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 specifically authorized by the appropriate 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 over flown, or, where no such minimum flight altitude has been established:

a. over high terrain or in mountainous areas, at a level which is at least 2 000 FT (600 M) above the highest obstacle located within 8 KM of the estimated position of the aircraft;
b. elsewhere than as specified in a), at a level which is at least 1000 FT (300 M) above the highest obstacle located within 8 KM of the estimated position of the aircraft.

Note 1.– 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 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.

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* 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 to employ cruise climb techniques, between two levels or above a level, selected from *the Tables of cruising levels* (see ENR 1.7.2.7), except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearance or specified by the appropriate ATS authority in Georgian AIP.

3 Rules applicable to IFR flights outside controlled airspace

3.1 Cruising levels

An IFR flight operating outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in *the Tables of cruising levels* (see ENR 1.7.2.7).

Note. – This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.

3.2 Communications

An IFR flight operating outside controlled airspace but within or into areas, or along routes, 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.

3.3 Position reports

An IFR flight operating outside controlled airspace 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 Tbilisi 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 Tbilisi FIR. LAL is determined in accordance with the item 4.2.1.7.

© Georgian Air Navigation - Sakaeronavigatsia Ltd.

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 FRA Procedures

4.2.1 General

4.2.1.1 For FRA operations within Tbilisi 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.

4.2.1.2 Within FRA, airspace users are able to plan user-preferred trajectories through the use of significant points included in ENR 4.1 and ENR 4.4 under special conditions and rules laid down in AIP and RAD (see also ENR 1.10, item 5).

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/or FRA Departure (D) points. FRA relevance of each significant point is indicated in the column “Remarks” in ENR 4.1 and 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 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 Tbilisi FIR, ENR 6-FRA-1 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 Tbilisi 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 Arrivals and Departures

4.2.3.1 Flights arriving to or departing from local airports (UG**) are free route eligible flights.

4.2.3.2 Available routing options for flight planning to / from UGTB using FRA is presented in UGTB AD 2.22 Flight procedures, item 1.4.

4.2.3.3 Available routing options for flight planning to / from UGKO using FRA is presented in UGKO AD 2.22 Flight procedures, item 1.4.

4.2.3.4 Available routing options for flight planning to / from UGSB using FRA is presented in UGSB AD 2.22 Flight procedures, item 2.4.

4.2.4 Cross-Border Applications

4.2.4.1 Planning DCTs across Tbilisi FIR boundary (cross-border DCTs) are allowed only within FRASC. Entry and exit from FRASC shall be planned over the published FRA Horizontal Entry and FRA Horizontal Exit points only. Cross-border DCTs are not allowed for arrivals and departures of UG** airports.

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 are not allowed.

4.2.4.4 All details and exceptions from the rules in items 4.2.4.1 - 4.2.4.3 are published in RAD.

4.3 Airspace Reservation – Special Areas

4.3.1 Flights within FRASC shall be planned outside active **P**rohibited areas as published in AIP Georgia using valid FRA Intermediate points.

4.3.2 Tactical radar vectoring might be applied in order to ensure additional safety margin from temporarily active **R**estricted areas. The expected route extension in these cases is 10NM or less.

4.4 Additional FRA Procedures

4.4.1 Flight Level Orientation Scheme

© Georgian Air Navigation - Sakaeronavigatsia Ltd.

4.4.1.1 Cruising levels shall be planned in accordance with the information provided in the column “Remarks” in ENR 4.4. The direction of cruising levels (EVEN or ODD) shall be chosen depending on the direction of flight level required over the FRA entry and FRA exit points as described in the following table:

Direction of Cruising levels within Tbilisi 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.

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

5 Flight within RVSM airspace

Flight operating as General Air Traffic (GAT) within RVSM airspace shall be conducted in accordance with IFR unless otherwise authorized by the Georgian Civil Aviation Agency within a temporarily reserved area not available to IFR flights

© Georgian Air Navigation - Sakaeronavigatsia Ltd.

PAGE INTENTIONALLY LEFT BLANK