

For motor aircraft, the conditions of visibility shall be specified by the Aeronautical Service of the Government General and shall be notified by aeronautical information bulletins.

b) at more than 200 metres above the ground, and at a distance of at least 600 metres horizontally and at least 750 metres vertically, when flight visibility is not less than 5 km.

Art. 110. Any aircraft commander who flies under visual flight rules shall take all measures to keep his aircraft in the condition specified in Article 109.

Art. 111. In a control zone, the traffic control service may authorize flights under conditions less favorable than those specified in Article 109, paragraph 1, letter b), and such flights shall not be subject to the provisions of Section 10 of this chapter, concerning instrument flights.

Art. 112. Without the authorization of the traffic control service provided for in Article 111, any aircraft commander who cannot keep his aircraft under visual flight rules, shall refrain from making the flight, interrupt it, or comply with the provisions of Section 10 of this chapter concerning instrument flight.

Art. 113. Without special authorization from the Governor General or his delegate, no flight under visual flight rules may be made between sundown and sunrise.

SECTION 10. INSTRUMENT FLIGHT

Art. 114. An aircraft shall be under instrument flight rules when weather conditions are less than the minima required by Article 109 for visual flight.

Instrument flights may be made only when:

- a) the aircraft pilot holds a certification for instrument flight;
- b) the aircraft has all instruments needed to fly without visibility and all equipment for radio navigation appropriate to the route to be followed.

Art. 115. Except for take-off and landing when there is authorization from the traffic control service, instrument flights may not be made at an altitude of less than 450 metres above the highest obstacle located within a radius of 8 km. from the estimated position of the aircraft.

Art. 116. Except when climbing or descending, an aircraft making an instrument flight outside controlled airspace shall fly at one of the quadrant cruising altitudes corresponding to its magnetic course and indicated in Annex 7 to this ordinance.²

Art. 117. An aircraft making an instrument flight in controlled airspace shall comply with the flight plan approved by the traffic control service.

The flight plan may not be changed except in case of *force majeure* necessitating immediate action. In such case, the aircraft commander shall advise the traffic control service as soon as possible and request a new authorization from that service.

Art. 118. Any aircraft commander who makes an instrument flight in controlled airspace must:

- 1) provide for constant monitoring on the appropriate radio frequency and must be able to establish two way communication with the traffic control service;

² Ibid