

ENR 1.1 GENERAL RULES (continued)**3.6 Diversion**

- 3.6.1 Diversion is the act of flying to an aerodrome other than the planned destination with the intention of landing there.
- 3.6.2 Normally diversion is made when one of the following circumstances occurs at the planned destination:
- (a) The weather is reported to be below the operating company's minima;
 - (b) there are obstacles on the manoeuvring area constituting a hazard to landing aircraft which cannot be cleared within a reasonable time;
 - (c) there is a failure of an essential ground aid which is required for the landing;
 - (d) there is likely to be an unacceptable delay to landing.
- 3.6.3 Diversion may be originated by either the pilot or his operating company, or exceptionally by ATC.
- 3.6.3.1 When a pilot decides to divert he should inform ATC. ATC will, if possible, advise his operating company or a nominated addressee of his diversion when this is specifically requested by the pilot.
- 3.6.3.2 An operating company proposing to divert one of its aircraft should consult ATC before any decision on diversion is passed to the pilot. The message to the pilot will be in this form:
- 'Company advise divert to (aerodrome). Weather at (diversion aerodrome) Reason for diversion (clearance instructions). Acknowledge'.
- The pilot should either follow this advice or if he is unable to do so, give his reasons and state what he intends to do.
- 3.6.3.3 In exceptional circumstances, it may be necessary for ATC to advise a pilot to divert before being able to consult his operating company. In such a case, the company will be told as soon as possible and the message to the pilot will be in the form:
- 'Request divert to (aerodrome). Weather at (diversion aerodrome) Reason for diversion (clearance instructions). Acknowledge'.
- If the pilot is unable to comply with this request, he should give his reasons and state his intention.

3.7 Low Level Cross-Channel Operations - UK/France

- 3.7.1 Pilots undertaking Cross-Channel flights are reminded that a flight plan **MUST** be filed for all flights to or from the United Kingdom which will cross the United Kingdom/France FIR Boundary.
- 3.7.2 When filing the flight plan with the UK and French Authorities, pilots are to ensure that well defined significant points/features, at which the aircraft will cross the UK and French coast-lines, are included in Item 18 (Other Information) of the flight plan form (eg Beachy Head, Berck-sur-Mer, Lydd, Boulogne, Dover, Cap Gris Nez, etc). This is for Search and Rescue purposes but will also assist ATC.
- 3.7.3 Pilots should plan their flights, where possible, at such altitudes which would enable radio contact to be maintained with the appropriate ATC Unit whilst the aircraft is transiting the Channel. In addition, the French Authorities have requested that aircraft fly at altitudes which will keep them within Radar cover. The carriage of Secondary Surveillance Radar (SSR) equipment is recommended.
- 3.7.4 Position reports are required when crossing the coast outbound, inbound and when crossing the FIR Boundary.
- 3.7.5 Pilots undertaking Cross-Channel flights under IFR, are reminded that the normal IFR Rules will apply particularly regarding altitudes and flight levels. Pilots are also reminded that the IMC rating is not recognized by the French Authorities.
- 3.7.6 In UK Airspace a bi-directional Recommended VFR Route between the Solent CTA and the Channel Islands CTR routing towards the Cherbourg Peninsula is established (See AD 2-EGJJ-3-1). All traffic using the route above 3000 ft amsl are advised to maintain the appropriate cruising level irrespective of the flight rules being observed. Pilots flying above 3000 ft amsl are reminded of the requirement to maintain an appropriate semi-circular level whilst within the French FIR.