

ENR 1.3 INSTRUMENT FLIGHT RULES**1 RULES APPLICABLE TO ALL IFR FLIGHTS**

1.0.1 Instrument flight rules are established in QCAR Rules of the Air, Section 5 Visual meteorological conditions, visual flight rules, special VFR and instrument flight rules, RA. 5015 Instrument flight rules (IFR) — Rules applicable to all IFR flights, RA.5020 IFR — Rules applicable to IFR flights within controlled airspace and RA.5025 IFR — Rules Applicable to IFR flights outside controlled airspace.

1.1 AIRCRAFT EQUIPMENT

1.1.1 Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown and in accordance with the applicable air operations legislation.

1.2 MINIMUM LEVELS

1.2.1 Except when necessary for take-off or landing, or except when specifically authorized by the authority, an IFR flight shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established:

- 1) over high terrain or in mountainous areas, at a level which is at least 600 M (2 000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft;
- 2) elsewhere than as specified in (1), at a level which is at least 300 M (1 000 FT) above the highest obstacle located within 8 KM of the estimated position of 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 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.

1.3.3 Change from IFR flight to VFR flight shall only be acceptable when a message initiated by the pilot-in-command containing the specific expression 'CANCELLING MY IFR FLIGHT', together with the changes, if any, to be made to the current flight plan, is received by an ATS unit. No invitation to change from IFR flight to VFR flight shall be made by ATS either directly or by inference.

2 RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

2.1 IFR flights shall comply with the provisions of Section 8 of QCAR Rules of the Air when operated in controlled airspace.

2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized by ATS unit to employ cruise climb techniques, between two levels or above a level, selected from the table of cruising levels in Appendix 3 of QCAR Rules of the Air, 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 authority in aeronautical information publications.

2.3 Rates of Climb and Descent**2.3.1 General**

If a pilot is unable to comply with rate of climb/ descent, either published or issued tactically by ATC, he/ she must inform the ATC immediately.

2.3.2 Avoidance of False TCAS Resolution Advisory

Within the last 1 000 FT of climb or descent, rates should not exceed 1 000 FT per minute. Pilots should ensure that the aircraft neither undershoots nor overshoots the target level by more than 150 FT, manually overriding if necessary.

2.4 Five (5) minutes longitudinal Separation.

2.4.1 In accordance with ICAO Doc 4444 Para 5.4.2.2.1.1 C. within the AMMAN FIR, BAHRAIN FIR / BAHRAIN UIR, DAMASCUS FIR, DOHA FIR, JEDDAH FIR AND NICOSIA FIR / NICOSIA UIR, a minimum of Five (5) minutes longitudinal separation will be applied when the leading aircraft is maintaining a TAS of 20 KT or more faster than the following aircraft.

2.4.2 The application of this separation minimum may require ATC to impose speed restrictions on aircraft. When subject to speed restrictions, pilots must notify ATC immediately if at any time they are unable to comply with the restrictions.

2.4.3 Pilots should note that speed restrictions applied in one FIR will continue to apply in succeeding FIRs unless specifically cancelled by ATC.

3 RULES APPLICABLE TO IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE

3.1 CRUISING LEVELS

3.1.1 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 Appendix 3 of QCAR Rules of the Air, except when otherwise specified by the authority for flight at or below 900 M (3 000 FT) above mean sea level.

3.2 COMMUNICATIONS

3.2.1 An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the authority in accordance with QCAR Rules of the Air, RA.4001(b)(3) or (4) when:

- 1) so required by the authority to facilitate the provision of flight information, alerting and search and rescue services
- 2) so required by the authority to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the need for possible interception for the purpose of identification

shall maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

3.3 POSITION REPORTS

3.3.1 An IFR flight operating outside controlled airspace and required by the authority to maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service, shall report position, as specified in QCAR Rules of the Air, RA.8025 for controlled flights.

4 FREE ROUTE AIRSPACE GENERAL PROCEDURES

4.1 AREA OF APPLICATION

4.1.1 Free route airspace (FRA) procedures are available in Doha FIR FL275 and above. For further details see ENR 2.2 and ENR 6 En-Route Charts.

4.2 OVERFLYING TRAFFIC

4.2.1 Overflying traffic should plan directly from Doha FIR entry point to the exit point specified in table ENR 1.10 subsection 1.6.3 FRA routing table.