

## ENR 1.3 INSTRUMENT FLIGHT RULES

### 1. Rules applicable to all IFR flights

Instrument Flight Rules conform to the rules published in ICAO Annex 2 - Rules of the Air, Chapter- Instrument Flight Rules.

#### 1.1 *Aircraft equipment*

Aircraft shall be equipped with suitable instruments and with radio navigation apparatus appropriate to the route to be flown.

#### 1.2 *Minimum levels*

A minimum height of 1 500 feet above the highest obstacle within 5 NM is applicable.

#### 1.3 *Change from IFR flight to VFR flight*

1.3.1 The pilot-in-command of an aircraft who elects to change the conduct of the flight of the aircraft from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted for the flight, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the intended changes to be made to the current flight plan.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, the pilot-in-command shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period in uninterrupted visual meteorological conditions.

### 2. Rules applicable to IFR flights within controlled airspace

2.1 IFR flights shall comply with the provision of 3.6 of Annex 2 to the Convention on International Civil Aviation 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:

- a) The tables of cruising levels in Appendix 3 of Annex 2, or

- b) A modified table of cruising levels, when so prescribed in accordance with Appendix 3 of Annex 2 for flight above FL410,

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 appropriate ATS authority in the Aeronautical Information Publication (AIP).

### 3. Rules applicable to IFR flights outside controlled airspace

#### 3.1 *Special application of the semi-circular rule*

Aircraft flying northbound in the corridor bound by the following lines will fly at an even flight level and aircraft flying southbound will fly at an odd flight level: A straight line from a point 223630S 0170450E to a point 222852S 0172821E then a straight line to a point 175300S 0155800E then a straight line to a point 174738S 0154156E then a straight line to a point 223630S 0170450E.

#### 3.2 *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 ICAO Annex 2 paragraph 3.3.1.2.c) or d) 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 and required by the appropriate ATS authority to:

- a) Submit a flight plan, and
- b) Maintain a listening watch on the appropriate frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service,

shall report position as specified in ICAO Annex 2 paragraph 3.6.3 for controlled flights.

**Note:** Aircraft electing to use the air traffic advisory service whilst operating IFR within specified advisory airspace are expected to comply with the provisions of ICAO Annex 2 paragraph 3.6, except that the flight plan and changes thereto are not subjected to clearances and that two-way communication will be maintained with the unit providing the air traffic advisory service.

#### 4. Reduced Vertical Separation Minima (RVSM)

Reduced Vertical Separation Minimum (RVSM) refers to vertical separation of aircraft by 1000 ft above Flight Level (FL) 290. Only State RVSM approved aircraft, will be permitted to operate in RVSM airspace within the Namibian Area of Responsibility (FYWH FIR)

After prior coordination with the appropriate ATC centre, State Aircraft (Military, Police and Customs) not RVSM approved will be cleared to operate within RVSM airspace within the Namibian Area of Responsibility, Two Thousand Foot (2000 ft) vertical separation will be applied to such aircraft.

Implementation of RVSM within the Namibian Area of Responsibility will occur in accordance with ICAO Regional agreements.

- a) Operators who do not have approval, and/or whose aircraft are not RVSM certified will be excluded from the RVSM Flight Level Band, being required to operate at FL 280 or below, or above FL410.
- b) Operators are to note that after implementation of RVSM, FL 420 will no longer be regarded as a valid Flight Level. The next available Flight Level will be Flight Level 430.

#### 4.2 Operations above Flight Level (FL) 410

Taking into consideration the extended distances of sectors which may be flown by operators the AFI RVSM Implementation Safety Policy has made allowance for those non RVSM approved aircraft which are capable of operating at flight levels above FL410.

Restrictions placed on flights planning to operate at flight levels above FL410 require the climb to the planned flight level, once authorized and commenced under ATC clearance, to be conducted without interruption, until clear of the RVSM flight

level band. Conversely, once authorized and commenced under ATC clearance, descent from flight levels above FL410 are to be conducted without interruption, until clear of the RVSM flight level band.

Non-RVSM approved aircraft intending to operate above FL 410 will need to flight plan in accordance with RVSM procedures of neighbouring Regions should the flight commence or terminate in those regions

**Reference:** AFI Regional Supplementary Procedures (ICAO DOC. 7030)

