COVER SHEET TO AMENDMENT 41

INTERNATIONAL STANDARDS

RULES OF THE AIR

ANNEX 2
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

TENTH EDITION — JULY 2005

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Checklist of Amendments to Annex 2		
	Effective date	*Date of applicability*
Tenth Edition (incorporates Amendments 1 to 38)	11 July 2005	24 November 2005
Amendment 39 (adopted by the Council on 20 February 2006)	17 July 2006	23 November 2006
Amendment 40 (adopted by the Council on 26 February 2007)	16 July 2007	22 November 2007
Amendment 41 (adopted by the Council on 10 March 2008) Replacement pages (x), 1-3 to 1-6, 3-8	20 July 2008	20 November 2008

Amendment 41
to the
International Standards

RULES OF THE AIR
(Annex 2 to the Convention on International Civil Aviation)

1. Insert the following replacement pages in Annex 2 (Tenth Edition) to incorporate Amendment 41 which becomes applicable on 20 November 2008:

a) Page (x) — Foreword

b) Pages 1-3 to 1-6 — Chapter 1

c) Page 3-8 — Chapter 3

2. Record the entry of this amendment on page (ii).

20/7/08

Amendment	*Source(s)*	*Subject(s)*	*Adopted/approved* *Effective* *Applicable*
22	Air Navigation Commission	Unmanned free balloons; estimated time of arrival.	2 March 1981 2 July 1981 26 November 1981
23 (7th Edition)	Air Navigation Commission	Interception of civil aircraft.	1 April 1981 1 August 1981 26 November 1981
24	Air Navigation Commission	Aircraft exterior lights.	19 March 1982 19 July 1982 25 November 1982
25	Air Navigation Commission; AGA Divisional Meeting (1981)	Definitions relating to height, instrument approach procedure, manoeuvring and movement area, taxiing, and taxiway; use of the phrase "HIJACK" in the event of interception of civil aircraft; note regarding lease, charter or interchange of aircraft; provisions related to surface movement of aircraft and taxiing; series 2 signals used by helicopters in the event of interception; units of measurement.	21 March 1983 29 July 1983 24 November 1983
26	ATS Data Acquisition, Processing and Transfer Panel, Third Meeting (1981); Air Navigation Commission	Definitions; contents of flight plans; repetitive flight plans; ATS data interchange; pronunciations to be used by intercepting aircraft; alignment of the radiotelephony urgency signal with Annex 10, Volume II; Coordinated Universal Time (UTC).	22 June 1984 22 October 1984 21 November 1985
27 (8th Edition)	Council; Air Navigation Commission	Identification and interception of civil aircraft.	10 March 1986 27 July 1986 20 November 1986
28	Air Navigation Commission	Definition of "apron"; special procedures for use during unlawful interference.	16 March 1987 27 July 1987 19 November 1987
29 (9th Edition)	Visual Flight Rules Operations Panel, Third Meeting (1986); Secretariat; Visual Aids Panel, Eleventh Meeting (1987); Air Navigation Commission; amendments consequential to adoption of amendments to Annex 6	Operation of aircraft in mixed VFR/IFR environments; surface movement of aircraft and surface movement guidance and control; acts of unlawful interference; helicopters as intercepting aircraft.	12 March 1990 30 July 1990 14 November 1991
30	Secondary Surveillance Radar Improvements and Collision Avoidance Systems Panel, Fourth Meeting (SICASP/4) (1989)	Definitions; airborne collision avoidance system (ACAS).	26 February 1993 26 July 1993 11 November 1993
31	Review of the General Concept of Separation Panel, Seventh Meeting (1990); Air Navigation Commission; Automatic Dependent Surveillance Panel, Second Meeting (1992)	Definitions; air-taxiing; separation between aircraft; formation flights by civil aircraft in controlled airspace; automatic dependent surveillance.	18 March 1994 25 July 1994 10 November 1994

