

## ENR 1.2 VISUAL FLIGHT RULES

### 1. Fixed Wings Aircraft

1.1 Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table 1.

1.2 Except when a special VFR clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:

- (i) the ceiling is less than 450 m (1 500 ft); or
- (ii) the ground visibility is less than 5 km.

1.3 In controlled aerodromes with only ATZ, VFR flights shall not take off or land, enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:

- (i) the ceiling is less than 450 m (1 500 ft); or
- (ii) the ground visibility is less than 5 km.

1.4 VFR flights shall not be operated at night. VFR flights may be authorized to operate during night subject to prior coordination with the CAO.IRI.

*Note 1. Night: The hours between the end of evening civil twilight and the beginning of morning civil twilight.*

*Note 2. Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.*

1.5 Unless authorized by CAO.IRI, VFR flights shall not be operated:

- (i) Above FL 200;
- (ii) At transonic and supersonic speeds.

1.6 VFR flights shall not operate into RVSM airspace.

1.7 Except when necessary for take-off or landing, or except by permission from the CAO.IRI, a VFR flight during daylight shall not be flown:

- (i) Over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;
- (ii) Elsewhere than as specified above at a height less than 150m (500 ft) above the ground or water, or 150m (500 ft) above the highest obstacle within a radius of 150 m from the aircraft.

1.8 Except when necessary for take-off or landing, or except by permission from CAO.IRI, a VFR flight at night shall not be flown:

- (i) over high terrain or in mountainous areas, at a

level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;

(ii) elsewhere than as specified in i), at a level which is at least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.

→ 1.9 Except where otherwise indicated in air traffic control clearances or specified by the ANSP VFR flights in level cruising flight when operated above 3 000 ft from the ground or water shall be conducted at a flight level appropriate to the track as specified in the tables of cruising levels.

→ 1.10 VFR flights shall comply with the provisions of air traffic control service:

- (i) When operated within Classes B, C and D airspace;
- (ii) when forming part of aerodrome traffic at controlled aerodromes; or
- (iii) when operated as special VFR flights.

→ 1.11 An aircraft operated in accordance with the visual flight rules which wish to change to compliance with the instrument flight rules shall communicate the necessary changes to be affected to its current flight plan for the approval.

→ 1.12. See SIRA.5001 and SIRA.5005.

Altitude band*	Airspace class	Flight visibility	Distance from cloud
At and above 10 000 ft AMSL	A**, B, C, D, E, F, G	8 km	1 500 m horizontally 1 000 ft vertically
Below 10 000 ft AMSL and above 3 000 ft AMSL, or above 1 000 ft above terrain, whichever is the higher.	A**, B, C, D, E, F, G	5 km	1 500 m horizontally 1 000 ft vertically
At and below 3 000 ft AMSL, or 1 000 ft above terrain, whichever is the higher.	A**, B, C, D, E	5 km	1 500 m horizontally 1 000 ft vertically
	F, G	5 km	Clear of cloud and with the surface in sight
(*) When the height of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 shall be used in lieu of 10 000 ft.			
(**) The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.			

**Table 1: Fixed Wings Aircraft** (see 1.1 above)

## 2. Helicopters

2.1 Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table 2.

2.2 Except when a special VFR clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:

- (i) the ceiling is less than 450 m (1 500 ft); or
- (ii) the ground visibility is less than 3 000 m during daylight and 5 km at night.

2.3 In controlled aerodromes with only ATZ, VFR flights shall not take off or land, enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:

- (i) The ceiling is less than 450 m (1 500 ft); or
- (ii) The ground visibility is less than 3 000 m during daylight and 5 km at night.

