
ENR 1.3 – INSTRUMENT FLIGHT RULES

1. Rules applicable to all IFR flights

1.1. Aircraft equipment

1.1.1. All aircraft shall be equipped with suitable instruments and navigation equipment appropriate to the route to be flown.

1.2. Minimum levels

1.2.1. Except when necessary for take-off or landing or when specifically authorised by the appropriate authority, an IFR flight shall be flown at a level that is not below the established minimum flight altitude or where no such minimum flight altitude has been established-

1.2.1.1 Over high terrain or in mountainous areas, at a level which is at least 600M (2000 Ft) above the highest obstacle located within 8KM of the estimated position of the aircraft

1.2.1.2 Elsewhere than as specified in 1.2.1.1, at a level which is at least 300M (1000 Ft) above the highest obstacle located within 8KM of the estimated position of the aircraft.

Note - The estimated position of the aircraft will take account of the navigation accuracy which can be achieved on the relevant route segment having regard to the navigational facilities available on ground and in the aircraft.

1.2.1.3 No person shall fly an aircraft acrobatically in the vicinity of an aerodrome at a distance of less than 2NM from the nearest point of the perimeter of the aerodrome unless being flown at a greater height than 1800M (6000 Ft).

1.3. Change from IFR flight to VFR flight

1.3.1. An aircraft electing to change the conduct of flight from compliance with the instrument flight rules to compliance with visual flight rules shall notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate the changes to be made to its current flight plan.

1.3.2. When an aircraft operating under instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated and intended that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

2. Rules applicable to IFR flights within controlled airspace

2.1. IFR flights shall comply with the provisions of Annex 2, para 3.6, when operating in controlled airspace.

2.2. An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level selected from the table of cruising levels in ENR 1.7-3 except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority.

3. Rules applicable to IFR flights outside controlled airspace

3.1. Cruising levels

3.1.1. An IFR flight operating in level cruising flight outside controlled airspace shall be flown at a cruising level appropriate to its track as specified in –

- i) The tables of cruising levels in ENR 1.7-3
- ii) As cleared by ATC in any emergency situation

3.2. Communications

3.2.1. An IFR flight operating outside controlled airspace shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

3.3. Position report

3.3.1. An IFR flight operating outside controlled airspace shall-

- i) Submit a flight plan, and

- ii) Maintain a listening watch on the appropriate radio frequency and establish communication with the air traffic services unit providing flight information service and shall report position as specified in Annex 2, para 3.6.3 for controlled flights.
- 3.4. IFR flights electing to use air traffic advisory service when operating within Class F airspace are expected to comply with the same procedures as those applying to controlled flights except that-
- 3.4.1. The flight plan and changes thereto are not subject to a clearance, since the unit furnishing air traffic service will only provide advice on the presence of essential traffic or suggestions as to a possible cause of action.
 - 3.4.2. Air-ground contacts shall be made with the air traffic services unit designated to provide air traffic advisory service within the advisory airspace or portion thereof.
- 3.5. Avoidance of collision
- 3.5.1. Vigilance by pilots, for the purpose of detecting potential collisions be not relaxed on-board an aircraft in flight, regardless of the type of flight or the class of airspace in which aircraft is operating and while operating on the movement area of an aerodrome.

4. Visual approach

- 4.1. Visual approach is an approach by an IFR flight when part or all of an instrument approach procedure is not completed and the approach is executed in visual reference to terrain.
 - 4.1.1. Clearance for an IFR flight to execute a visual approach may be requested by the pilot or initiated by the controller.
 - 4.1.2. If the controller has initiated the visual approach and it is not acceptable to the pilot, the pilot shall advise to the controller that visual approach not acceptable.
- 4.2. Visual approach initiated by flight crew
 - 4.2.1. The flight crew may request visual approach, if he has the runway in sight subject to the following conditions-
 - 4.2.1.1 The pilot can maintain visual reference to terrain and the reported ceiling is above initial approach altitude/level i.e. minimum holding altitude at the facility associated with the instrument approach procedure, or
 - 4.2.1.2 The ground visibility is not below the 'Aerodrome Operating minima' of non-precision approach available at the aerodrome and which aircraft is capable of carrying out at the time visual approach is requested, or
 - 4.2.1.3 If the visual approach is requested for a runway which has only circling approach, the ground visibility is not less than 5 KM.
 - 4.2.2. The pilot shall advise the controller immediately when-
 - i) Weather has deteriorated and unable to keep the terrain in sight; or
 - ii) Unable to continue flight following the preceding aircraft; or
 - iii) Additional spacing is required from preceding aircraft.
- 4.3. When clearance to execute visual approach has been issued, it shall be the responsibility of the pilot to maintain terrain clearance.
- 4.4. The pilot-in-command of the aircraft concerned shall be responsible for ensuring that the spacing from a preceding aircraft of a heavier wake turbulence category is acceptable. If it is determined that additional spacing is required, the flight crew shall inform the ATC unit accordingly, stating their requirements.
- 4.5. The pilot at the time of requesting for visual approach should give position report.
- 4.6. The controller should endeavor to sight the aircraft and upon sighting should inform the pilot so. The landing clearance should be issued by the controller only after sighting the aircraft.