Amendment	*Source(s)*	*Subject(s)*	*Adopted/approved* *Effective* *Applicable*
32	Air Navigation Commission	Note related to carriage requirements of airborne collision avoidance systems.	19 February 1996 19 February 1996 —
33	Air Navigation Commission	Communication failure procedures.	26 February 1997 21 July 1997 6 November 1997
34	Automatic Dependent Surveillance Panel, Fourth Meeting (1996); Review of the General Concept of Separation Panel, Ninth Meeting (1996); consequential to Amendment 162 to Annex 1	Definitions; automatic dependent surveillance systems and procedures; data interchange between automated ATS systems; ATS applications for air-ground data links; problematic use of psychoactive substances.	19 March 1998 20 July 1998 5 November 1998
35	Air Navigation Commission; Visual Aids Panel, Thirteenth Meeting (1997)	ATS airspace classifications; visual meteorological conditions clearance; runway-holding position.	10 March 1999 19 July 1999 4 November 1999
36	Consequential as a result of Amendment 40 to Annex 11; Amendments 23 and 25 to Annex 6, Part I; Amendments 20 and 7 to Annex 6, Parts II and III, respectively; and Amendment 72 to Annex 3	Revised definitions of "air traffic control unit", "approach control unit", "alternate aerodrome" "flight crew member", "pilot-in-command" and "visibility"; editorial amendments.	12 March 2001 16 July 2001 1 November 2001
37	Separation and Airspace Safety Panel (SASP)	Pilot procedures in the event of unlawful interference; editorial amendments.	28 February 2003 — —
38 (10th Edition)	Secretariat	Definitions; marshalling signals; communication failure procedures; interception manoeuvres; editorial amendments.	23 February 2005 11 July 2005 24 November 2005
39	Secretariat	Restructuring of text to emphasize the responsibility of the pilot-incommand for the avoidance of collisions.	20 February 2006 17 July 2006 23 November 2006
40	Air Navigation Commission	Definitions and associated procedures for ADS-B, ADS-C and ADS-C agreement; pilot procedures in the event of unlawful interference.	26 February 2007 16 July 2007 22 November 2007
41	Secretariat with the assistance of the Required Navigation Performance and Special Operational Requirements (RNPSOR) Study Group	Amendment to a definition and Standard to align required navigation performance (RNP) and area navigation (RNAV) terminology with the performance-based navigation (PBN) concept.	10 March 2008 20 July 2008 20 November 2008

Area control service. Air traffic control service for controlled flights in control areas.

Area navigation (RNAV). A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

Note.— Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.

ATS route. A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services.

Note 1.— The term "ATS route" is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure route, etc.

Note 2.— An ATS route is defined by route specifications which include an ATS route designator, the track to or from significant points (waypoints), distance between significant points, reporting requirements and, as determined by the appropriate ATS authority, the lowest safe altitude.

Automatic dependent surveillance — broadcast (ADS-B). A means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.

Automatic dependent surveillance — contract (ADS-C). A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports.

Note.— The abbreviated term "ADS contract" is commonly used to refer to ADS event contract, ADS demand contract, ADS periodic contract or an emergency mode.

Ceiling. The height above the ground or water of the base of the lowest layer of cloud below 6 000 metres (20 000 feet) covering more than half the sky.

Changeover point. The point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft.

Note.— Changeover points are established to provide the optimum balance in respect of signal strength and quality between facilities at all levels to be used and to ensure a com- mon source of azimuth guidance for all aircraft operating along the same portion of a route segment.

Clearance limit. The point to which an aircraft is granted an air traffic control clearance.

Control area. A controlled airspace extending upwards from a specified limit above the earth.

Controlled aerodrome. An aerodrome at which air traffic control service is provided to aerodrome traffic.

Note.— The term "controlled aerodrome" indicates that air traffic control service is provided to aerodrome traffic but does not necessarily imply that a control zone exists.

Controlled airspace. An airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.

Note.— Controlled airspace is a generic term which covers ATS airspace Classes A, B, C, D and E as described in Annex 11, 2.6.

Controlled flight. Any flight which is subject to an air traffic control clearance.

Controller-pilot data link communications (CPDLC). A means of communication between controller and pilot, using data link for ATC communications.

Control zone. A controlled airspace extending upwards from the surface of the earth to a specified upper limit.

Cruise climb. An aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases.

Cruising level. A level maintained during a significant portion of a flight.

Current flight plan. The flight plan, including changes, if any, brought about by subsequent clearances.

Danger area. An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

Data link communications. A form of communication intended for the exchange of messages via a data link.

Estimated off-block time. The estimated time at which the aircraft will commence movement associated with departure.

Estimated time of arrival. For IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome. For VFR flights, the time at which it is estimated that the aircraft will arrive over the aerodrome.

Expected approach time. The time at which ATC expects that an arriving aircraft, following a delay, will leave the holding fix to complete its approach for a landing.

Note.— The actual time of leaving the holding fix will depend upon the approach clearance.

Filed flight plan. The flight plan as filed with an ATS unit by the pilot or a designated representative, without any subsequent changes.

