# 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 except when authorized by the appropriate Authority, an IFR flight shall be flown at a level which is not below the minimum flight altitude determined by the appropriate Authority or, where no such minimum flight altitude has been established – at a level which is at least 2000 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 communicates there to 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 provisions of ICAO Annex 2 paragraph 3.6 when operated in controlled airspace unless otherwise prescribed by the ATS of Armenia.

2.2 An IFR flights operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorised to employ cruising techniques, between two levels or above a level, selected from the Tables of cruising levels in Appendix 3 a) of ICAO Annex 2.

## 3 Rules applicable to IFR flights outside controlled airspace

### *3.1 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.

### *3.2 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.

## 4 Free route airspace general procedures

### *4.1 Area of application*

4.1.1 FRA is available H24 FL195 to FL660 in the airspace encompassed by the lateral limits of Yerevan FIR.

4.1.2 FRASC encompasses the FRAs within Yerevan FIR and Tbilisi FIR. For Cross-Border operations planning within FRASC see item 4.2.4

### *4.2 Flight Procedures*

4.2.1 General
4.2.1.1 Within FRA aircraft, other than State aircraft, shall comply with the aircraft equipment requirements as published in GEN 1.5.

4.2.1.2 Within FRA airspace users will be able to plan user-preferred trajectories through the use of significant points with Five-Letter Name-Code defined in ICARD published in ENR 4.1 and ENR 4.4, respectively.

4.2.1.3 3 Within FRA significant points are considered FRA Horizontal Entry (E), FRA Horizontal Exit (X), FRA Intermediate (I), FRA Arrival (A) and FRA Departure (D) points as described in ENR 4.4.

4.2.1.4 In accordance with ICAO Doc 4444 - ATM (PANS-ATM) within FRA for flight planning purposes when submitting FPL segments between the significant points shall be indicated by using the decoded abbreviation/indicator DCT (Direct).

4.2.1.5 Within FRA there is no restriction on the maximum DCT distance.

4.2.2 Overflying traffic.
4.2.2.1 Overflights shall plan DCT between FRA Horizontal Entry, FRA Horizontal Exit and FRA Intermediate points. There is no restriction on the number of FRA Intermediate points used.

4.2.2.2 Exception from the rule is made during the initial FRA implementation phase and the DCT segments which are not available are announced in accordance with paragraph 4.5 below.

4.2.2.3 Overflights proceeding inbound or outbound airports located in close vicinity of Yerevan FIR shall plan in accordance with paragraph 4.2.2.1 above and paragraph 4.4 even if a portion of their flight is below the lower limit of FRA. Airports in close vicinity of Yerevan FIR are considered to be: UBBN, UBBG, LTCT, and LTCF.

4.2.3 Access to/from Terminal Airspace
4.2.3.1 Flights departing from an airport located within Yerevan FIR where standard instrument departure procedures (SIDs) are published eligible for FRA operations only via FRA Departure (D) connecting points.

4.2.3.2 Flights arriving at an airport located within Yerevan FIR where standard instrument arrival procedures (STARs) are published eligible for FRA operations only via FRA Arrival (A) connecting points.

4.2.3.4 If there are no SIDs/STARs published flights departing from or arriving at an airport located within Yerevan FIR may plan DCT from/to that airport in vertical limits of FRA to relevant FRA Horizontal Exit or FRA Horizontal Entry point.

4.2.4 Cross-Border Applications
4.2.4.1 Planning DCT across Yerevan FIR borders (cross-border DCTs) are allowed only within FRASC. Entry and exit to/from FRASC shall be planned over the published FRA Horizontal Entry and FRA Horizontal Exit points only.

4.2.4.2 Planning DCT segments that are partially outside the lateral limits of FRASC (multiple re-entries segments) are not allowed.

4.2.4.3 Planning DCT segments closer than 2.5 NM of the FRASC boundary is not allowed.

4.2.4.4 Exception from the rules in items 4.2.4.1 - 4.2.4.3 published in RAD Appendix 4 (See subsection ENR 1.10)

## *4.3 Airspace Reservation - Special Areas*

4.3.1 Re-routing Special Areas
4.3.1.1 Within Yerevan FIR FRA adjusted to be as much as possible outside of any military activity above FL195. There are no Restricted (R) and Dangerous (D) areas above FL195 exist in Yerevan FIR.

4.3.2 Promulgation of route extension
4.3.2.1 Occasionally tactical radar vectoring might be applied in order to ensure additional safety margin between temporary unpublished area boundaries and aircraft trajectories. The expected route extension in these cases is 10NM or less.

## *4.4 Flight Planning*

4.4.1 General
4.4.1.1 For speed or flight level change inside FRASC, on FPL Item 15, operators shall use only the FRA intermediate points as described in ENR 4.4. There is no restriction on the number of FRA intermediate points used within FRASC.

4.4.1.2 The use of unpublished points defined by geographical coordinates or by bearing and distance in Item 15 of the flight plan not allowed.

4.4.2 ATS Route Network
4.4.2.1 The ATS route network within Yerevan FIR will remain available.

4.4.3 Flight Level Orientation Scheme
4.4.3.1 Cruising levels must be planned in accordance with the information provided in the column “Remarks/Usage” in ENR 4.4. The direction of cruising levels (EVEN or ODD) must be chosen depending on the direction of flight level required over the FRA entry and FRA exit points as described in the following tables:

| Direction of Cruising levels within Yerevan FIR and FRASC | | |
|---|---|---|
| FLs over FRA entry point | FLs over FRA exit point | FLs inside FRA |
| EVEN | EVEN | EVEN FLs for all DCT segments |
| ODD | ODD | ODD FLs for all DCT segments |
| EVEN | ODD | A change from EVEN to ODD FLs must be planned inside FRA |
| ODD | EVEN | A change from ODD to EVEN FLs must be planned inside FRA |

*Note: ODD is the direction of IFR cruising levels with a magnetic track between 000° and 179° while EVEN is the direction of IFR cruising levels with a magnetic track between 180° and 359° as described in the table of cruising levels in ENR 1.7.*

4.4.3.2 Cruising levels must also be planned in accordance with Flight Level Orientation Scheme of adjacent ATS route network and/or FRA.

## *4.5 Route Availability Document*

4.5.1 All FRA exceptions and restrictions, if any will be published via RAD promulgated in accordance with ENR 1.10.

PAGE INTENTIONALLY LEFT BLANK