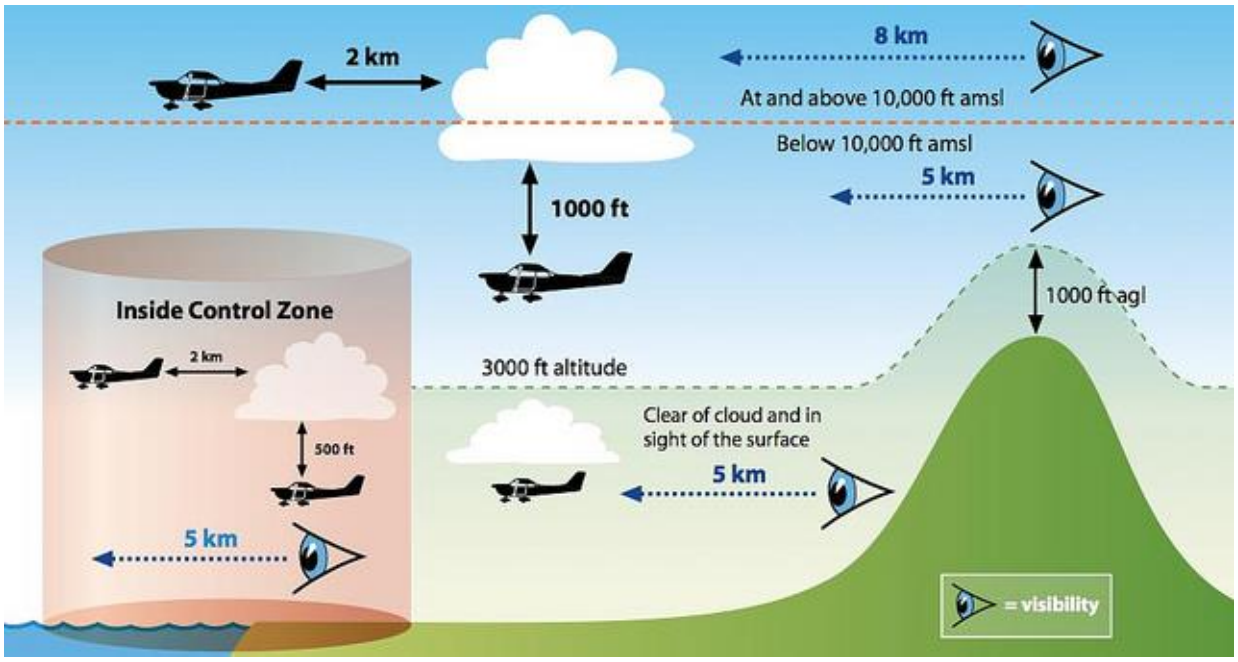
Visual Flight Rules (VFR)



WHAT'S VFR?

VFR stands for Visual Flight Rules. It's a flight in which the pilot must be able to fly the aircraft by looking outside the windows using visual references. Its pilot responsibility to fly his aircraft in accordance to ground references and to maintain a continuous watch to the active frequency and also keep separated from other aircraft and avoid terrain or obstacles.

WEATHER

In order to be able to fly VFR legally, specific weather minimums have been established. They are called VMC, or Visual Meteorological Conditions.

Altitude band	Airspace class	Minimum flight visibility	Minimum distance from clouds
At and above 3050m (10000ft) AMSL	A, B, C, D, E, F, G	8 km	1500 m horizontally 300m (1000ft) vertically
Below 3050m (10000ft) AMSL And above, 900m (3000ft) AMSL or 300m (1000ft) above terrain, whichever is the higher	A, B, C, D, E, F, G	5 km	1500 m horizontally 300m (1000ft) vertically
At or below 900m (3000ft) AMSL or 300m (1000ft) above terrain, whichever is the higher	A, B, C, D, E	5 km	1500 m horizontally 300m (1000ft) vertically
	F, G	5 km (*)	Clear of cloud and with the surface in sight
Visual Meteorological Condition (VMC)			

As long as these minimums are encountered, any aircraft can fly VFR. However, it is prohibited to fly VFR in some classes of airspace, and depending on the class of airspace, services offered from ATC will be different. Sometimes, it is mandatory to request the permission from ATC before entering. In other classes of airspace, radio contact is not even required. Finally, separation between aircraft is different in each class of airspace.

ALTITUDES

VFR flights above 3 000 feet must be flown at appropriate altitude depending on direction of flight (westbound: even altitudes, eastbound: odd altitudes), at each thousand feet, starting at 3 500 feet.
It is prohibited to fly VFR above cities at less than 1000 feet AGL. It is mandatory to always fly at 500 feet or above from ground. These rules don't apply for special flights (police, etc.) as well as during takeoff / landing phases of flight.

FLIGHT PLAN

Filing a flight plan is a mandatory procedure on IVAO for all VFR flights, even when doing circuits. In the Route section, you can put visual points, or even IFR beacons (VORs, NDBs...). It is permitted for a VFR pilot to fly airways or IFR beacons to other IFR beacons. It is permitted for VFR pilots to use instruments to navigate. The difference is that they must not depend on it.