Flight crew member. A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

Flight information centre. A unit established to provide flight information service and alerting service.

Flight information region. An airspace of defined dimensions within which flight information service and alerting service are provided.

Flight information service. A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

Flight level. A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals.

Note 1.— A pressure type altimeter calibrated in accordance with the Standard Atmosphere:

a) when set to a QNH altimeter setting, will indicate altitude;

b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum;

c) when set to a pressure of 1 013.2 hPa, may be used to indicate flight levels.

Note 2.— The terms "height" and "altitude", used in Note 1 above, indicate altimetric rather than geometric heights and altitudes.

Flight plan. Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

Flight visibility. The visibility forward from the cockpit of an aircraft in flight.

Ground visibility. The visibility at an aerodrome as reported by an accredited observer or by automatic systems.

Heading. The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid).

Height. The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.

IFR. The symbol used to designate the instrument flight rules.

IFR flight. A flight conducted in accordance with the instrument flight rules.

IMC. The symbol used to designate instrument meteorological conditions.

Instrument approach procedure. A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows:

Non-precision approach (NPA) procedure. An instrument approach procedure which utilizes lateral guidance but does not utilize vertical guidance.

Approach procedure with vertical guidance (APV). An instrument approach procedure which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.

Precision approach (PA) procedure. An instrument approach procedure using precision lateral and vertical guidance with minima as determined by the category of operation.

Note.— Lateral and vertical guidance refers to the guidance provided either by:

a) a ground-based navigation aid; or

b) computer-generated navigation data.

Instrument meteorological conditions. Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions.

Note.— The specified minima for visual meteorological conditions are contained in Chapter 4.

Landing area. That part of a movement area intended for the landing or take-off of aircraft.

Level. A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.

Manoeuvring area. That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

Movement area. That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).

Pilot-in-command. The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

Pressure-altitude. An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.*

Problematic use of substances. The use of one or more psychoactive substances by aviation personnel in a way that:

a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or

b) causes or worsens an occupational, social, mental or physical problem or disorder.

Prohibited area. An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

Psychoactive substances. Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

Radiotelephony. A form of radiocommunication primarily intended for the exchange of information in the form of speech.

Repetitive flight plan (RPL). A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units.

Reporting point. A specified geographical location in relation to which the position of an aircraft can be reported.

Restricted area. An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.

Runway. A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

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* As defined in Annex 8.

Runway-holding position. A designated position intended to protect a runway, an obstacle limitation surface, or an ILS/ MLS critical/sensitive area at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorized by the aerodrome control tower.

Note.— In radiotelephony phraseologies, the expression "holding point" is used to designate the runway-holding position.

Safety-sensitive personnel. Persons who might endanger aviation safety if they perform their duties and functions improperly including, but not limited to, crew members, aircraft maintenance personnel and air traffic controllers.

Signal area. An area on an aerodrome used for the display of ground signals.

Special VFR flight. A VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.

Taxiing. Movement of an aircraft on the surface of an aerodrome under its own power, excluding take-off and landing.

Taxiway. A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including:

a) Aircraft stand taxilane. A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.

b) Apron taxiway. A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.

c) Rapid exit taxiway. A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimizing runway occupancy times.

Terminal control area. A control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes.

Total estimated elapsed time. For IFR flights, the estimated time required from take-off to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome. For VFR flights, the estimated time required from take-off to arrive over the destination aerodrome.

Track. The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid).

Traffic avoidance advice. Advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid a collision.

Traffic information. Information issued by an air traffic services unit to alert a pilot to other known or observed air

traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision.

Transition altitude. The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

Unmanned free balloon. A non-power-driven, unmanned, lighter-than-air aircraft in free flight.

Note.— Unmanned free balloons are classified as heavy, medium or light in accordance with specifications contained in Appendix 4.

VFR. The symbol used to designate the visual flight rules.

VFR flight. A flight conducted in accordance with the visual flight rules.

Visibility. Visibility for aeronautical purposes is the greater of:

a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background;

b) the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background.

Note 1.— The two distances have different values in air of a given extinction coefficient, and the latter b) varies with the background illumination. The former a) is represented by the meteorological optical range (MOR).

Note. 2.— The definition applies to the observations of visibility in local routine and special reports, to the observations of prevailing and minimum visibility reported in METAR and SPECI and to the observations of ground visibility.

Visual meteorological conditions. Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

Note.— The specified minima are contained in Chapter 4.

VMC. The symbol used to designate visual meteorological conditions.

