

ENR 1.3 Instrument Flight Rules

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 navigation equipment appropriate to the route to be flown in accordance with GACA regulations.

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 altitude established by GACA in accordance with Syrian AIP.

1.3 Change from IFR Flight to VFR Flight

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 by using the specific statement "CANCELLING MY IFR FLIGHT" and communicate thereto the changes to be made to its current flight plan.

1.3.1 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 VMC.

2. RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

2.1 IFR flights shall comply with the provisions of 3.6 of ICAO Annex 2 to the Convention on International Civil Aviation when operated in controlled airspace.

2.2 Except whenever otherwise indicated in air traffic control clearances or specified in the Aeronautical Information Publication (AIP), 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 table 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 flight above FL410.

2.3 All IFR flights are required to carry a functioning Mode C SSR transponder when operating in Class A or Class B airspace.

2.4 Non-functioning SSR transponder equipment must be reported to ATC immediately. ATC radar procedures are based on the carriage of this equipment and may require certain restrictions in the case of non-functioning equipment.

2.5 SID and STAR

The flight crew shall comply with published SID and STAR speed restrictions unless the restrictions are explicitly cancelled or amended by the controller.

2.6 Instrument Approach

The approach control unit shall specify the instrument approach procedure to be used by arriving aircraft. A pilot may request an alternative procedure and, if circumstances permit, should be cleared accordingly.

2.7 Visual Approach

An IFR flight may be cleared to execute a visual approach provided the pilot has the aerodrome in sight and can maintain visual reference to the terrain, and:

- a) the reported ceiling is at or above the approved initial approach level for the aircraft; or
- b) the pilot reports at the initial approach level or at any time during the instrument approach procedure that the meteorological conditions are such that a visual approach and landing can be completed.

2.8 IFR Flights in Controlled Airspace

IFR flights shall comply with the provisions of 3.6 of Annex 2 to the Convention on International Civil Aviation when operated in controlled airspace.

2.9 Communication Failure Procedures

In the event of a total loss of air-ground communications, the aircraft shall comply with the following procedures:

2.9.1 In Visual Meteorological Conditions (VMC):

- a) Continue to fly in visual meteorological conditions;
- b) Land at the nearest suitable aerodrome; and
- c) Report the arrival by the most expeditious means to the appropriate air traffic control unit.

2.9.2 In Instrument Meteorological Conditions (IMC):

2.9.2.1 Non-Surveillance Airspace (Procedural Separation):

Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point, and thereafter adjust level and speed in accordance with the filed flight plan.

2.9.2.2 Surveillance Airspace (ATS Surveillance System Provided):

In airspace where an ATS surveillance system is used in the provision of air traffic control:

- a)** Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes (see Note below) following:
 - i) the time the last assigned level or minimum flight altitude is reached; or
 - ii) the time the transponder is set to Code 7600 or the ADS-B transmitter is set to indicate the loss of air-ground communications; or
 - iii) the aircraft's failure to report its position over a compulsory reporting point;whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan;
- b)** When being vectored or having been directed by ATC to proceed offset using RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;
- c)** Proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with d) below, hold over this aid or fix until commencement of descent;

d) Commence descent from the navigation aid or fix specified in c) above at, or as close as possible to, the expected approach time (EAT) last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival (ETA) resulting from the current flight plan;

e) Complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and

f) Land, if possible, within 30 minutes after the estimated time of arrival specified in d) above or the last acknowledged expected approach time, whichever is later.

3. RULES APPLICABLE TO IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE

NIL