Aviation Law

Classification of Airspace

ATS airspace is classified and designated in accordance with the following:

Class A. IFR flights only are permitted, all flights are provided with air traffic control service and are separated from each other.

Class B. IFR and VFR flights are permitted, all flights are provided with air traffic control service and are separated from each other.

Class C. IFR and VFR flights are permitted, all flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D. IFR and VFR flights are permitted and all flights are provided with air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

Class E. IFR and VFR flights are permitted, IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical. Class E shall not be used for control zones.

Class F. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

Class G. IFR and VFR flights are permitted and receive flight information service if requested.

The services provided and flight requirements for different classes of airspace are shown in the table below.

Class	Type of Flight	Separation Provided	Service Provided	Speed Limitation	Radio Communication Requirement	Subject to ATC Clearance
A	IFR only	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes

Class	Type of Flight	Separation Provided	Service Provided	Speed Limitation	Radio Communication Requirement	Subject to ATC Clearance
B	IFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
B	VFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR, IFR from VFR	Air traffic control service	Not applicable	Continuous two-way	Yes
C	VFR	VFR from IFR	1) Air traffic control service for separation from IFR 2) VFR/VFR traffic information service (and traffic avoidance advice on request)	250 kts IAS below 10000 ft amsl	Continuous two-way	Yes
D (1)	IFR	IFR from IFR	Air traffic control service, traffic information about VFR flights (and traffic avoidance advice on request)	250 kts IAS below 10000 ft amsl	Continuous two-way	Yes
D (1)	VFR	Nil	IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	250 kts IAS below 10000 ft amsl	Continuous two-way	Yes
E (2)	IFR	IFR from IFR	Air traffic control service and, as far as practical, traffic information about VFR flights	250 kts IAS below 10000 ft amsl	Continuous two-way	Yes
E (2)	VFR	Nil	Traffic information as far as practical	250 kts IAS below 10000 ft amsl	No	No
F	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service	250 kts IAS below 10000 ft amsl	Continuous two-way	No
F	VFR	Nil	Flight information service	250 kts IAS below 10000 ft amsl	No	No
G	IFR	Nil	Flight information service	250 kts IAS below 10000 ft amsl	Continuous two-way	No
G	VFR	Nil	Flight information service	250 kts IAS below 10000 ft amsl	No	No

Important Notes:

(1): In Class D airspace, both IFR and VFR traffic are required to follow ATC clearances; however, ATC are only responsible for IFR against IFR separation.

(2): In Class E airspace, ATC does not provide separation between IFR and VFR traffic; IFR traffic shares responsibility for separation from uncontrolled VFR traffic with that traffic.

Altimeter

The aircraft altimeter barometric sub-scale must be set to the appropriate setting for the phase of flight. These are:

- **Flight level.** Standard pressure setting (1013 hPa) is set when flying by reference to flight levels at or above the transition level;
- **Altitude.** Regional or airfield pressure setting (QNH) is set when flying by reference to altitude above mean sea level at or below the transition altitude;
- **Height.** Altimeter pressure setting indicating height above airfield or touchdown (QFE) is set when approaching to land at airfield where this procedure is in use. Note that this setting is **not** used in other portions of the flight (climb, cruise and initial descent).