3.6.1.4 An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.

3.6.2 Adherence to flight plan

3.6.2.1 Except as provided for in 3.6.2.2 and 3.6.2.4, an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate air traffic services unit shall be notified of the action taken and that this action has been taken under emergency authority.

3.6.2.1.1 Unless otherwise authorized by the appropriate ATS authority, or directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable:

a) when on an established ATS route, operate along the defined centre line of that route; or

b) when on any other route, operate directly between the navigation facilities and/or points defining that route.

3.6.2.1.2 Subject to the overriding requirement in 3.6.2.1.1, an aircraft operating along an ATS route segment defined by reference to very high frequency omnidirectional radio ranges shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the changeover point, where established.

3.6.2.1.3 Deviation from the requirements in 3.6.2.1.1 shall be notified to the appropriate air traffic services unit.

3.6.2.2 *Inadvertent changes.* In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:

a) *Deviation from track:* if the aircraft is off track, action shall be taken forthwith to adjust the heading of the air- craft to regain track as soon as practicable.

b) *Variation in true airspeed:* if the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate air traffic services unit shall be so informed.

c) *Change in time estimate:* if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of 3 minutes from that notified to air traffic services, or such other period of time as is prescribed by the appropriate ATS authority or on the basis of air navigation regional agreements, a revised estimated time shall be notified as soon as possible to the appropriate air traffic services unit.

3.6.2.2.1 Additionally, when an ADS agreement is in place, the air traffic services unit (ATSU) shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS event contract.

3.6.2.3 *Intended changes.* Requests for flight plan changes shall include information as indicated hereunder:

a) *Change of cruising level:* aircraft identification; requested new cruising level and cruising speed at this level, revised time estimates (when applicable) at subsequent flight information region boundaries.

b) Change of route:

1) Destination unchanged: aircraft identification; flight rules; description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence; revised time estimates; any other pertinent information.

2) Destination changed: aircraft identification; flight rules; description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; revised time estimates; alternate aerodrome(s); any other pertinent information.

3.6.2.4 *Weather deterioration below the VMC.* When it becomes evident that flight in VMC in accordance with its cur- rent flight plan will not be practicable, a VFR flight operated as a controlled flight shall:

a) request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required; or

b) if no clearance in accordance with a) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome; or

c) if operated within a control zone, request authorization to operate as a special VFR flight; or

d) request clearance to operate in accordance with the instrument flight rules.

3.6.3 Position reports

3.6.3.1 Unless exempted by the appropriate ATS authority or by the appropriate air traffic services unit under conditions

specified by that authority, a controlled flight shall report to the appropriate air traffic services unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any other required information. Position reports shall similarly be made in relation to additional points when requested by the appropriate air traffic services unit. In the absence of designated reporting points, position reports shall be made at intervals prescribed by the appropriate ATS authority or specified by the appropriate air traffic services unit.

3.6.3.1.1 Controlled flights providing position information to the appropriate air traffic services unit via data link communications shall only provide voice position reports when requested.

Note.— The conditions and circumstances in which ADS-B or SSR Mode C transmission of pressure-altitude satisfies the requirement for level information in position reports are indicated in the PANS-ATM (Doc 4444).

3.6.4 Termination of control

A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to air traffic control service.

3.6.5 Communications

3.6.5.1 An aircraft operated as a controlled flight shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with, the appropriate air traffic control unit, except as may be prescribed by the appropriate ATS authority in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.

Note 1.— SELCAL or similar automatic signalling devices satisfy the requirement to maintain an air-ground voice communication watch.

Note 2.— The requirement for an aircraft to maintain an air-ground voice communication watch remains in effect after CPDLC has been established.

3.6.5.2 *Communication failure.* If a communication failure precludes compliance with 3.6.5.1, the aircraft shall comply with the voice communication failure procedures of Annex 10, Volume II, and with such of the following procedures as are appropriate. The aircraft shall attempt to establish communications with the appropriate air traffic control unit using all other available means. In addition, the aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for such instructions as may be issued by visual signals.

3.6.5.2.1 If in visual meteorological conditions, the aircraft shall:

a) continue to fly in visual meteorological conditions; land at the nearest suitable aerodrome; and report its arrival by the most expeditious means to the appropriate air traffic services unit;

b) if considered advisable, complete an IFR flight in accordance with 3.6.5.2.2.

3.6.5.2.2 If in instrument meteorological conditions or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with 3.6.5.2.1 a), 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 area navigation (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 acknowl- edged, 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