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 within the lateral limits of Yerevan FIR is available H24 from Lowest Available Level (LAL) to FL660, where the Lowest Available Level (LAL) is the lowest cruising level allowed for FRA operations within Yerevan FIR. LAL is determined in accordance with the item 4.2.1.7.

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

4.2 Flight Procedures

4.2.1 General

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4.2.1.1 For FRA operations within Yerevan FIR the requirements of RNAV 5 specification for en-route operations are applied to all IFR flights other than state aircraft. State ACFT not approved for RNAV 5 or any other ACFT with loss of RNAV 5 capability shall inform ATC and should expect routing via conventional navigation aids or vectoring until the ACFT is capable of resuming its own navigation. The aircraft equipment requirements as published in GEN 1.5.

4.2.1.2 Within FRA, airspace users are able to plan user-preferred trajectories through the use of significant points with 5LNC included in ENR 4.4 under special conditions and rules laid down in AIP and RAD (see also ENR 1.10, item 4).

4.2.1.3 Within FRA, significant points are considered as FRA Horizontal Entry (E), FRA Horizontal Exit (X), FRA Intermediate (I), FRA Arrival (A) and FRA Departure (D) points. FRA relevance of each significant point is indicated in the column “Remarks” in ENR 4.4.

4.2.1.4 For flight planning of route portions between FRA relevant points “DCT” shall be used in accordance with ICAO DOC 4444 PANS-ATM.

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

4.2.1.6 The use of unpublished points, defined by geographical coordinates or by bearing and distance are not allowed.

4.2.1.7 For determination of the lowest cruising level to be planned on a DCT segment within the limits of Yerevan FIR, ENR 6.13 shall be referred with depicted Lowest Available Levels (LALs) for FRA operations. Flight plans will be rejected by IFPS if requested cruising level at any DCT segment is detected to be lower than LAL.

4.2.2 Overflying traffic.
4.2.2.1 Within FRA, traffic overflying Yerevan FIR 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 Availability of DCT segments within the FRA are affected by restrictions described in paragraph 4.2.4.

← 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.

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 Prohibited (P), Restricted (R) and Dangerous (D) areas above FRA LAL 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.

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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.

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