As at March 2019

| **Annex** | **Standard / Recommended Practice** | **Details of Difference** |
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| **Annex 1** |  | No significant difference |
| **Annex 2**Chapter 33.2.3.1 | Standard | Anti-collision light not required for aircraft of MTWA of 5,700kg or below and type certificated before 1 April 1988, or for balloons and gliders. |
| Chapter 44.6 | Standard | **Low flying prohibitions****Rule 5.**—(1) Subject to paragraph (2), an aircraft must comply with the low flying prohibitions in paragraph (3) unless exempted by rule 6.(2) If an aircraft is flying in circumstances such that more than one of the low flying prohibitions applies, it must fly at the greatest height required by any of the applicable prohibitions.(3) The low flying prohibitions are as follows— (a)Engine failureAn aircraft must not be flown below such height as would enable it to make an emergency landing without causing danger to persons or property on the surface in the event of an engine failure. (b)The 500 feet ruleExcept with the written permission of the Governor, an aircraft must not be flown closer than 500 feet to any person, vessel, vehicle or structure. (c)The 1,000 feet ruleExcept with the written permission of the Governor, an aircraft flying over a congested area of a city, town or settlement must not fly below a height of 1,000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the aircraft.(d)The land clear ruleAn aircraft flying over a congested area of a city, town or settlement must not fly below such height as would permit the aircraft to land clear of the congested area in the event of an engine failure.(e)Flying over open air assembliesExcept with the written permission of the Governor, an aircraft must not fly over an organised open-air assembly of more than 1,000 persons below whichever is the higher of the following heights— (i)1,000 feet; or(ii)such height as would permit the aircraft to land clear of the assembly in the event of an engine failure.(f)Landing and taking off near open air assembliesAn aircraft must not land or take-off within 1,000 metres of an organised, open-air assembly of more than 1,000 persons except— (i)at an aerodrome, in accordance with procedures notified by the Governor; or(ii)at a landing site which is not an aerodrome, in accordance with procedures notified by the Governor and with the written permission of the organiser of the assembly.**Exemptions from the low flying prohibitions****Rule 6.**  The exemptions from the low flying prohibitions are as follows— (a)Landing and taking off(i)An aircraft is exempt from the low flying prohibitions when it is flying in accordance with normal aviation practice for the purpose of—(aa)taking off from, landing at or practising approaches to landing at; or(bb)checking navigational aids or procedures at,a certificated or notified aerodrome. (ii)An aircraft is exempt from the 500 feet rule when landing and taking-off in accordance with normal aviation practice or air-taxiing.(b)Captive balloons and kitesNone of the low flying prohibitions apply to any captive balloon or kite. (c)Special VFR flight and notified routes(i)Subject to paragraph (ii), an aircraft is exempt from the 1,000 feet rule when—(aa)it is flying on a special VFR flight; or(bb)it is operating in accordance with the procedures notified for the route being flown.(ii)Unless the written permission of the Governor has been obtained, landings may only be made by an aircraft flying under this exemption at a certificated or notified aerodrome.(d)Balloons and helicopters over congested areas(i)A balloon is exempt from the 1,000 feet rule if it is landing because it is becalmed.(ii)Subject to rule 5(3)(a) a helicopter flying over a congested area is exempt from the land clear rule.(e)Police air operator’s certificateAn aircraft flying in accordance with the terms of a police air operator’s certificate is exempt from the 500 feet rule, the 1,000 feet rule and the prohibitions on flying over open air assemblies and on landing and taking off near open air assemblies. (f)Flying displays etcAn aircraft taking part in a flying display is exempt from the 500 feet rule when it is within a horizontal distance of 1,000 metres of the gathering of persons assembled to witness the event. (g)Glider hill-soaringA glider is exempt from the 500 feet rule if it is hill-soaring. (h)Picking up and dropping at an aerodromeAn aircraft picking up or dropping tow ropes, banners or similar articles at an aerodrome is exempt from the 500 feet rule. (i)Manoeuvring helicopters(i)Subject to paragraph (ii), a helicopter is exempt from the 500 feet rule if it is conducting manoeuvres, in accordance with normal aviation practice, within the boundaries of a certificated or military aerodrome or, with the written permission of the Governor at other sites.(ii)When flying in accordance with this exemption the helicopter must not be operated closer than 60 metres to any persons, vessels, vehicles or structures located outside the aerodrome or site.(j)Dropping articles with the permission of the GovernorAn aircraft is exempt from the 500 feet rule if it is flying in accordance with— (i)article 130(3)(f) of the Air Navigation (Overseas Territories) Order [the dropping of articles by, or with the authority of, the pilot-in-command of the aircraft for the purposes of public health or as a measure against weather conditions, surface icing or oil pollution, or for training for the dropping of articles for any such purposes, if the articles are dropped with the permission of the Governor]; or(ii)an aerial application permission granted by the Governor under article 128 of the Air Navigation (Overseas Territories) Order. |
| Chapter 44.7 | Standard | Aircraft in level flight above 3,000ft above mean sea level or above appropriate the transition altitude, whichever is the higher, shall be flown at a level appropriate to its magnetic track:Below 19,500ft – Quadrantal Rule, Above 19,500ft – Semicircular Rule.**Quadrantal rule and semi-circular rule****Rule 34.**—(1) Subject to paragraphs (2) and (3), an aircraft in level flight above 3,000 feet above mean sea level or above the appropriate transition altitude, whichever is the higher, must be flown at a level appropriate to its magnetic track, in accordance with Table 1 or Table 2, as appropriate. (2) For the purposes of paragraph (1), the level of flight must be measured by an altimeter set— (a)in the case of a flight over the Territory, to a pressure setting of 1013.2 hectopascals; or(b)in the case of any other flight, according to the system published by the competent authority in relation to the area over which the aircraft is flying.(3) An aircraft may be flown at a level other than the level required by paragraph (1) if it flies— (a)in conformity with instructions given by an air traffic control unit;(b)in accordance with notified en-route holding patterns; or(c)in accordance with holding procedures notified in relation to an aerodrome.(4) For the purposes of this rule “transition altitude” means the altitude which is notified in relation to flights over notified areas. **Table 1****Flights at Levels below 19,500 Feet**

