

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 when specifically authorized by the Operation Division of the CAA, an IFR flight shall be flown at a level that 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;

- a) Over high terrain or in mountainous areas, at a level which is at least 2 000 ft 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 1 000 ft above the highest obstacle located within 8 km of the estimated position of the aircraft.

Note – 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. Speed Limitation

250 KIAS below 10,000 FT AMSL except for:

- a) Aircraft arriving to TEL AVIV/BEN GURION from the west before crossing 25 BGN DME;
- b) Or when approved by ATC.

1.4. Change from IFR flight to VFR flight

1.4.1. 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 canceled and communicate thereto the changes to be made to its current flight plan.

1.4.2. 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 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.

2.3. Strategic Lateral Offset Procedure (SLOP):

2.3.1. This procedure is applicable only for:

- 2.3.1.1. An IFR flight operating with-in route J10;
- 2.3.1.2. Traffic heading north-bound from ESHEL to SIVAK/ESTER.

2.3.2. Aircraft shall deviate 1 NM to the **right** (EAST) of the route center, if capable of being programmed with automatic offset.

2.3.3. Offset will not exceed 1 NM right of route center (radial); and must not be made to the left of the route centerline.

2.3.4. An aircraft that cannot comply with the procedure must advise ATC and fly the route center.

2.3.5. There is no ATC clearance required for this procedure.

2.3.6. During the procedure the aircraft will maintain altitude as instructed by ATC, and report position as instructed, based on waypoints of the current ATC clearance and not the actual offset positions;

2.3.7. Offset positions coordinates (to be manually inserted in-to FMS as necessary):

Note – Distances from route center vary from 0.7NM to 1NM for optimal routing

EAST ESHEL	29°49'20"N 035°02'13"E
EAST NURIT	30°04'10"N 035°05'06"E
EAST SHANI	30°13'35"N 035°06'48"E
EAST SHAYO	30°19'18"N 035°07'53"E
EAST ZFR VOR	30°32'11"N 035°10'21"E
EAST KINAR	30°57'40"N 035°22'27"E
EAST MZD VOR	31°18'35"N 035°24'30"E
EAST AMMIT	31°37'20"N 035°28'30"E
EAST SIVAK	31°42'32"N 035°29'49"E
EAST NEOMI	31°35'04"N 035°18'39"E
EAST ESTER	31°44'30"N 035°14'24"E

2.3.8. SLOP shall be terminated automatically after crossing EAST SIVAK/EAST ESTER, such termination will be accompanied with further instructions with-in Ben-Gurion TMA airspace.

2.4. Clearance to fly while maintaining Own Separation and while In VMC under Radar Control:

When so requested by an aircraft or ATC and provided it is agreed by the pilots of both aircraft, an ATC unit may clear a controlled flight, operating in VMC during daylight hours, to maintain own separation from another aircraft

When a controlled flight is so cleared, the following shall apply:

2.4.1. Both aircraft are flying under radar control of South Sector ACC.

2.4.2. Both aircraft are flying in the same direction, at or below 22 000 feet (QNH).

2.4.3. The pilot of the succeeding aircraft maintains visual contact with the preceding aircraft during the period in which the separation minima has been reduced.

2.4.4. Horizontal distance between the aircraft shall not be less than 1NM during the reduction of vertical separation.

2.4.5. Only one aircraft shall climb or descend while the other maintains altitude.

2.4.6. Maximum IAS for each aircraft shall not exceed 250 kt below 10 000 ft and 300 kt above 10 000.

2.4.7. Unless when preceding aircraft is flying faster than the succeeding aircraft, relative speed between aircrafts shall not exceed 100 kt.

2.4.8. ATC shall provide essential traffic information to both aircraft.

2.4.9. Each aircraft shall be equipped with ACAS.

2.4.10. Each aircraft shall consider the effects of Wake Turbulence.

2.4.11. In case visual contact by the succeeding aircraft is lost, ATC shall be immediately informed.

2.5. *Table of cruising altitude and flight level*

TRACK*							
From 000 degrees to 179 degrees**				From 180 degrees to 359 degrees**			
IFR Flights		CVFR Flights		IFR Flights		CVFR Flights	
FL	Feet	FL	Feet	FL	Feet	FL	Feet
-	-	-	-	-	-	-	-
-	-	-	3 000	-	4 000	-	4 000
-	5 000	-	5 000	-	6 000	-	6 000
-	7 000	-	7 000	-	8 000	-	8 000
-	9 000	-	9 000	-	10 000	-	10 000
-	11 000	-	11 000	-	12 000	-	12 000
-	13 000	-	13 000	-	14 000	-	14 000
-	15 000	-	15 000	-	16 000	-	16 000
-	17 000	-	17 000	-	18 000	-	18 000
190	19 000	190	19 000	200	20 000	200	20 000
210	21 000	-	-	220	22 000	-	-
230	23 000			240	24 000		
250	25 000			260	26 000		
270	27 000			280	28 000		
290	29 000			300	30 000		
310	31 000			320	32 000		
330	33 000			340	34 000		
350	35 000			360	36 000		
370	37 000			380	38 000		
390	39 000			400	40 000		
410	41 000			430	43 000		
450	45 000			470	47 000		
490	49 000			etc.	etc.		
etc.	etc.						

* *Magnetic Track*

** *Except where from 090 to 269 degrees and from 270 to 089 degrees and specified in ENR 3.1 and ENR 3.3*

Note – Between CVFR and IFR flights at least, 1 000 ft vertical separation must be maintained.

3. Rules applicable to IFR flights outside controlled airspace

Not applicable

Note. – Air traffic services are provided for the entire territory of the State of Israel, as well as in the airspace over the high seas encompassed by the Tel-Aviv FIR.