

**ENR 1.2 VISUAL FLIGHT RULES**

1. VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table 1.
2. Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:
  - a) When the ceiling is less than 450 m (1500 ft); or
  - b) When the ground visibility is less than 5 km.
3. VFR flights are not permitted between sunset and sunrise. (Ref. AD2 for Local sunrise and sunset time restriction)
4. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:
  - a) Over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;
  - b) Elsewhere than as specified in a), at a height less than 150 m (500 ft) above the ground or water.
5. VFR flights shall comply with the provisions of 3.6 of ICAO Annex 2:
  - a) when operated within Classes B, C and D airspace
  - b) when forming part of aerodrome traffic at controlled aerodromes; or
  - c) when operated as special VFR flights
6. An aircraft operated in accordance with visual flight rules which wishes to change to compliance with the instrument flight rules shall:
  - a) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or
  - b) when so required by 3.3.2 of ICAO Annex 2, submit a flight plan to the Paro Air Traffic Services unit and obtain a clearance prior to departure.

**Table 1**

(See para. 1 above on page 1.2.1)

Altitude band	Airspace Class	Flight visibility	Distance from cloud
At and above 3 050 m (10 000 ft) AMSL	A***B C D E F G	8km	1 500 m horizontally 300 m (1 000 ft) vertically
Below 3 050 m (10 000 ft) AMSL and above 900 m (3 000 ft) MSL, or above 300 m (1 000 ft) above terrain, whichever is the higher *	A***B C D E F G	5 km	1 500 m horizontally 300 m (1 000 ft) vertically
At and below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is the higher	A***B C D E	5 km	1 500 m horizontally 300 m (1 000 ft) vertically
	F G	5 km**	Clear of cloud and with the surface in sight
* When the height of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 should be used in lieu of 10000 ft. ** When so prescribed by the appropriate ATS authority: a) flight visibilities reduced to not less than 1 500 m may be permitted for flights operating: 1) At speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or 2) In circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels. b) HELICOPTERS may be permitted to operate <i>in less than 1 500 m</i> flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision. ***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.			

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