

ENR 1.2 VISUAL FLIGHT RULES

VFR flights are performed in day and dusk time at a height less than 6100 meters (FL 200) so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table (below). As for VFR flights at a height less than 3050 meters (10000 feet) above mean sea level they are performed with indicated speed no more than 463 kilometers per hour (250 knots).

VMC visibility and distance from cloud minima*			
Altitude band, m (ft)	Airspace class	Flight visibility, km	Distance from clouds, m (ft)
At and above 3050 (10000) AMSL	A***BCDEG	8	1500 horizontally 300 (1000) vertically
Below 3050 (10000) AMSL and above 900 (3000) AMSL or above 300 (1000) above terrain, whichever is higher	A***BCDEG	5	1500 horizontally 300 (1000) vertically
At and below 900 (3000) AMSL, or 300 (1000) above terrain, whichever is higher	A***BCDE	5	1500 horizontally 300 (1000) vertically
	G	5**	Clear of cloud and with the surface in sight
Note * When the height of the transition altitude is lower than 3050 m (10000 ft) AMSL, FL 100 should be used in lieu of 10000 ft. ** VFR flights are permitted to operate in the class G airspace and (or) the control area if flight visibilities reduced to not less than 2000 m. *** The VMC minima in class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in class A airspace.			

VFR flights comply with the provisions of paragraph 3.6 of Annex 2 ICAO:

- when operated within Classes B, C and D airspace;
- when forming part of controlled aerodrome traffic; or
- when operated as special VFR flights.

Except when a clearance is obtained from an ATC unit, take off or land at an aerodrome within a control zone in VFR flights, or enter the aerodrome traffic zone or traffic pattern shall not be performed:

- when the ceiling is less than 450 m (1500 ft); or
- when the ground visibility is less than 5 km.

Except by permission from the appropriate authority, a VFR flight as well as take-off or landing shall not be flown:

- over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft; or
- elsewhere at a height less than 100 m (330 ft) above the ground or water.

Except where otherwise indicated in ATC clearances, VFR cruising flights above 900 m (3000 ft) from the ground or water, shall be conducted at a cruising level appropriate to the tracks as specified in the table of cruising levels in ENR 1.7.

When passing from VFR to IFR flight an aircraft crew shall:

1. if a flight plan was submitted, notify the necessary changes to its current flight plan;
2. submit a flight plan to the appropriate ATC unit and obtain a clearance prior to proceeding to IFR in controlled airspace.

VFR include:

1. maintaining established separation intervals or providing independent separation between aircraft in accordance with the ATC clearance depending on the airspace class used, as well as between aircraft and material objects in the air through visual observation of the air situation;
2. maintaining true safe altitude and avoiding artificial obstacles by visual observation of the terrain ahead;
3. flight of aircraft within the airway, flight route, flight pattern in the aerodrome (heliport) area visually using the available navigation aids;
4. additional continuous air-ground voice communication watch on the appropriate communication channel of ATC unit in the controlled airspace. Aircraft position is reported between 20 and 40 minutes after the last radio session if the responsible ATC unit did not set another time interval;
5. additional continuous communication watch of the working channel (valid radio frequency) in uncontrolled airspace.

It is assumed to report on the aircraft position by any means of communication available at pilot-in-commander when VFR flights are performed at low altitudes.

When performing a flight in ATC area pilot-in-command shall coordinate with the ATC unit his actions of transition from VFR to special VFR or IFR flights and flight level (altitude) applied.

Pilots who are not approved for the IFR flight shall have some pilot instrument skills to ensure the safe flight completion if the aircraft suddenly fall into conditions that exclude the possibility of piloting by VFR.

VFR flights are carried out with the utmost carefulness of all members of the aircraft flight crew, and in controlled airspace with continuous communication watch of the radio frequency of the responsible ATC unit. Aircraft avoid the straight ahead obstacle preferably to the right and at least 500 meters away from it.