CHANGING WEATHER CONDITIONS

It is possible to start a VFR flight in weather conditions that are VMC and becoming IMC in flight (Instruments Meteorological Conditions). This means that VMC minimums are not encountered anymore. It is prohibited to fly in IMC conditions while VFR. The best option might be different in each situation. Sometimes, it is better to immediately land at the nearest airport, or to go around the bad weather. If you enter IMC suddenly, it could be better to fly straight forward and leveled, or make a rapid 180 degrees coordinated turn to exit the conditions. Do not fight against altitude changes caused by turbulence.
Two other solutions are also available. If inside a control zone, it is possible to request a Special VFR authorization. The SVFR can be given by ATC in order for an aircraft to depart of land at an airport within a control zone; as long as the aircraft remains out of clouds and that the reported visibility is not less than 1500 meters.
The other possible solution is to request an IFR clearance from ATC if you are qualified to fly IFR. At that point, you can fly in almost all weather conditions depending on your qualifications and your aircraft capabilities.
If no ATC is available and you need SVFR or IFR, consider yourself as SVFR or IFR with the authorization and fly according to those types of flight.
Don't forget to amend your flight plan if you switch to IFR.

VFR Flight Communication

The following is a transcript of a VFR flight, JY-MOK, a Cessna 172 from Amman Marka Airport (OJAM) to Aqaba King Hussein Airport (OJAQ):

JY-MOK: Amman Ground, JY-MOK, Cessna 172 at Academy Apron with information Alfa, request taxi for VFR flight to Aqaba.

OJAM_GND:

JY-MOK, Amman ground, taxi via A1, hold short rwy 24, QNH1003

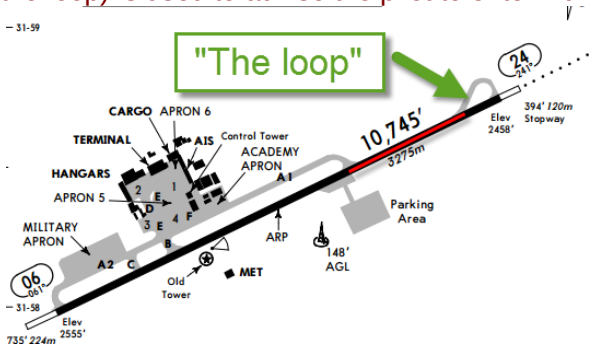
JY-MOK:
Taxi via A1, hold short rwy 24, QNH1003 , JY-MOK
OJAM_GND:
JY-MOK, confirm, ready to copy ATC clearance
JY-MOK:
Ready to copy, JY-MOK
OJAM_GND:
JY-MOK, Cleared for VFR flight to Aqaba, after departure join downwind Runway 24, squawk 2506.
JY-MOK:
Cleared for VFR flight to Aqaba, after departure join downwind Runway 24, squawk 2506. JY-MOK
OJAM_GND:
JY-MOK, Read back is Correct, report holding short runway 24
JY-MOK:
Wilco, JO-MOK
JY-MOK:
Ground, JY-MOK holding short rwy 24
OJAM_GND:
JY-MOK, Contact Amman tower on 118.100 Good Day

JY-MOK:
Contact Amman Tower on 118.100 Good Day

JY-MOK:
Amman tower, JY-MOK at holding point rwy 24

OJAM_GND:
JY-MOK, Continue Taxi to the loop, report ready for departure.

*Note: the phrase (Taxi to the loop) is used to advise the pilot to enter Runway 24 and backtrack



JY-MOK:
Amman tower, JY-MOK ready for departure
OJAM_TWR:
JY-MOK, wind 280 degrees at 4 knots, rwy 24 cleared for take off, report downwind
JY-MOK:
Cleared for take off rwy 24, will report downwind , JY-MOK

JY-MOK:
Dwonwind Runway 24, JY-MOK
OJAM_TWR:
JY-MOK, resume own navigation, climb and maintain 6,500ft
JY-MOK:
Resume own navigation, climb and maintain 6,500ft JY-MOK
OJAM_TWR:
Contact Amman Approach frequency 128.9
JY-MOK
Roger,Contact Amman Approach frequency 128.9, JY-MOK
JY-MOK:
Amman Approach, JY-MOK with you VFR at 6,500ft, south bound to Aqaba
OJAI_APP:
JY-MOK, Amman approach, hello, maintain 6,500ft, continue south bound, report 25 miles inbound Aqaba VOR (AQB).
JY-MOK:
Maintain 6,500ft, continue south bound, report 25 miles inbound Aqaba VOR (AQB), JY-MOK.
JY-MOK:
Amman, JY-MOK reporting 25 miles inbound Aqaba
OJAI_APP:
Contact Aqaba Tower on 118.1
JY-MOK:
Aqaba Tower on 118.1
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JY-MOK:
Aqaba Tower, JY-MOK, Inbound Aqaba showing 25 miles
OJAQ_TWR:
JY-MOK, roger, report Aqaba airport insight
JY-MOK:
Aqaba, JY-MOK reporting Aqaba insight
OJAQ_TWR:
JY-MOK, roger, join the right downwind rwy 01, descend 1,500ft, Aqaba QNH 1015,
report downwind
JY-MOK:
Roger, join right downwind rwy 15, descend 1,500ft, QNH 1015, will report downwind, JY-MOK
JY-MOK:
On right downwind runway 01, JY-MOK
OJAQ_TWR:
MIE, cleared to join final runway 01, report final
JY-MOK:
Cleared to join final runway 01, will report final, JY-MOK
JY-MOK:
On final Runway 01, JY-MOK
OJAQ_TWR:
JY-MOK, wind calm, rwy 01, cleared to land
JY-MOK:
cleared to land rwy 01,JY-MOK
JY-MOK:
Runway 01 vacated via D.
OJAQ_TWR:
JY-MOK, roger, taxi straight ahead to apron 1, frequency change is approved.
JY-MOK:
Taxi straight ahead to apron 1, frequency change is approved, bye!