

ENR 1.3 INSTRUMENT FLIGHT RULES

1 Rules applicable to all IFR flights

1.1 *Aircraft equipment*

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.2 *Minimum levels*

Except when necessary for take-off or landing or when specifically authorized by the appropriate authority, an IFR flights shall be flown at a level that is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established:

- a) over high terrain or in mountainous areas, at a level which is at least 600 m (2000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.
- b) elsewhere than as specified in a), at a level which is at least 300 m (1000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.

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

1.3 *Change from IFR flight to VFR flight*

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

1.3.2 When an aircraft operating under the 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 provision of 3.6 OF ICAO Annex 2 to the Convention on International Civil Aviation when operated in controlled airspace.

2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or if authorized to employ cruise climb techniques, between two levels or above a level, selected from:

- a) the tables of cruising levels in Appendix 3 of ICAO Annex 2, or
- b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of ICAO Annex 2 for flights above FL 410,

except that the correlation of levels to tracks prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in the Aeronautical Information Publication (AIP).

3 Rules applicable to IFR flights outside controlled airspace

3.1 *Cruising levels*

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

- a) the tables of cruising levels in Appendix 3 of ICAO Annex 2, except when otherwise specified by the appropriate ATS authority for flight at or below 900 m (3000 ft) above mean sea level; or
- b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of ICAO Annex 2 for flight above FL 410.

Note: - This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.

3.2 *Communications*

An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with 3.3.1.2 c) or d) of ICAO Annex 2 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 reports*

An IFR flight operating outside controlled airspace and required by the appropriate ATS authority to :

- submit a flight plan, and
- 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

shall report position as specified in 3.6.3 of ICAO Annex 2 for controlled flights.

Note:- Aircraft electing to use the air traffic advisory service whilst operating IFR within specified advisory airspace are expected to comply with the provisions of 3.6 of ICAO Annex 2, except that the flight plan and changes thereto are not subjected to clearance and that two-way communication will be maintained with the unit providing the air traffic advisory service.