An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter.

Overtaking of ahead aircraft is possible:

1. in the flight - to the right at intervals of not less than 500 m;
2. in the circuit (if provided) - by faster aircraft only until the third turn outside of circuit and with an interval not less than 500 m.

An overtaking of the same type of aircraft is not permitted while circling.

An opposite-direction traffic at the same height along one undivided flight route is not allowed when flying below the transition level.

A height (flight level) is changed:

1. in controlled airspace - with a permission of the controlling ATC unit depending on the airspace class used;
2. in uncontrolled airspace - providing information about own activities on a special radio frequency addressed to aircraft that are flying in the same airspace.

In the case of unintentional head-on approach, each pilot-in-command turns right for port-to-port passing.

On crossing traffic and at the same height, a pilot-in-command do not lose sight of another aircraft, regardless of the maneuvers, and:

1. he shall descend if another aircraft is on the left or he shall climb if another aircraft is to the right, in order to provide safe altitude separation;

2. he turns right to ensure a safe port-to-port passing if it is impossible to change altitude (clouds, flight at the minimum safe altitude and other limitations).

When the meteorological conditions do not meet the requirements for VFR flight, the pilot-in-command shall:

1. return to the departure aerodrome or land at the nearest alternate aerodrome if he is not authorized to operate IFR or special VFR flight;
2. switch over special VFR, if the purpose and pilot-in-command training correspond to the flight;
3. switch over IFR flight, if the purpose, pilot-in-command training and aircraft equipment correspond to the flight.

When an aircraft suddenly goes in conditions below the established VFR minimum, a descending lower the established safe altitude to continue with the VFR flight is prohibited. In this case, the pilot-in-command makes a transition to IFR flight and turns 180° to return to the departure aerodrome or lands at the nearest aerodrome. If it is impossible to switch to a visual flight after 180° turning, the pilot-in-command climbs to the lowest safe flight level and coordinates further actions with the ATC unit in controlled airspace.

When operating under VFR the pilot-in-command provides:

1. implementation of the VFR and the flight conditions assigned;
2. safe altitude keeping (maintaining true safe altitudes);
3. the accuracy of keeping the flight path and maneuvering performance of the established procedures, including keeping of the established departure and approach schemes;
4. timely report to the controlling ATC unit about any deviation from the current flight plan;
5. information actuality about the aircraft location and flight conditions;
6. the precise and timely implementation of the ATC unit instructions.

Where VHF is used for air-ground communications with ATS and an aircraft has two serviceable VHF sets, one should be tuned to the appropriate ATS frequency and the other to the TIBA frequency. If an aircraft has only one serviceable VHF station, the VHF station are tuned to the TIBA frequency. A listening watch should be maintained on the TIBA frequency 10 minutes before entering the uncontrolled airspace until leaving this airspace. For an aircraft taking off from an aerodrome located within the uncontrolled airspace, listening watch should start before take-off and be maintained until leaving the airspace.

TIBA broadcast should be made:

1. 10 minutes before entering the uncontrolled airspace or, for a pilot taking off from an aerodrome located within the uncontrolled airspace after take-off;
2. 10 minutes prior to crossing or joining an ATS route;
3. at 20-minute intervals about own location and flight altitude;
4. 2 to 5 minutes, where possible, before a change in flight altitude;
5. at the time of a change in flight altitude; and
6. by decision of the pilot-in-command.

All available aircraft lighting, which would improve the visual detection of the aircraft, should be displayed while changing altitudes in the uncontrolled airspace.

On receipt of a traffic information broadcast from another aircraft in the uncontrolled airspace the pilot-in-command, in order to avoid an imminent collision risk, takes the following immediate actions:

1. display all available aircraft lighting for the visual detection of the aircraft;
2. notify the actions taken on the appropriate TIBA frequency.

The VFR flight is not carried out above 50 meters (170 feet) without radio station aboard, except for flights in the reserved flight areas.