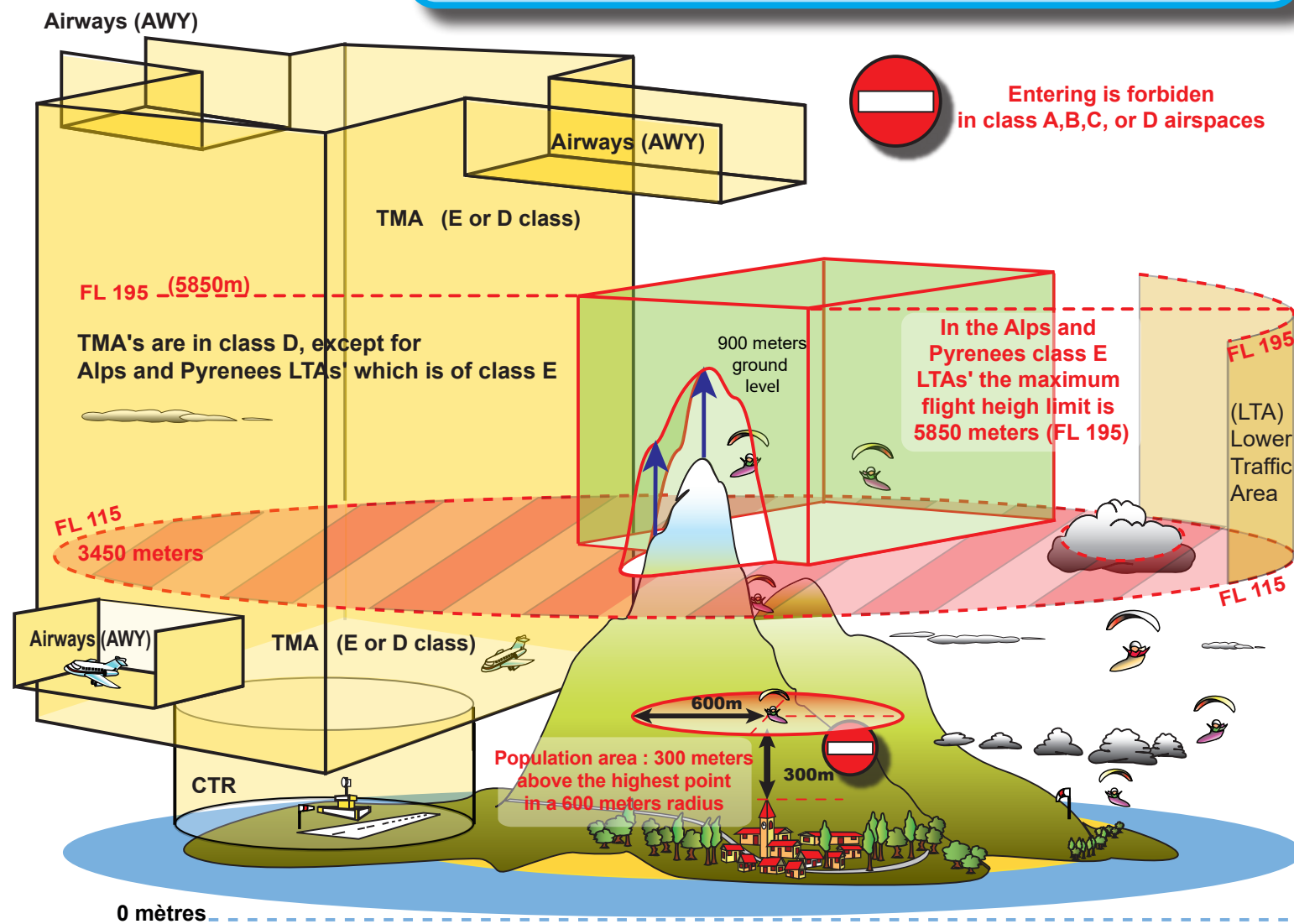


# - Regulation - «Airspace distribution» (Blue level)

## General rules

### Heights of flight and airspace distribution



- Airspace regulations are worldwide rules edicted in order to bring air safety to both civilian and military aviations.
- Airspace is divided in several classes. Possibilities for penetrating these different airspaces depend of what they are made for ; civilian and military airspaces are subject to specific accesses. The RTBA (Very Low Altitude Military Network) grids the french territory. It's activated depending of military necessities.
  - Ultra Light Gliders can only access class G and E airspaces in which two way communication and transponder aren't mandatory.
- Basics rules are those of the ICAO (International Civil Aviation Organisation) with local adaptations for every country.
- Unification of air regulation has began in Europe within an organisation called EUROCONTROL
  - Language is english (texts, documents, flight information, radio communications)
  - Time and hours are done in universal time coordinated (UTC)
- Measure values for altitude and heights are given in feet (ft= feet, 1ft = 30cm) or in flight level mode (FL)
- Air regulation comes with various and numerous criterias (airspace class, aircraft type, civilian or military aircraft, motorised or not, specific equipment on board, rating of the pilot)
- The pilot of an aircraft acts as the captain and as an airspace user which is subject to the air regulation concerning it's aircraft type.
- Ultra Light Gliders are subject to follow the Visual Flight Rules (VFR). Others class of aircraft can also follow the Instrument Flight Rules (IFR)
