Rules of The Air Chapter 12





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Chapter 12 Rules of the Air

12.1 Applicability

The ICAO rules of the air are defined in ICAO Doc 8168 (PAN-OPS), ICAO Doc 4444 (PANS-RAC) and in the annexes to the convention of the international civil aviation.

No flight may be operated if rules of the air of the state where the aircraft is registered or of the state over-flown cannot be followed, except if an over-flight permit, where deviations from the rules of the air are indicated is granted by concerned states.

If the aircraft is registered in a non-ICAO state, an over-flight permit must be granted by each state prior to over-flying them.

Prior to over-flying a non ICAO state, an over-flight permit must be granted by this state.

Main parts (operational items) of the ICAO rules of the air are reported in the ATC chapter of Jeppesen Airway Manual. State rules of the air differences from ICAO are indicated in this manual for each state.

No flight may be operated if rules of the air of the state where the aircraft is registered or of the state over-flown cannot be followed, except if an over-flight permit, where deviations from the rules of the air are indicated is granted by concerned states.

The Egyptian air navigation (rules of the air) applies to all aircraft when in or over the Egyptian state and to aircraft on the Egyptian register wherever they may be.

However, the order, in respect of Egyptian registered aircraft when they are in or over the territory of a state other than Egypt, applies only in so far as its provisions do not conflict with any rules made by that state in relation to flights over its territory. The territorial rules take precedence over those of the state of registry.

12.1.1 Responsibility for Compliance with the Rules of the Air

The attention of flight crew is drawn to the ATC and emergency sections of the Jeppesen Manual which are designed to provide pilots with ICAO standards and recommended practices and procedures for international operations. In addition, on a state-by-state basis, flight procedures, unique to a state or different from the published ICAO rules and procedures are included.

Flight crew is required, in particular, to familiarize themselves with the following:

- Visual and instrument flight rules
- Communication procedures including COM-Failure procedures
- Information and instructions relating to the interception of civil aircraft Signals
- ATC clearances, adherence to flight plan and positions reports
- visual signals used to warn an unauthorized aircraft flying in or about to enter a prohibited, restricted or danger area
- Procedures for pilots observing an accident or receiving a distress call
- The ground/air visual signals for use by survivors of an accident, and Distress and urgency calls

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12.1.1.1 Prohibition on Interference with Crewmembers

Unauthorized persons shall not be permitted to interfere with the duties of any member of the flight crew, or to restrict their freedom to freely perform their duties. Furthermore, no person shall be permitted to willfully damage any part of an aircraft or any of its equipment, or to commit any act that may endanger the safety of the aircraft, its flight crew or its passengers.

12.1.1.2 Reporting Hazardous/Emergency Situations or Conditions

The pilot in command is required to report any hazardous flight condition, abnormal meteorological phenomena, or irregularity in the performance of navigation aids or aircraft instruments that may jeopardize the safety of the flight ... etc., to the nearest ATC facility without delay.

Pilot in Command is also responsible for:

- Notifying the appropriate local authority without delay, in the event of any emergency situation that necessitated action in violation of local regulations and/or procedures.
- Submitting, if required by the state of occurrence, a report to the appropriate local authority and also to the ECAA.

12.1.12 Carriage of Illegal Substances

None of the articles listed hereunder shall be carried by aircraft, except with prior permission of the competent authority and in accordance with laid down conditions.

- Explosives and pyrotechnics except those, which are necessary for the operation of the aircraft or for giving the prescribed signals;
- Weapons and ammunitions of war;
- Nuclear substances and radioactive materials and other objects related thereto.
- Poisonous gases;
- Germs and dangerous substances;
- Any other objects, the carriage of which is prohibited by the competent authority. No person shall operate an aircraft within the State Territory with knowledge that illegal substances, such as narcotic drugs, marijuana, depressant or stimulant drugs or substances, are carried in the aircraft

12.2 Protection of Persons and Property

Misuse of signals and markings

- A signal or marking to which a meaning is given by these Rules, or which is required by these Rules to be used in circumstances, or for a purpose therein specified, shall not be used except with that meaning, or for that purpose.
- A person in an aircraft or on an aerodrome or at any place at which an aircraft is taking off or landing shall not make any signal which may be confused with a signal specified in these Rules, and, except with lawful authority, shall not make any signal which he knows or ought reasonably to know to be a signal in use for signaling to or from any navel, military or air force aircraft.

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12.3 Communications

In case of communication failure, unless otherwise directed by ATC, a pilot shall select A7600 on the transponder and carry out the following procedures as applicable.

Note: The communication failure procedures given below are ICAO standard. Refer to Jeppesen Route Manual,

12.3.1 VMC Conditions

If the failure occurs in VMC conditions, or if VMC conditions are encountered after the failure, the aircraft shall:

- Continue to fly in VMC;
- Land at the nearest suitable aerodrome; and
- Report its arrival by the most expeditious means to the appropriate ATC unit.

12.3.2 IMC Conditions

If the failure occurs in IMC conditions or when conditions are such that it is inadvisable to complete the flight, the aircraft shall:

- **a.** Unless otherwise prescribed on the basis of regional air navigation agreement, in airspace where radar is not used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
- **b.** In airspace where radar is used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:
 - 1) The time the last assigned level or minimum flight altitude is reached; or
 - 2) The time the transponder is set to Code 7600; or
 - 3) The aircraft's failure to report its position over a compulsory reporting point; whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan;
- **c.** When being radar vectored or having been directed by ATC to proceed offset using RNAV without a specified limit, rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;
- **d.** Proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with
- e. below, hold over this aid or fix until commencement of descent;
- e. Commence descent from the navigation aid or fix specified in d. at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
- **f.** complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and
- **g.** Land, if possible, within 30 minutes after the estimated time of arrival specified in e) above or the last acknowledged expected approach time, whichever is later.

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12.4 Reference

A full description of the Rules of the Air is contained in the Jeppesen Route Manual

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