| Magnetic Track  | Cruising Level  |
| --- | --- |
| Less than 90° | Odd thousands of feet |
| 90° but less than 180° | Odd thousands of feet + 500 feet |
| 180° but less than 270° | Even thousands of feet |
| 270° but less than 360° | Even thousands of feet + 500 feet |

**Table 2****Flights at Levels above 19,500 Feet**

| Magnetic Track  | Cruising Level  |
| --- | --- |
| Less than 180° | 21,000 feet |
|  | 23,000 feet |
|  | 25,000 feet |
|  | 27,000 feet |
|  | 29,000 feet |
|  | 31,000 feet |
|  | 33,000 feet |
|  | 35,000 feet |
|  | 37,000 feet |
|  | 39,000 feet |
|  | 41,000 feet or higher levels at intervals of 4,000 feet |
| 180° but less than 360° | 20,000 feet |
|  | 22,000 feet |
|  | 24,000 feet |
|  | 26,000 feet |
|  | 28,000 feet |
|  | 30,000 feet |
|  | 32,000 feet |
|  | 34,000 feet |
|  | 36,000 feet |
|  | 38,000 feet |
|  | 40,000 feet |
|  | 43,000 feet or higher levels at intervals of 4,000 feet |

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| Chapter 55.1.2 | Standard | See entry for Chapter 4, 4.6 |
| **Annex 3** |  | No significant difference |
| **Annex 4** |  | No significant difference |
| **Annex 5** |  | No significant difference |
| **Annex 6** |  | No significant difference |
| **Annex 7** |  | No significant difference |
| **Annex 8** |  | No significant difference |
| **Annex 10** |  | No significant difference |
| **Annex 11** |  | No significant difference |
| **Annex 12** |  | No significant difference |
| **Annex 13** |  | No significant difference |
| **Annex 14** |  | No significant difference |
| **Annex 15** |  | No significant difference |
| **Annex 16** |  | No significant difference |
| **Annex 18** |  | No significant difference |
| **Annex 19** |  | No significant difference |