

ENR 1.8 Regional Supplementary Procedures

ENR 1.8 REGIONAL SUPPLEMENTAL PROCEDURES

These supplementary procedures are taken from ICAO Doc 7030 – Supplementary Procedures – and, relating to the MID/ASIA Region, are given in their entirety.

1. FLIGHT RULES

1.1 Visual Flight Rules (VFR)

(Relating to Annex 2 - 4.7 and 4.8)

1.1.1 Special Application

VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:

- a) Have two-way radio communications;
- b) Obtain permission from the appropriate air traffic control unit; and
- c) Report positions, as required.

Flights shall be conducted in accordance with IFR (even when not operating in IMC) when operated at or above FL 150.

1.2 Instrument Flight Rules (IFR)

(Relating to Annex 2, Section 2.2 and Chapter 5)

Note: Annex 2, Section 2.2 permits a choice for a flight to comply with either the instrument flight rules or the visual flight rules when operating in visual meteorological conditions, subject to certain limitations in Chapter 4 of the Annex. The following indicates certain further restrictions to that choice.

1.2.1 Special Application of Instrument Flight Rules

1.2.1.1 Flights shall be conducted in accordance with the Instrument Flight Rules (even when not operating in instrument meteorological conditions) when operated:

- a) Within the specified controlled boundaries of the Damascus FIR; or
- b) At or above Flight Level 150.

2. FLIGHT PLANS

2.1 Content - General

(Relating to Annex 2 – Chapter 3; PANS-ATM – Chapter 4 and Appendix 2)

2.1.1 Reduced Vertical Separation Minimum (RVSM) - Approved Aircraft

2.1.1.1 The aircraft registration shall be inserted in Item 18 of the ICAO flight plan form.

2.1.1.2 Operators of formation flights of State aircraft shall not insert the letter "W" in Item 10 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned. Operators of formation flights of State aircraft intending to operate within the RVSM airspace specified in 4.1 shall include "STS/NONRVSM" in Item 18 of the ICAO flight plan form.

2.1.2 Non-RVSM - Approved Aircraft

2.1.2.1 Civil operators of non-RVSM-approved aircraft shall flight plan to operate outside the RVSM airspace specified in 4.1.

3. COMMUNICATIONS

3.1 Air-Ground Communications and In-Flight Reporting

Aircraft flying within Damascus FIR are requested to maintain a continuous listening watch on the appropriate air/ground frequency of Damascus ACC.

4. REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

4.1 Area of Applicability

RVSM shall be applicable in that volume of airspace between FL 290 and FL 410 inclusive within the Damascus FIR/UIR, as described in ENR 2.1.

Within this airspace, the vertical separation minimum shall be:

- a) 1000 FT between RVSM-approved aircraft;
- b) 2000 FT between:
 - 1) Non-RVSM-approved State aircraft and any other aircraft operating within the RVSM airspace;
 - 2) Formation flights of State aircraft and any other aircraft operating within the RVSM airspace;
 - 3) An aircraft experiencing a communication failure in flight and any other aircraft, when both aircraft are operating within RVSM airspace.

5. PHRASEOLOGY

(P-ATM – Chapter 12)

5.1 RNAV

5.1.1 The phrase “UNABLE RNAV DUE EQUIPMENT” shall be included by the pilot immediately following the aircraft call sign whenever initial contact on an ATC frequency is established by an aircraft experiencing a failure or degradation of the RNAV system.