- Vertically, the airspace is separated in lower airspace (from ground to FL195) and upper airspace (above FL 195)
- Some areas with specific status (area D, R, P), or temporary prohibited or regulated areas (ZDT, ZRT, ZIT) exist to clear and secure these airspaces (sensitive plant, military training, massive political, sport or cultural events).
- Added to airspaces classes and areas, some territories can be protected by overflights restrictions for environmental considerations (Natural reserve, sanctuaries...)
- Every pilot should be up to date of is knowledge of the present air regulations, considering his flight project.
- Aeronautical information can be found by diffrent ways : maps, AIP, SUP AIP, NOTAMs, AZBA messages (RTBA).
- In France, the SIA (Aeronatical Information Service) is the only official provider of the whole aeronautical information.

## Visual flight rules

### VMC (Visual Météorological Conditions)

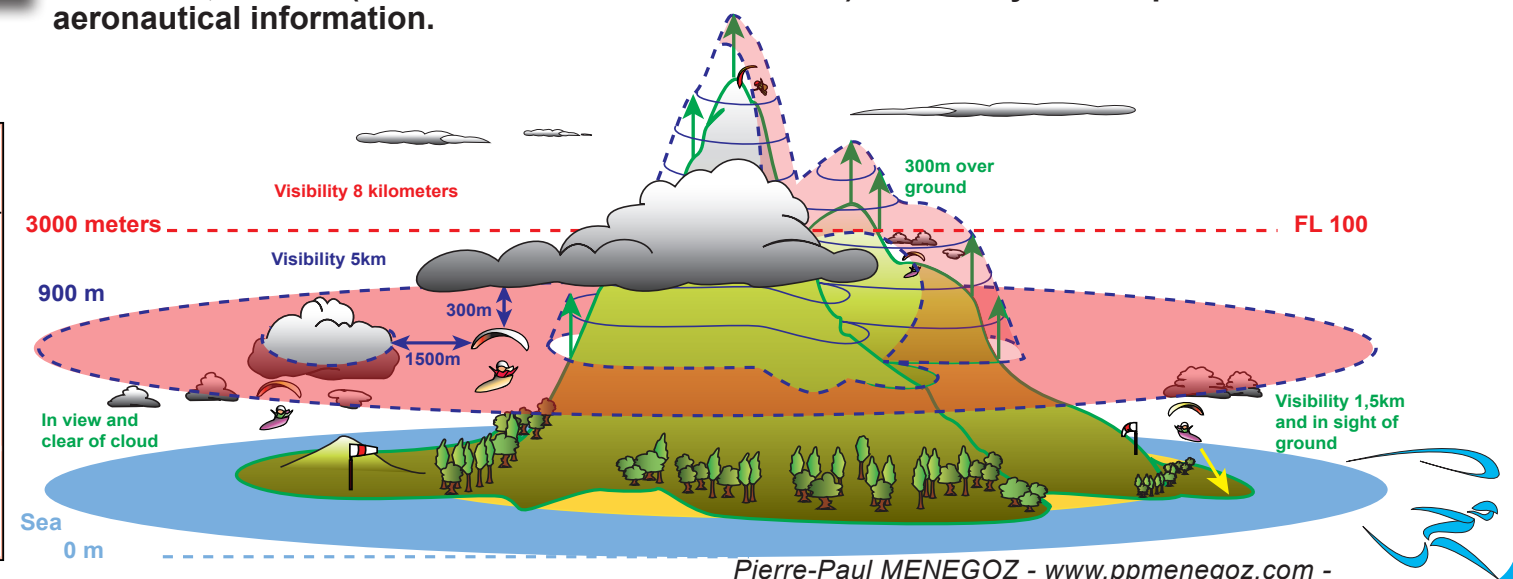
- Paragliders and hanggliders are classified as PUL aircrafts (Planeurs Ultra Légers – Ultra Light Aircrafts)
- Ultra Light Aircrafts (PUL) should obey to visual flight rules (VFR)

Referring to these rules PUL aircraft should only fly during daylight, with an aeronautic day begening 30 mn prior to sunrise and ending 30 mn after sunset.

Night flight is forbidden

	Horizontal Flying visibility	Distance from clouds
Between max FL195 (approx 5850 m) and FL 100 (approx 3000 m)	8 Kilometers	1500 m horizontal
Between FL 100 (3000 m) or 900 m ASL and FL 30 or 300 m AGL	5 Kilometers	and 300m vertical
Below FL 30	1,5 Kilometer	Clear of cloud and in sight of ground or water

ASL : Above Sea Level - AGL : Above ground Level



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