

KURDISTAN REGIONAL GOVERNMENT



SULAYMANIYAH INTERNATIONAL AIRPORT

MATS

CHAPTER 6

RULES OF THE AIR
(First Edition)

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CHAPTER 6

RULES OF THE AIR

6.1 Applicability Of The Rules Of The Air

6.1.1 Territorial Application Of The Rules Of The Air

The rules of the air 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 overflown.

6.1.2 Compliance With The Rules Of The Air

The operation of an aircraft either in flight or on the movement area of an aerodrome shall be in compliance with the general rules and, in addition when in flight, either with :

- a. the visual flight rules, or
- b. the instrument flight rules

6.1.3 Responsibility Of Pilot-in-command

The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the rules of the air, except that the pilot-in-command may depart from these rules in circumstances that render such departure absolutely necessary in the interests of safety.

6.1.4 Pre-Flight Action

Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. 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 alternative course of action if the flight cannot be completed as planned.

6.1.5 Authority Of Pilot-In-Command Of An Aircraft

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

6.1.6 Problematic Use Of Psychoactive Substances

No person whose function is critical to the safety of aviation (safety – sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substances.

6.2 General Rules

6.2.1 Protection Of Persons And Property

6.2.1.1 Negligent Or Reckless Operation Of Aircraft

An aircraft shall not be operated in a negligent or reckless manner so as to endanger life or property of others.

6.2.1.2 Minimum Heights

Except when necessary for take-off or landing, or except by permission from the appropriate authority, aircraft shall not be flown over the congested areas or cities, towns or settlements or over an open-air assembly or persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface.

Note. See Chapter 7 for minimum heights for VFR flights and Chapter 8 For minimum levels for IFR flights.

6.2.1.3 Cruising Levels

The cruising levels at which a flight or a portion of a flight is to be conducted shall be in terms of :

- a. **Flight Level**, for flights at or above the lowest usable flight level or, where applicable, above the transition altitude;
- b. **Altitudes**, for flights below the lowest usable flight level or, where applicable, at or below the transition altitude.

6.2.1.4 Dropping or Spraying

Nothing shall be dropped or sprayed from an aircraft in flight except under conditions prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

6.2.1.5 Towing

No aircraft or other object shall be towed by an aircraft, except in accordance with requirements prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

6.2.1.6 Parachute Descents

Parachute descents, other than emergency descents, shall not be made except under conditions prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

6.2.1.7 Acrobatic Flight

No aircraft shall be flown acrobatically except under conditions prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

6.2.1.8 Formation Flights

Aircraft shall not be flown in formation except by pre-arrangement among the pilots-in-command of the aircraft taking part in flight and, for formation flight in controlled airspace, in accordance with the conditions prescribed by the appropriate ATS authority (ies). These conditions shall include the following :

- 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 pilots-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 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 ft) vertically from the flight leader shall be maintained by each aircraft.

6.2.1.9 **Airspace Restrictions**

Aircraft shall not be flown in a prohibited, restricted or danger areas, the particulars of which have been duly published, except in accordance with the conditions of the restrictions or by permission of the State over whose territory the areas are established.

Note. See the definitions of prohibited, restricted and danger areas.

6.2.2 **Avoidance Of Collision**

Note. It is important that vigilance for the purpose of detecting potential collision be not relaxed on board an aircraft in flight, regardless of the type of flight or the class of airspace in which the aircraft is operating, and while operating on the movement area of an aerodrome.

6.2.2.1 **Proximity**

An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.

6.2.2.2 **Right-Of-Way**

The aircraft that has the right-of-way shall maintain its heading and speed, but nothing in these rules shall relieve the pilot-in-command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment, as will best avert collision.

Note 1. Operating procedures for use of ACAS are contained in PANS-OPS (Doc 8168), Volume I, Part VIII, Chapter 3.

Note 2. Carriage requirements for ACAS equipment are addressed in Annex 6, Part I, Chapter 6.

6.2.2.2.1 An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over, under or in front of the other, unless it passes well clear and takes into account the effect of aircraft wake turbulence.