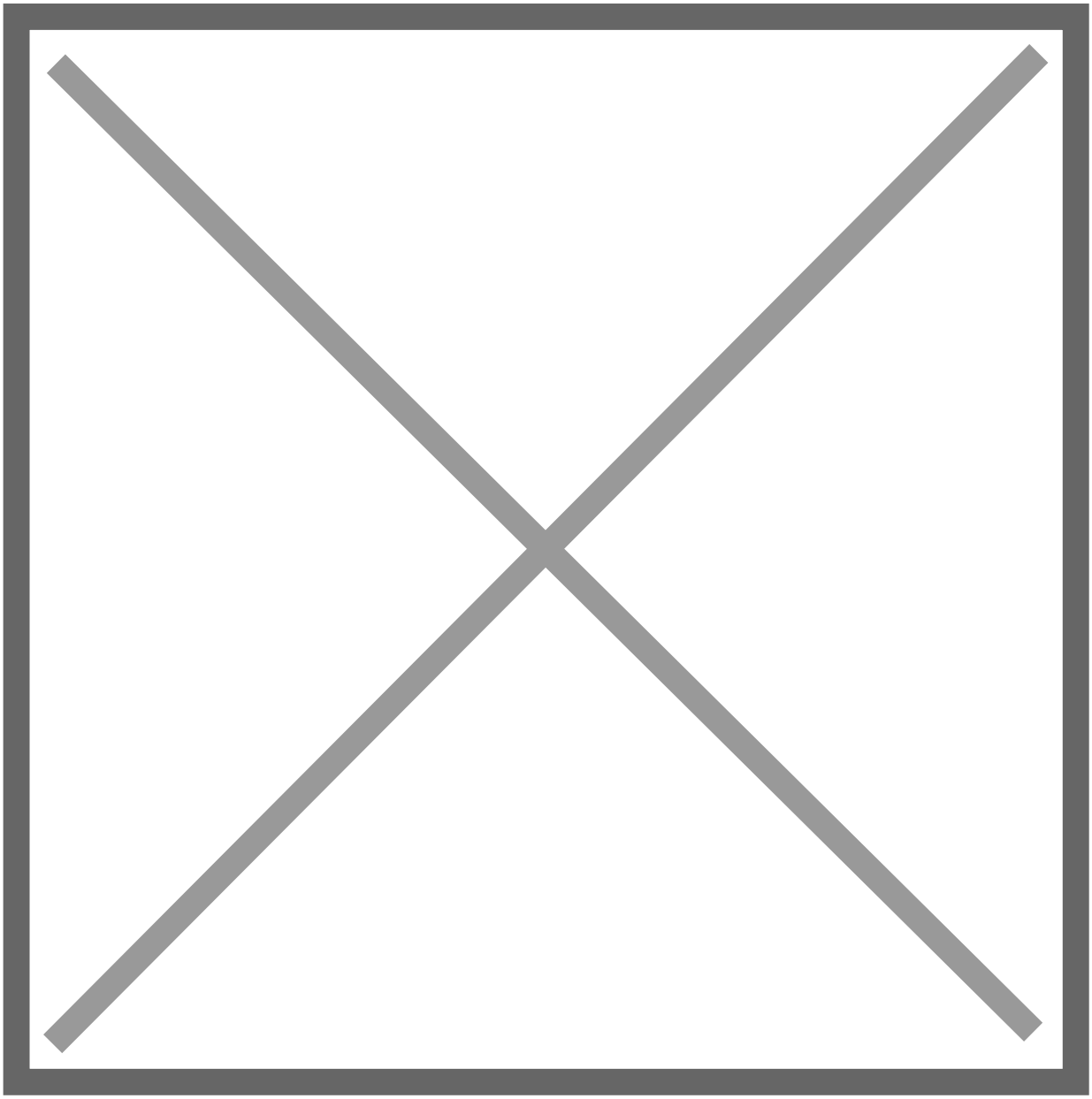
Aircraft are not supposed to fly level within the transition layer (between the transition altitude and the transition level). When passing through it, their vertical position is expressed in:

- flight levels during climb (i.e. above the transition altitude)
- altitudes during descent (i.e. below the transition level)

If no transition altitude and transition level are defined (which is common for en-route flights outside the TMAs), the vertical position of aircraft shall be expressed in terms of:

- flight levels at or above the lowest usable flight level
- altitudes below the lowest usable flight level

Failure to set the appropriate barometric sub-scale pressure setting may result in a significant deviation from the cleared altitude or Flight Level



Revision #5
Created 25 January 2025 02:27:58 by Ali
Updated 17 March 2025 01:33:08 by Ali