Note.

a) FL 115, 120 and 125 are not available for use as cruising within the transition layer is not permitted.

b) To maintain a buffer of 1000 ft between aircraft operating within and outside of controlled airspace, aircraft shall not operate closer than 500 ft vertically from the lower limit of controlled airspace.

5.2 If compliance with VFR cannot be maintained at a quandrantal cruising level, the aircraft shall be flown at another quandrantal level where it is possible to comply with VFR.

5.3 The pilot-in-command shall ensure that the cruising level selected for an IFR flight is not below the lowest safe flight level applicable for the route to be flown.

5.4 Except when taking-off or landing, or with the approval of the appropriate authority, aircraft shall be flown at least 1000 ft above the highest obstacle within 5 NM of the estimated position of the aircraft in flight.

6. TRANSIT PROCEDURES

6.1 The procedures to be followed by aircraft when transiting between areas where the Quandrantal System of cruising levels is in use and those where the Semi-Circular System is applicable, are indicated below.

6.1.1 Transition from the Quandrantal System to the Semi-Circular System.

TRACK FLOWN	VFR FLIGHT	IFR FLIGHT
000°- 089°	Climb to next ODD + 500 ft level	Maintain ODD level
090° - 179°	Maintain ODD + 500 ft level	Descend to next ODD level
180° - 269°	Climb to next EVEN + 500 ft level	Maintain EVEN level
270° - 359°	Maintain EVEN + 500 ft level	Descend to next EVEN level

6.1.2 Transition from the Semi-Circular System to the Quandrantal System.

TRACK FLOWN	VFR FLIGHT	IFR FLIGHT
000°- 089°	Descend to next ODD level	Maintain ODD level
090° - 179°	Maintain ODD + 500 ft level	Climb to next ODD + 500 ft level
180° - 269°	Descend to next EVEN level	Maintain EVEN level
270° - 359°	Maintain EVEN + 500 ft level	Climb to next EVEN + 500 ft level

Note. *The terms 'ODD + 500 ft' level and 'EVEN + 500 ft' level have been used to designate those series of levels where, below FL 290, flight levels ending with 75, 95, 115, etc and 65, 85, 105, etc respectively are prescribed.*

7. CHANGING LEVELS

7.1 An aircraft may be required to change level at a time, place, or rate specified by ATC. The pilot-in-command must commence a change of level as soon as possible but not later than 1 minute after receiving that instruction from ATC, unless that instruction specifies a later time or place.

Note. *A pilot may request ATC approval for a different rate of change of level or a different time or place for commencing change of level.*

7.2 When required, the pilot-in-command may be instructed to reach an assigned level by a specified time or position. The pilot-in-command shall advise ATC immediately if he is doubtful whether the assigned level can be reached as instructed.

7.3 A pilot-in-command shall report:

a) At the time of leaving a level for a newly assigned level;
b) When leaving or passing through such other levels as may be specified by ATC; and
c) On reaching an assigned level.

7.4 A pilot-in-command shall read back level clearances when requested to do so by ATC.