6.2.2.2.2 Approaching Head - On . When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall ALTER its heading to the RIGHT. (See Fig. 6 - 1)

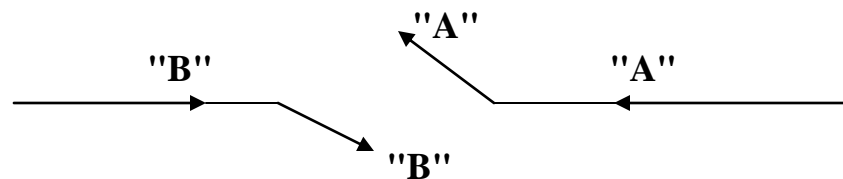


Fig. 6 - 1

Aircraft "A" and Aircraft "B" Approaching Head on.
No one has the right of way. Each altering its heading to the right

6.2.2.2.3 Converging. When two aircraft are converging at approximately the same level, the aircraft which has the other on its right shall give way, (That means the aircraft which has the other on its left has the right of way and shall maintain its heading and speed) except as follows:(See Fig 6 - 2, 6 - 3 and 6 - 4).

- a. Power driven heavier-than-air aircraft shall give way to airships, gliders and balloons.
- b. Airship shall give way to gliders and balloons.
- c. Gliders shall give way to balloons.

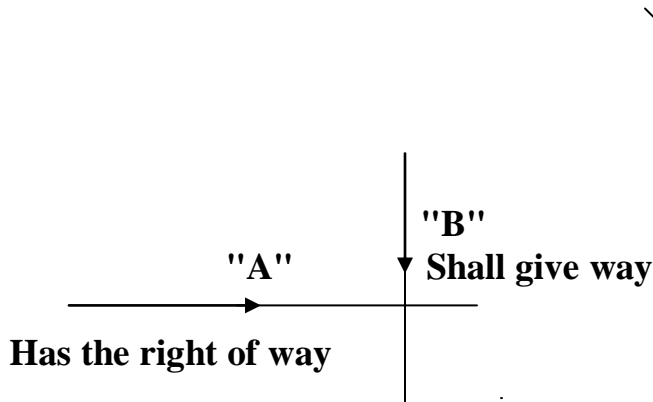


Fig. 6 - 2

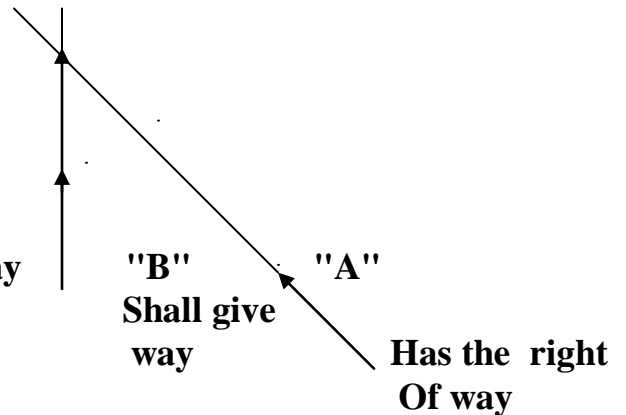


Fig. 6 - 3

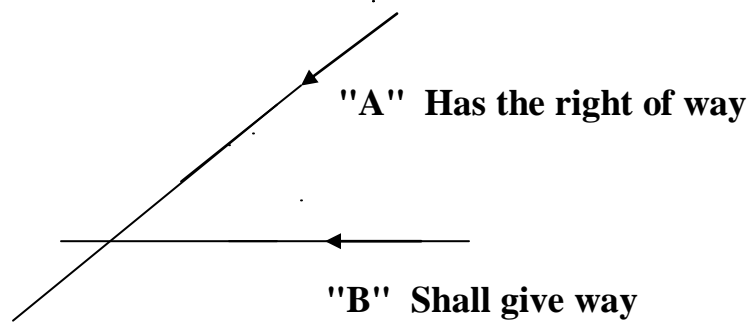
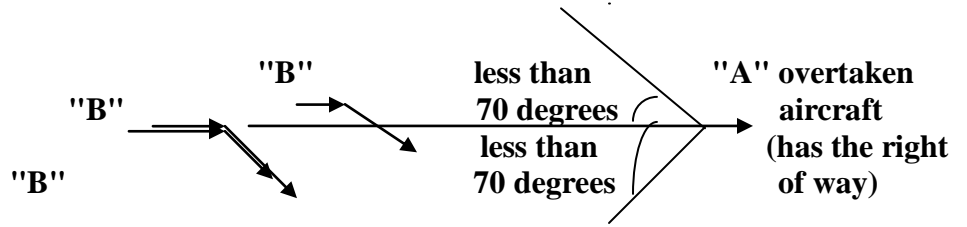


