Equipment
- **Black** - Miscellaneous

DIVERSION NOTIFICATION

- Advise original destination **within 30 MIN** of the original ETA.

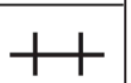
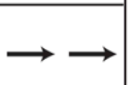
PHASES

- **INCERFA –** Uncertainty
  - No comms for 30 mins
  - No landing within 30 mins of ETA
- **ALERFA** – Alert
  - Apprehension exists
  - No land + no comms within 5 mins of ETA after being cleared to land
  - Suspected hijack
- **DETRESFA** – Distress

GROUND – AIR SIGNALS

No.	Message	Code symbol
1	Require assistance	
2	Require medical assistance	
3	No or negative	
4	Yes or Affirmative	
5	Proceeding in this direction	

GROUND – AIR RESCUE UNIT SIGNALS

No.	Message	Code symbol
1	Operation completed	
2	We have found all personnel	
3	We have found only some personnel	
4	We are unable to continue. Returning to base	
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	

AIR LAW

AIR ACCIDENT INVESTIGATION

INCIDENT

- An occurrence, other than an accident, which affects / could affect the safety of operation.

SERIOUS INCIDENT

- An incident involving circumstances where an accident nearly occurred.

ACCIDENT

- An occurrence between the time any person boards the aircraft with intention of flight and until such persons have disembarked where:

- A person is seriously / fatally injured due to:
  - Being in aircraft
  - Direct contact with any part of aircraft
  - Direct exposure to jet blast (except self-inflicted / stowaways)

OR

- Aircraft sustains damage / structural failure. Does not include isolated damage to engine, props, wing tips etc.

OR

- Aircraft missing / completely inaccessible

AIS

AIRACs

- Distributed - 42 days in advance
- Reach recipients – 28 days in advance

AIP SUPPLEMENTS

- Checklist issued **at least every month**
- **"Long Duration"** > 3 Months

NOTAMS

- Checklist issued **at least every month**

D / R / P AREAS

- Number not re-used for **at least 1 year**

AIP CONTENTS

- **GEN**
  - Charges
  - Met
  - Location Indicators
  - SAR

- **ENR**
  - Holding, Dep & Arr Procedures
  - Lower ATS Routes
  - Danger Areas

AIR LAW

ICAO RULES

FREEDOMS OF THE AIR (TECHNICAL)

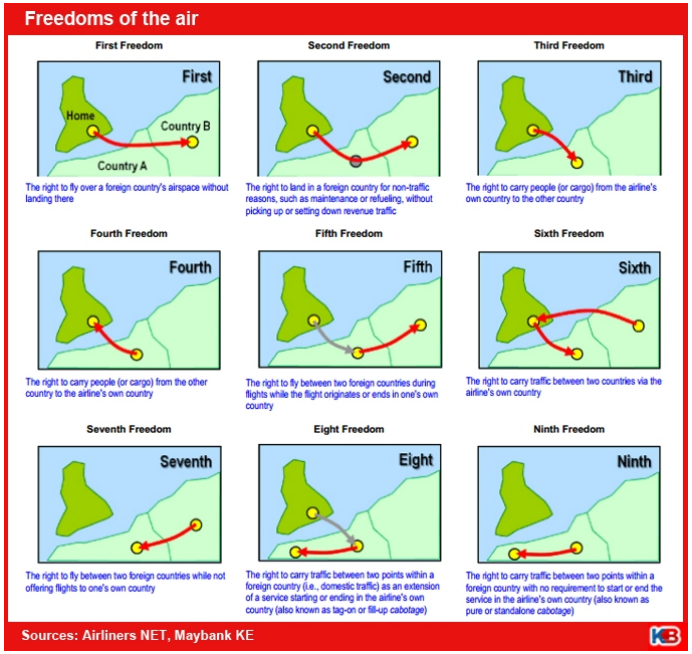
- **1st Freedom – Peaceful Transit**
  - Overfly without landing
- **2nd Freedom – Technical Stop**
  - Land for non-traffic purposes

FREEDOMS OF THE AIR (COMMERCIAL)

- **3rd Freedom – Country A (Home) to B**
- **4th Freedom – Country B to A (Home)**
- **5th Freedom – A to B to C**
  - Pick up / drop off in B

S0 CALLED FREEDOMS

- **6th Freedom – B – A (Home) - C**
- **7th Freedom – B – C**
- **8th Freedom – A – B1 – B2**
  - Tag on cabotage
- **9th Freedom –B1 – B2**
  - Cabotage



CONVENTIONS

- **Montreal –** Acts of violence
- **Rome** – Compensation due damage to third parties on surface by foreign aircraft. 2 years claims limit.
- **Tokyo** – Offences again penal law
- **Paris** – Non scheduled ECAC flights
- **Warsaw** – Pax, baggage and freight

AIR NAVIGATION COMMISSION

- 19 members appointed by ICAO council

ANNEX LIST

- **1 – Personnel Licensing** (Me first)
- **2 – Rules of the Air** (2 aircraft colliding)
- **3 – Met** (Three-zing)
- **4 – Aeronautical Charts** (4 folds)
- **5 – Units of measurement** (5 fingers)
- **6 – Operation of Aircraft (**6 fingers – op)
- **7 – Registration Marks** (7 digit plate)
- **8 – Airworthiness** (Aint flying)
- **9 – Facilitation** (Nein = No *entry*)
- **10 – Telecommunication** (Phone)
- **11 – ATS** (1-1 Comms)
- **12 – Search & Rescue** (RAF home time)
- **13 – Accident Investigation** (Unlucky)
- **14 – Aerodromes** (One for everyone)
- **15 – AIS** (A 1 5)
- **16 – Environmental Protection**
- **17 – Security** (Keep car secure)
- **18 – Safe Transport of DG** (Drinking)