

## CHAPTER 14 IFR FLIGHTS

### 14.01 Purpose and definition

- (1) For subregulation 91.287 (1), this Chapter prescribes requirements relating to the operation of an aircraft for an IFR flight.
- (2) In this Chapter, an aircraft is approved for operation under a particular navigation specification if it is approved for the specification by at least 1 of the following:
  - (a) the AFM;
  - (b) a document approved under Part 21 of CASR as part of, or based on, an airworthiness assessment;
  - (c) for a foreign-registered aircraft — a document approved in writing by the NAA of the State of registration or State of the operator of the aircraft.

### 14.02 IFR flight navigation requirements

- (1) The pilot in command must navigate the aircraft by:
  - (a) use of an area navigation system that meets the performance requirements of the intended airspace or route; or
  - (b) use of a ground-based navigation aid, but only if:
    - (i) the route is one where, after making allowance for possible tracking errors of  $\pm 9^\circ$  from the last positive fix, the aircraft will come within the rated coverage of a ground-based navigation aid which can be used to fix the position of the aircraft; and
    - (ii) the maximum time interval between positive fixes is not more than 2 hours; or
  - (c) visual reference to the ground or water, but only:
    - (i) when unable to operate in accordance with paragraph (a) or (b); and
    - (ii) by day; and
    - (iii) if weather conditions permit flight in VMC; and
    - (iv) if the VFR position-fixing requirements mentioned in subsections 13.02 (1) and (2) are complied with.
- (2) The pilot in command of an aircraft may:
  - (a) operate in an airspace or on a route designated as requiring use of a particular navigation specification; or
  - (b) conduct a terminal instrument flight procedure designated as requiring use of a particular navigation specification;only if the aircraft is approved for operation under the particular navigation specification.
- (3) If the pilot in command is:
  - (a) operating in an airspace or on a route that requires the use of GNSS; or
  - (b) conducting a terminal instrument flight procedure that requires the use of GNSS; then the operation must be conducted using an approved GNSS.
- (4) If the navigation system being used becomes inaccurate, unreliable or inoperative, the pilot in command must do the following:
  - (a) monitor the aircraft's track by reference to the other navigation aids with which the aircraft is equipped;