Fig. 6 - 4

6.2.2.2.4 Overtaking . An overtaking aircraft is 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, i.e 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. 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. (See Fig 6 - 5)



Aircraft "B" overtaking aircraft "A"
 (Aircraft " B " shall give way to Aircraft "A" by altering its heading to the right)

Fig. 6 - 5

6.2.2.2.5 Landing

6.2.2.2.5.1 An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of an approach to land.

6.2.2.2.5.2 When two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher level shall give way to aircraft at lower level, but the latter shall not take advantage of this rule to cut in in front of another which is in the final stages of an approach to land, or to overtake that aircraft. Nevertheless, power - driven heavier-than-air aircraft shall give way to gliders.

6.2.2.2.5.3 Emergency Landing. An aircraft that is aware that another is compelled to land shall give way to that aircraft.

6.2.2.2.6 Taking Off. An aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft taking off or about to take off.

6.2.2.2.7 Surface Movement Of Aircraft

6.2.2.2.7.1 In case of danger collision between two aircraft taxiing on the movement area of an aerodrome the following shall apply :

- a. when two aircraft are approaching head on, or approximately so, each shall stop or where practicable alter its course to the right so as to keep well clear.
- b. when two aircraft are on converging course, the one which has the other on its right shall give way.
- c. an aircraft which is being overtaken by another aircraft shall have the right of way and the overtaking aircraft shall keep well clear of the other aircraft.

6.2.2.2.7.2 An aircraft taxiing on the manoeuvring area shall stop and hold at all runway - holding positions unless otherwise authorized by the aerodrome control tower.

Note. For runway –holding position markings and related signs, see Annex 14, Volume I, 5.2.9 and 5.4.2.

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

6.2.2.3 Lights To Be Displayed By Aircraft

6.2.2.3.1 Aircraft In Flight

6.2.2.3.1.1 Except as provided by 6.2.2.3.4, from sunset to sunrise (Iraq: during night time and in instrument meteorological conditions "IMC") all aircraft in flight 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 these lights.**

Note 1. Night in Iraq is the period from 15 minutes after sunset to 15 minutes before sunrise.

Note 2 . Lights fitted for other purposes, such as landing lights and airframe floodlights, may be used in addition to the anti-collision lights specified in the Airworthiness Technical Manual (Doc. 9051) to enhance aircraft conspicuity.

- 6.2.2.3.1.2 Except as provided by 6.2.2.3.4 all aircraft in flight and fitted with anti-collision lights to meet the requirement of 6.2.2.3.1.1 (a) shall display such lights also outside the period specified in 6.2.2.3.1.1.**

6.2.2.3.2 Aircraft On The Movement Area

- 6.2.2.3.2.1 Except as provided by 6.2.2.3.4 , from sunset to sunrise (Iraq, during night and in instrument meteorological conditions "IMC") all aircraft operating on the movement area of Sulaymaniyah airport ;**

- a. 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 these lights;**
- b. shall display lights intended to indicate the extremities of their structure, unless stationary and otherwise adequately illuminated;**
- c. shall display lights intended to attract attention to the aircraft; and**
- d. whose engines are running shall display lights which indicate that fact.**

- 6.2.2.3.3 Except as provided by 6.2.2.3.4 , all aircraft ;**

- a. operating on the movement area of Sulaymaniyah airport and fitted with anti-collision lights to meet the requirement of 6.2.2.3.2.1(c); or**

b. on the movement area of Sulaymaniyah airport and fitted with lights to meet the requirement of 6.2.2.3.2.1 (d).