2.4 Helicopters are not required to effect prior coordination with CAO.IRI. for VFR operations at night.

2.5 Except when necessary for take-off or landing, or except by permission from the CAO.IRI, a VFR flight in daylight shall not be flown:

- (i) Over the congested areas of cities, towns or settlements or over an open-air assembly of persons

at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;

(ii) Over the historical buildings and ancient monuments at a height less than 2 000 ft above the highest obstacle within a radius of 600 m from the aircraft;

(iii) Elsewhere than as specified above at a height less than 150m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m from the aircraft.

2.6 Except when necessary for take-off or landing, or except by permission from the CAO.IRI, a VFR flight at night shall not be flown:

(i) over high terrain or in mountainous areas, at a level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;

(ii) over the historical buildings and ancient monuments at a height less than 2 000 ft above the highest obstacle within a radius of 600 m from the aircraft;

(iii) elsewhere than as specified above, at a level which is at least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.

2.7 All requirements in CAOIRI.ADR and CAD 4314 regarding heliport lighting system for night VFR operations shall be met.

2.8 Except where otherwise indicated in air traffic control clearances or specified by the ANSP, VFR flights in level cruising flight when operated above 3 000 ft from the ground or water shall be conducted at a flight level appropriate to the track as specified in the

tables of cruising levels.

2.9 VFR flights shall comply with the provisions of air traffic control service:

- (i) when operated within Classes B, C and D airspace;
- (ii) when forming part of aerodrome traffic at controlled aerodromes; or
- (iii) when operated as special VFR flights.

→ 2.10 Helicopters operated in accordance with the visual flight rules which wish to change to compliance with the instrument flight rules shall communicate the necessary changes to be affected to its current flight

plan for the approval.

→ 2.11 All helicopter operations shall be subject to rules and procedures approved by Iran Civil Aviation Organization including CAD 4314, CAOIRI AIIOPS.

→ 2.12 Helicopter operators are required to provide individual flight plan or flight schedule for all operations, taking into account procedures contained in Iran AIP ENR 1.10.

→ 2.13. See SIRA.5001 and SIRA.5005.

Altitude band*	Airspace class	Flight visibility	Distance from cloud
At and above 10 000 ft AMSL	A**, B, C, D, E, F, G	8 km	1 500 m horizontally 1 000 ft vertically
Below 10 000 ft AMSL and above 3 000 ft AMSL, or above 1 000 ft above terrain, whichever is the higher.	A**, B, C, D, E, F, G	5 km	1 500 m horizontally 1 000 ft vertically
At and below 3 000 ft AMSL, or 1 000 ft above terrain, whichever is the higher.	A**, B, C, D, E	3 000 m*** in daylight	1 500 m horizontally 1 000 ft vertically
		5 km at night****	
	F, G***	1 500 m*** in daylight	Clear of cloud and with the surface in sight
		5 km at night****	
<p>(*) When the height of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 shall be used in lieu of 10 000 ft.</p> <p>→ (***) Helicopters may be permitted for operating in flight visibility reduced to not less than 3 000 m in classes B, C, D, E and 1500 m in classes F and G:</p> <ul style="list-style-type: none"> <li>(1) at speeds of 140 kts IAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or</li> <li>(2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.</li> </ul> <p>(****) Night means: the hours between the end of evening civil twilight and the beginning of morning civil twilight.</p>			

**Table 2: Helicopters operation**  
(See 2.1 above)

### 3. SVFR flights

3.1 In aerodrome which is located within CTR, special VFR flights may be authorized to enter a control zone for the purpose of landing, take off and depart from a control zone, cross a control zone or operate locally within a control zone the following provisions:

- 1) during daylight;
- 2) ground visibility, in intended direction of flight is not less than 1500 meters;
- 3) the ceiling is not less than 180 m (600 ft).
- 4) requested individually by the Pilot;
- 5) traffic conditions permit; and
- 6) approved by unit providing approach control service.
- 7) fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision;

→ *Note: military operations are exempted from speed limitation.*

8) the flight visibility is not less than 1 500 m or, for helicopters, not less than 800 m

3.2 The pilots of VFR flights, when operating on a clearance, shall comply with ATC instructions and remain at all times in flight conditions, which enable the pilot to determine his flight path and to keep clear of obstacles and cloud with the surface in sight.

