BL 5-11

Lowest safe altitude/height for IFR flights in public air services

Edition 2, 1 July 1972

In pursuance of § 82 of the Air Navigation Act, cf. Consolidation Act no. 381 of 10 June 1969, the Directorate of Civil Aviation hereby stipulates the basis of calculation of the lowest safe altitudes/heights for IFR flights which according to the operational regulations for scheduled and non-scheduled, public air services paragraph 4.2.4 shall be in an airline's operations manual.

1. General

1.1 The lowest safe altitude/height mentioned in "Order on operational regulations for scheduled and non-scheduled public air services", paragraph 4.2.4, shall not be less than the altitude/height calculated in accordance with these Regulations.

2. Corridor

2.1 Lowest safe altitude/height shall be stated for a corridor which shall be at least 10 NM wide on both sides of the planned flight path and shall stretch 10 NM beyond the terminal points of the individual parts of the route parts.

2.2 When calculating the width of the corridor, the overall tolerance of the used navigation aid(s) shall be taken into consideration so that the flight path at any part of the route can be kept within the stated limits.

3. Altitude/height

3.1 The altitude/height must not be below what is prescribed or approved by the state to be flown over, and shall be at least equal to the highest obstacle within the calculated corridor width plus an obstacle clearance of:

a) 1000 ft if the height of the obstacle is below 6000 ft MSL and

b) 2000 ft if the height of the obstacle exceeds 6000 ft MSL.

3.2 The altitude/height mentioned in paragraph 3.1 shall apply from the point where the aeroplane reaches the en route altitude/height mentioned in "Performance requirements to aircraft" and until the aeroplane is within the area for which the lowest safe altitude/height is prescribed for the approach aid of the aerodrome in question.

3.3 When choosing altitude/height consideration shall be given at any time to the actual and expected atmospheric conditions so that the prescribed obstacle clearance can be observed.

4. Implementation

This BL comes into force on 1 July 1972. At the same time BL 5-11, 1 edition of 1 July 1964 is repealed.

Hans Jensen

/B. Helmø Larsen