Shall display such lights also outside the period specified in 6.2.2.3.2.

6.2.2.3.4 Pilot is permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of 6.2.2.3.1, 6.2.2.3.2.1, 6.2.2.3.1.2 and 6.2.2.3.3 if they do or likely to :

- a. adversely affect the satisfactory performance of duties: or
- b. subject an outside observer to harmful dazzle.

Note. The lights specified herein are intended to meet the requirements of Annex 2 for navigation lights.

6.2.2.3.5 Navigation Lights To Be Displayed

As illustrated in Figure 6 - 6 , the following unobstructed navigation lights shall be displayed :

- 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.

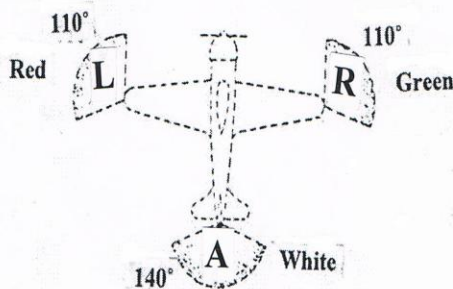


Fig. 6 - 6
Aircraft Navigation Lights to be Displayed

6.2.2.4 Operation On And In The Vicinity Of An Aerodrome

An aircraft operated on or in the vicinity of an aerodrome shall, whether or not within an aerodrome traffic zone ;

- a. observe other airport traffic for the purpose of avoiding collision;
- b. conform with or avoid the pattern of traffic formed by other aircraft in operation.
- c. make all turns to the left when approaching for a landing and after taking off, unless otherwise instructed;

Note 1. As local procedure for Sulaymaniyah International Airport the following shall be applied :

- a. Arriving and departing aircraft using runway 31 shall make all turn to the left.
- b. Arriving and departing aircraft using runway 13 shall make all turn to the right.

Note 2. See Aerodrome Traffic Circuit Fig. 6 – 7.

- d. land and take off into the wind unless safety, the runway configuration, or air traffic consideration determine that a different direction is preferable.

6.2.3 TIME

6.2.3.1 Co-coordinated Universal Time (UTC) shall be used and shall be expressed in hours and minutes and, when required, seconds of the 24 – hour day beginning at midnight.

Note 1. The day begins at time 0000 and ends at time 2400.

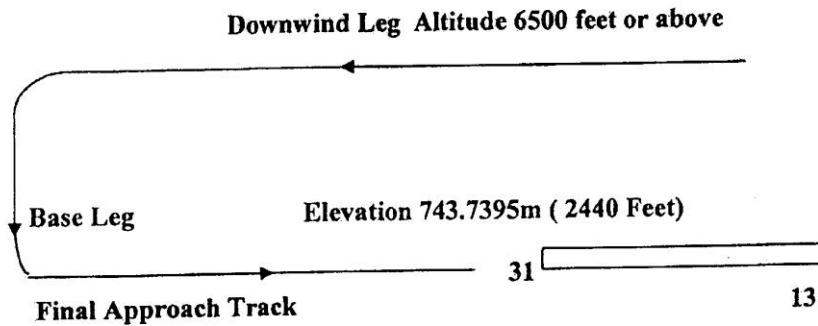
Note 2 . Midday time is 1200.

Note 3. The difference between UTC time and Iraq Local time is THREE Hours. So to find the local time add THREE Hours to the UTC Time and vice versa.

