

## 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 flight shall be flown at a level that is not below the minimum flight level established by the State whose territory is overflown, or, where no such minimum flight level has been established at a level which is at least 2500 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 Cruising levels

2.1.1 IFR flights shall comply with the provisions of SIRA Section 8 when operated in controlled airspace.

2.1.2 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 SIRA Appendix 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 CAO.IRI. in aeronautical information publications. When the air traffic control clearances for cruising level does not apply the correlation of levels to track, the phrase " Non-Standard" shall be used before the cleared level (e.g. CLIMB TO NON-STANDARD FLIGHT LEVEL ONE NINE ZERO).

→ 2.1.3 Cruise climb is not permitted in Tehran FIR.

#### 2.2 Visual approach within controlled airspace

Visual approach is an approach by an IFR flight when either part or all of an instrument approach procedure is not completed and the approach is executed in visual reference to terrain.

*Recommendation-* This type of approach may be hazardous and careful consideration should be given by pilots before flying a visual approach in preference to an instrument approach.

2.2.1 A Controlled IFR flight may be cleared to execute a visual approach after commencing the instrument approach procedure (from the initial approach fix or where applicable, from the beginning of a defined arrival route (STAR)), provided that:

- a) The reported weather at aerodrome has a ceiling above the level of the beginning of the initial approach segment for the aircraft so cleared;
- b) The reported ground visibility is 3000 meters or more and;
- c) The pilot can maintain visual reference to the terrain and ensures that the meteorological conditions are such that with reasonable assurance a visual approach and landing can be completed.

*Note1-* A request for Visual Approach implies that the pilot can maintain visual reference to the terrain and landing can be completed so it is not necessary for the controller to verify it.

*Note2-* Execution of a visual approach to uncontrolled aerodrome which is located within a CTR is under the condition of controlled flights.

2.2.2 Clearance for an IFR flight to execute a visual approach may be requested by a flight crew or initiated

by the controller. In the latter case, the concurrence of the flight crew shall be required.

2.2.3 Controller should take into consideration the weather condition when it is expected that the ground visibility may become less than 3000 meters, before clearing or initiating a visual approach.

2.2.4 Controllers shall exercise caution in initiating a visual approach when there is reason to believe that the flight crew concerned is not familiar with the aerodrome and its surrounding terrain. Controllers should also take into consideration the prevailing traffic when initiating visual approaches.

2.2.5 Separation shall be provided between an aircraft cleared to execute a visual approach and other IFR and /or Special VFR aircraft.

2.2.6 For successive visual approaches, radar or non-radar separation shall be maintained until the pilot of a succeeding aircraft reports having the preceding aircraft in sight. The aircraft shall then be instructed to follow and maintain own separation from the preceding aircraft. When both aircraft are of a heavy wake turbulence category, or the preceding aircraft is of a heavier wake turbulence category than the following, and the distance between the aircraft is less than the appropriate wake turbulence minimum, the controller shall issue a caution of possible wake turbulence. 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 requirement.

2.2.7 A visual approach is not an IAP and therefore has no missed approach segment, If a go around is necessary for any reason under the reported ground visibility condition of less than 5 KM, aircraft operating at controlled airports will be issued an appropriate clearance/instruction by the air traffic controller to join the initial approach fix of the approach procedure which had already been cleared or any other fixes as appropriate.

2.2.8 In case of a go-around of a flight executing a visual approach under the reported ground visibility condition of 5 KM or more, it may be cleared by air traffic controller to join the aerodrome traffic circuit or may receive the ATC clearance/ instructions to join the initial approach fix of the approach procedure which had already been cleared or any other fixes as appropriate.

2.2.9 For controlled aerodromes with only ATZ, an IFR flights executing Instrument Approach procedures is not considered as controlled flight while flying within that portion of procedure located outside controlled airspace so when the flight intends to execute a visual approach, shall consider the condition of visual approach in class G airspace and coordinate

with the ATC unit which serves the destination aerodrome before commencing visual approach.

*Note. Authorization to conduct a visual approach is an IFR authorization and does not alter IFR flight plan cancellation responsibility.*

### 2.3 Visual departure within controlled airspace

2.3.1 A visual departure is a departure by an IFR flight when either part or all of an instrument departure procedure (e.g. standard instrument departure [SID]) is not completed or when there is no navigation AIDs available to serve the aircraft at the departure aerodrome and the departure is executed in visual reference to terrain.

2.3.2 When traffic conditions permit and pilot confirms that can maintain visual reference to the terrain, before or after departure, an IFR flight may be cleared to execute a visual departure in accordance with the following conditions:

- a. Requested by pilot;  
*Note. A request for Visual Departure implies that the pilot can maintain visual reference to the terrain so it is not necessary for the controller to verify it.*
- b. The meteorological conditions in the direction of take-off and the following climb-out are such that they do not impair the procedure up to the established altitude published in the AIP, e.g. minimum flight altitude (MFA) or minimum sector altitude (MSA).
- c. During daylight;
- d. In controlled aerodromes the meteorological conditions in the direction of take-off and the following climb-out shall not impair the procedure up to minimum sector altitude (MSA) or ATC surveillance minimum altitude chart (ASMAC) when radar services are provided. ATC shall issue an initial altitude clearance that is above the MSA or ASMAC.
- e. The pilot shall be responsible for maintaining obstacle clearance until minimum level of the designated route;
- f. For a controlled IFR flight, it is an authorization to execute a "visual departure" to the minimum level of a designated route or any level which is specified by the controller.
- g. ATC shall be responsible to provide Separation between controlled flights cleared to execute a visual departure and other controlled departing and arriving aircraft.

