

2.2. *Take-off and Climb*

2.2.1. A QNH altimeter setting is made available to aircraft in taxi clearance prior to take off.

2.2.2. Vertical positioning of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude, above which vertical positioning is expressed in terms of flight levels.

2.3. *Vertical Separation - En route*

2.3.1. IFR flights, and VFR flights above transition level FL150, when in level cruising flight, shall be flown at such flight levels, corresponding to the magnetic tracks shown in flight tables of cruising levels- Para. 5

2.4. *Approach and Landing*

2.4.1. A QNH altimeter setting is made available in approach clearance and in clearance to enter the control zone.

2.4.2. QFE altimeter settings are not available

2.4.3. Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the transition level, below which vertical positioning is controlled by reference to altitudes.

2.5. *Missed Approach*

2.5.1. The relevant portions of 2.1.2, 2.2 and 2.4 shall be applied in the event of a missed approach.

3. **Description of Altimeter setting region**

(to be developed)

4. **Procedures applicable to operators (including pilots)**

4.1. *Flight planning*

The levels at which a flight is to be conducted shall be specified in a flight plan:

- a) in terms of flight levels if the flight is to be conducted at or above the transition level, and
- b) in terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

Note 1.– Short flight in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.

Note 2.– Flight levels are specified in a plan by number and not in terms of feet or meters as is the case with altitudes.