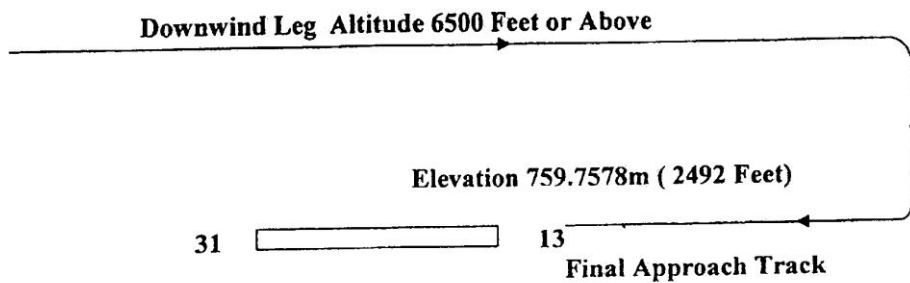
Example : If the UTC time is 1800, Iraq Local time is 2100

Aerodrome Traffic Circuits for Sulaymaniyah International Airport

- a. Left hand Traffic Circuit for Runway 31
- b. Right hand Traffic Circuit for Runway 13



**Sulaymaniyah Airport Runway 31 Traffic Circuit
Left Hand Traffic Circuit**



**Sulaymaniyah Airport Runway 13 Traffic Circuit
Right Hand Traffic Circuit**

Fig. 6-7

6.2.3.2 A time check shall be obtained prior to operating a controlled flight and such other times during the flight as may be necessary.

Note. Such time check shall be obtained from an Air Traffic Services Unit.

6.2.3.3 Whenever time is utilized in the application of data link communications, it shall be accurate to within 1 second of UTC.

6.2.4 Unlawful Interference

6.2.4.1 An aircraft which being subjected to unlawful interference shall endeavour to notify the appropriate ATS unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimize conflict with other aircraft.

6.2.4.2 Unlawful interference Procedures

6.2.4.2.1 General

The following procedures are intended as guidance for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

6.2.4.2.2 Procedures

6.2.4.2.2.1 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until able to notify an ATS unit or within radar coverage.

6.2.4.2.2.2 When an aircraft subjected to an unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible :

- a. attempt to broadcast on the VHF emergency frequency and other appropriate frequencies, unless consideration aboard the aircraft dictate otherwise. Other equipment such as on-board transponders, data link, etc., should also be used when it is advantageous to do so and circumstances permit; and**
- b. proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in Doc 7030 (Regional Supplementary Procedures), or**
- c. if no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight by:**
 - i. 1 000 ft if above FL 410 and 500 ft if below FL 410 in areas where RVSM procedure is applied, and**
 - ii. 1 000 ft if above FL 290 and 500 ft if bellow FL 290 in areas where RVSM procedure is not applied.**

6.2.5 Interception Of Civil Aircraft

6.2.5.1 Action By Intercepted Aircraft

6.2.5.1.1 An aircraft which is intercepted by another aircraft shall immediately :

- a. Follow the instructions given by the intercepting aircraft ;**
- 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 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.**

6.2.5.1.2 If any instructions received by radio from any sources conflict with those given by 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.

6.2.5.1.3 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.

6.2.5.2 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 6.1 and transmitting each phrase twice.

Table 6.1

Phrase for use by INTERCEPTING aircraft			Phrase for use by INTERCEPTED aircraft		
Phrase	Pronunciation*	Meaning	Phrase	Pronunciation*	Meaning
CALL SIGN	<u>KOL SA-IN</u>	What is your call sign?	CALL SIGN (Call Sign) **	<u>KOL SA-IN</u> (Call Sign)	My call sign is (Call sign)
FOLLOW	<u>FOL-LO</u>	Follow me	WILCO	<u>VILL – KO</u>	Understood Will Comply
DESCEND	<u>DEE-SEND</u>	Descend for landing	CAN NOT	<u>KANN NOTT</u>	Unable to comply
YOU LAND	<u>YOU LAAND</u>	Land at this aerodrome	REPEAT	<u>REE – PEET</u>	Repeat your instruction
PROCEED	<u>PRO-SEED</u>	You may proceed	AM LOST	<u>AM LOSST</u>	Position unknown
			MAYDAY	<u>MAYDAY</u>	I am in distress
			HIJACK ***	<u>HI – JACK</u>	I have been hijacked
			LAND (Place name)	<u>LAAND</u> (Place name)	I request to land at (Place name)
			DESCEND	<u>DEE – SEND</u>	I require descent

* In the second column, syllables to be emphasized are underline.

** 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.

*** Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK"