*Note. It is evident that aerodrome control tower shall coordinate with approach control unit if any.*

Appropriate phraseologies to be used are as follows:

"\*REQUEST VISUAL DEPARTURE"

"VISUAL DEPARTURE APPROVED, TURN LEFT/RIGHT [DIRECT] TO (significant point,

waypoint)/ (establish ATS route) MAINTAIN VISUAL REFERENCE TO THE TERRAIN"

"\* VISUAL DEPARTURE, TURN LEFT/RIGHT [DIRECT] TO (significant point, waypoint)/ (establish ATS route) WITH VISUAL REFERENCE TO THE TERRAIN"

\*Denotes pilot transmission

### 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 the table of cruising levels in SIRA Appendix 3 which is contained in AIP subsection ENR 1.7.

#### 3.2 Communications

An IFR flight operating outside controlled airspace but within or into areas, or along routes, 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 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 and report position as specified in SIRA.8025 for controlled flights.

#### 3.4 When STAR and/or instrument approach

Procedures located wholly or in part beyond controlled airspaces (CTR, TMA, etc.), an IFR flight executing instrument approach, is not considered as a controlled flight while flying within that portion of the procedure located outside the controlled airspace.

#### 3.5 Visual Approach in Class G Airspace (visual arrival)

Note. Execution of Visual Approach in class G airspace is actually a Visual Arrival maneuver by an IFR flight under the specified conditions and shall not be considered as the same as the Visual Approach procedures in controlled airspaces.

3.5.1 Outside controlled airspace, IFR flights in receipt of any of the FIS is authorized to conduct a Visual Approach under the following conditions:

- a. Requested by pilot;
- b. The pilot reports at any time after commencing the instrument approach procedure that the visibility will permit a visual approach and landing, and reasonable assurance exists that this can be accomplished.
- c. For the purpose of providing traffic information and alerting services, the pilot of the aircraft that are intended to execute a visual approach shall inform the aerodrome flight information service officers (AFISo) of the intention, the position of the flight, and the flight path to be followed, before commencing the Visual Approach.
- d. The AFIS unit is not an air traffic control unit therefore no separation shall be provided by that unit; (so) it is the responsibility of pilots using the service provided by this unit to maintain proper separation in conformity with the rules of the air.

3.5.2 The final responsibility to approve the execution of a visual approach in class "G" airspace lies with aircraft operators themselves. To do so the aircraft operator shall consider all equipment, procedures and training required for such operations, route and/or area of operation and aerodrome information and full account shall be taken of:

- a) The type, performance and handling characteristics of the aircraft;
- b) The composition of the flight crew, their competence and experience;
- c) The dimensions and characteristics of the runways which may be selected for use;
- d) The adequacy and performance of the available visual and non-visual ground aids;
- e) The equipment available on the aircraft for the purpose of navigation, acquisition of visual references and/or control of the flight path during the approach, landing and the missed approach;
- f) The obstacles in the approach and missed approach areas;
- g) The means used to determine and report meteorological conditions;
- h) Meteorological conditions at the estimated time of use will be above the operator's established aerodrome operating minima for that operation;
- i) Procedures for normal, abnormal and emergency operations, including actions following engine, systems or equipment failures.

3.5.3 A visual approach is not an IAP and therefore has no missed approach segment. If a go around is necessary for any reason, aircraft operating at uncontrolled airports, are expected to remain clear of clouds and complete a landing as soon as possible or to join the initial approach fix of the approach procedure which had already been cleared or any other fixes as

appropriate. In each case pilot shall inform the aerodrome ATS unit of the intended action.

3.5.4 In order that pilots may readily identify the status of the service they are receiving, the call sign "AERODROME INFORMATION" following the name of the aerodrome should be used in aeronautical mobile communications to identify a unit providing AFIS, e.g. ZZZZ AERODROME INFORMATION, this will avoid any possible confusion with a unit providing aerodrome control service which is identified by the call sign "TOWER". The word "aerodrome" may be deleted after initial contact has been established. If at any time it is apparent that the pilot is not aware that aerodrome control service is not provided, the pilot should immediately be informed of the fact using the following phraseology: "AERODROME INFORMATION SERVICE."

→ 3.6 Visual departure within uncontrolled airspace

3.6.1 A visual departure is a departure by an IFR flight when either part or all of an instrument departure procedure (e.g. standard instrument departure [SID]) is not completed or when there is no navigation AIDs available to serve the aircraft at the departure aerodrome and the departure is executed in visual reference to terrain.

3.6.2 When traffic conditions permit and pilot confirms that can maintain visual reference to the terrain, before or after departure, an IFR flight may be cleared to execute a visual departure in accordance with the following conditions:

- a. Requested by pilot;
- b. During daylight;
- c. The pilot shall be responsible for maintaining obstacle clearance until minimum level of the designated route;
- d. In uncontrolled aerodromes visual departure is authorized only when the reported ground visibility is 3000 meters or more.
- e. For an uncontrolled IFR flights it is an authorization to execute a "visual departure" to the minimum level of a designated route. Appropriate phraseologies to be used are as follows:
  - \*"REQUEST VISUAL DEPARTURE"
  - "VISUAL DEPARTURE APPROVED WITH VISUAL REFERENCE TO THE TERRAIN"
  - "\* VISUAL DEPARTURE WITH VISUAL REFERENCE TO THE TERRAIN"
  - \*Denotes pilot transmission