

Basic Principles of VFR

Visual Flight Rules (VFR) governs flights operating in Visual Meteorological Conditions (VMC) – i.e., conditions in which flight solely by visual reference is possible.

Unlike IFR flights, which follow a set routing, VFR flights generally navigate at the pilot's discretion. ATC may, however, issue traffic information and avoidance advice upon request, as well as restrict VFR aircrafts' altitude, direction of flight, or entry into certain airspace, as necessary for traffic management and safety.

Restrictions and Minima

VFR flights are not permitted in Class A airspace. In the Reykjavik CTA, this is:

- All airspace above FL195.
- In the Oceanic Area (OCA), all airspace above FL55.

Secondly, VFR flights may only take place in Visual Meteorological Conditions.

- In Iceland, Greenland, and the Faroe Islands, aerodromes are considered to be in VMC if the visibility is at least 5km, and the ceiling (lowest layer of BKN/OVC clouds reported in the METAR) is at least 1500ft.

Conditions below VMC requirements are known as **Instrument Meteorological Conditions (IMC)**. If the aerodrome is in IMC, then ATC may not give aircraft clearance to operate VFR in the control zone, except under the conditions below.

In Iceland, the only exemptions from the weather requirements for VFR are:

- Search and Rescue flights.
- Exercise flights for Search and Rescue.
- Coast Guard flights
- Ambulance and emergency flights.

If conditions are IMC, a pilot may either choose to file an IFR flight plan and receive IFR clearance, or they may request Special VFR.

There are no specific exemptions from VFR minima in Greenland and the Faroe Islands.

Special VFR

Special VFR (SVFR) is a type of VFR which a pilot may request if conditions are below VMC. The following conditions must be fulfilled for SVFR:

- ATC must give approval.
- Must be during the day.
- Must be within a CTR.
- Must be clear of cloud.
- Cloud ceiling must be at least 600ft.

ATC must ensure that SVFR flights are separated from all other airborne flights, IFR and VFR. This means:

- Only one aircraft may be in the circuit.
- There may be only one aircraft on each VFR route at once.
- Only one departure or arrival is permitted into the CTR at once.

In Greenland, the reported visibility must also not be less than 1.5km. However, when visibility is less than 1.5km, ATC may still issue clearance for flights to cross (i.e., transit) the CTR or ATZ without intending to take off, land, or join the circuit, if the flight visibility reported by the pilot is not less than 1500m, or for helicopters, not less than 800m.

Night VFR

In Iceland, VFR is permitted at night if the visibility is no less than 8km during any part of the flight. This is in addition to the usual visibility requirements for VFR flights. Additionally, all VFR flights at night must file a flight plan.

In Greenland and the Faroe Islands, there are no specific regulations regarding nighttime VFR.

Revision #7

Created 14 September 2023 09:38:16 by Jonathan Fong (1308253)

Updated 16 September 2023 03:11:42 by Jonathan Fong (1308253)