3.3 A special VFR clearance within a control zone does not absolve the pilot from the responsibility for avoiding an aerodrome traffic zone unless prior permission to penetrate the ATZ has been obtained from the relevant ATC unit.

3.4 No special VFR operation shall be authorized in any aerodrome traffic circuit.

3.5 Except when permitted by the CAO.IRI for helicopters in special cases such as, but not limited to, police, medical, search and rescue operations and fire-fighting flights are exempted from conditions prescribed in 3.1.

3.6. See SIRA.5010.

### 4. Traffic Information Broadcasts by Aircraft (TIBA)

#### 4.1 Introduction

Traffic information broadcasts by aircraft are intended to permit reports and relevant supplementary information of an advisory nature to be transmitted by pilots on frequency 135.175 MHZ for the information of pilots of other aircraft in the vicinity.

#### 4.2 Listening watch

A listening watch shall be maintained on the TIBA frequency 10 minutes before entering the designated airspace until leaving this airspace.

For an aircraft taking off from an aerodrome located within the lateral limits of the designated airspace listening watch should start as soon as appropriate after take-off and be maintained until leaving the airspace.

#### 4.3 Forms of Broadcast

The broadcasts other than those indicating changes in flight level should be in the following form:

ALL STATIONS (necessary to identify a traffic information broadcast)  
(call sign)  
FLIGHT LEVEL (number) (or CLIMBING TO FLIGHT LEVEL (number))  
(direction)  
(ATS route) (or DIRECT FROM (position) TO (position))  
POSITION (position) AT (time)  
ESTIMATING (next reporting point, or the point of crossing or joining a designated ATS route) AT (time)  
(call sign)  
FLIGHT LEVEL (number)  
(direction)

#### *Fictitious example:*

“ALL STATIONS EP-IXX FLIGHT LEVEL 85 NORTH BOUND DIRECT FROM PAYAM AIRPORT TO ZULU POSITION ESTIMATING CROSSING MIKE AT 0012 EP-IXX FLIGHT LEVEL 85 NORTH BOUND OUT”

Before a change in flight level, the broadcast should be in the following form:

ALL STATIONS  
(call sign)  
(direction)  
(ATS route) (or DIRECT FROM (position) TO (position))  
LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (position and time)

#### 4.4 Normal Position Reporting Procedures

Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a traffic information broadcast.

#### 4.5 Routes of Flight

- a) Ghazvin airport, Karaj/Payam airport and vice versa
- b) Ghazvin airport, Takestan, Ziya abad, Abhar, Zanzan airport and vice versa

#### 4.6 General Rules

Compliance with the VFR procedures (Iran AIP page ENR 1.2) is mandatory.

Levels shall be in accordance with the table of cruising level in Annex 2 Appendix 3-1.

All flights should be standby on ACC, Sector 1 Frequency **119.300MHZ** and **132.500MHZ** during flight.

Ghazvin to Zanzan flight path all flights shall have two-way communication with Ghazvin AFIS up to 35NM then at 30NM to Zanzan shall establish two-way communication with destination and vice versa.

Broadcast of traffic on TIBA Frequency by aircrafts traffic information shall be broadcasted by pilots on 135.175 MHZ at position Takestan, Ziya abad, Abhar, Kilo, for the information of pilots of other aircrafts in the vicinity.

#### 4.7 Flight Planning

Submission of flight plan is the same as other flights as contained in Iran AIP ENR 1.10.

*Note: Flight plans data should be transmitted to ACC if required.*

#### 4.8 Coordination Procedure between ATC Units

Ghazvin, Zanzan ATS units are responsible to inform ACC about the flight data after departure by the most expeditious mean (MCW or telephone).

ACC is responsible for coordination with destination aerodrome and air defense radar.