



EASTERN EUROPE

AIRWAY MANUAL

Issue Date 7 NOV 19

Regions covered in the E-AWM Eastern Europe coverage are:

ARMENIA
AZERBAIJAN
BELARUS
BULGARIA
CHINA, P.R. OF
CZECHIA
ESTONIA
GEORGIA
HONG KONG, PRC

HUNGARY
KAZAKHSTAN
KOREA, DPR
KYRGYZSTAN
LATVIA
LITHUANIA
MACAO, PRC
MOLDOVA
MONGOLIA

POLAND
ROMANIA
RUSSIA
SLOVAKIA
TAJIKISTAN
TURKMENISTAN
UKRAINE
UZBEKISTAN

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Change Notices



Change Notices

Chart Change Notices

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IMPORTANT: CHECK FOR NOTAMS AND OTHER PERTINENT INFORMATION PRIOR TO FLIGHT.

ENROUTE CHARTS
GENERAL

According to Amendment 85 to ICAO Annex 10 all ACAS units shall be compliant with version 7.1 after 1 January 2017.

BELARUS

ATS ROUTE SYSTEM (HIGH/LOW) revised within Minsk FIR. For details refer to CCN 301. **E LO-15.**

CHINA, PR OF

ATS ROUTE SYSTEM (HIGH/LOW) revised within PR OF CHINA. For details refer to CCN 303/304. (N39 E116). **EA HL-8.**

LATVIA

CPDLC avbl for RIGA FIR, above FL285; Data Link ADS is EVRR. **E HI-3, E HI-4, E HI-15.**

TURKEY

THE FOLLOWING AIRWAYS ARE SUSPENDED:

A/UA16, Yalova VORDME (YAA) to Afyon VORDME (KFK),

L/UL619, Afyon VORDME to YASEN,

L/UL620, Yalova VORDME to Afyon VORDME,

N/UN644, MOPIN (N4127.9 E02942.6) to ADUMU,

T/UT32, Cubuk VORDME (BUK) to EVNOT,

T/UT327, RIMBO (N4122.9 E02833.1) - TUDBU,

T/UT338, EDASA (N3927.6 E03007.5) - TEKDO,

UL606, Tekirdag VORDME (EKI) to Afyon VORDME,

W/UW107, TEVNI (N4135.5 E03021.8) - GUMRU,

W/UW714, MISRO (N3957.2 E02948.1) to Afyon VORDME,

W/UW715, Yenisehir VORDME (BRY) to Afyon VORDME. **E HI-10, E HI-9, E LO-15, EA HL-1.**

UKRAINE

CDR 2 status is withdrawn from all ATS routes within Kyiv FIR/UIR and Lviv FIR. **E LO-10, E LO-11, E LO-15, E HI-15.**

CDR 3 status is withdrawn from all ATS routes within Kyiv FIR/UIR. **UKBB 10-1.**

ALASKA

The following off-shore pacific compulsory RNAV NCRP's estbld:

ECOMI N57 00.0 E180 00.0

EDWAL N56 00.0 E180 00.0

ELLES N55 00.0 E180 00.0

EXAMY N54 00.0 E180 00.0

EYETI N53 00.0 E180 00.0

EYWAKN52 00.0 E180 00.0

RADIC N54 00.0 W170 00.0

RIZON N53 00.0 W170 00.0

ROBBN N52 00.0 W170 00.0

SAJRO N57 00.0 W175 00.0

SAWIN N56 00.0 W175 00.0

SHUMA N55 00.0 W175 00.0

SLEDS N54 00.0 W175 00.0

SPRUC N53 00.0 W175 00.0. **NPHI-2/7, 8.**

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ZENNA, Offshore Pacific RNAV NCRP estbld at N56 28.4 W150 00.0. **NP HI-2/9.**

AZERBAIJAN**ATS ROUTES changed:**

M737, TELLI CRP estbld at N4010.2 E04725.6; Ganja VORDME (GND) - TELLI - NETON, 63/43NM. **EA HL-3.**

N374 estbld; Nakhchivan VORDME (NAX) CRP - NAXSI CRP at N3929.0 E04504.8, 309°/129°, 24NM; NAXSI - MUQAM CRP at N3937.8 E04454.6, 312°/132°, 12NM; MUQAM - TUXAZ CRP at N3942.5 E04444.6, 295°/115°, 9NM; Nakhchivan VORDME to TUXAZ, MEA FL160. **EA HL-3.**

N449, BEBRI replaced by TELLI CRP at N4010.2 E04725.6; VETEN - TELLI - GOTUB, 68/66NM. **EA HL-3.**

P567, BEBRI (N4009.9 E04708.8) withdrawn; DOLUM - NETON, 103NM; NETON - ULDUS, 121°/304°. **EA HL-2, EA HL-3.**

T919 estbld; TELLI CRP at N4010.2 E04725.6 - PEMAN CRP, 273°/092°, 83NM, MEA FL200. **EA HL-2, EA HL-3.**

GRID MORA (N39-N40/E050-E051) chgd to 1400'. **EA HL-3.**

BELARUS**ATS ROUTES changed:**

L32, REWED NCRP estbld at N5315.1 E02525.5; GANVI - REWED - KOMEN, 40/16NM. **E LO-15.**

M863, REWED NCRP estbld at N5315.1 E02525.5; RUDKA - REWED - ORHIM, 60/46NM; above FL285 one-way NE-bound only. **E LO-15.**

N616, IRFIL CRP estbld at N5248.6 E02421.8; GINSO - IRFIL - POTAP, 16/16NM. **E LO-10, E HI-4, E LO-15, E HI-15.**

N623, LUHEZ NCRP estbld at N5312.6 E02929.4; GOGER - LUHEZ - ARZIM, 47/18NM. **E LO-10, E HI-4, CCN 301.**

N743, DAHRU NCRP estbld at N5450.0 E02851.6; AGNEF - DAHRU - LEGSI, 21/26NM. **E LO-10, E LO-9, E HI-4, CCN 301.**

P727, ORHIM NCRP estbld at N5332.9 E02636.3; BUSIN - ORHIM - KIZIR, 17/11NM. **E LO-15.**

T117, PEPAR (N5344.5 E02506.0) chgd to CRP. **E LO-15.**

T174, HOFTI NCRP estbld at N5334.3 E02549.4; BESAK - HOFTI - OSMUS, 35/37NM. **E LO-10, E HI-4, E LO-15, E HI-15.**

T344, DIVIM (N5211.4 E02502.9) chgd to CRP. **E LO-15.**

T344, LUHEZ NCRP estbld at N5312.6 E02929.4; OGARA - LUHEZ - KAWAD, 88/25NM. **E LO-10, E HI-4, CCN 301, E HI-15.**

T397 estbld; HOFTI NCRP at N5334.3 E02549.4 - KIZIR CRP, 064°, 32NM, MEA FL100, MAA FL280, one-way E-bound, CDR 1. **E LO-10, E HI-4, CCN 301, E HI-15.**

T398 estbld; DAHRU NCRP at N5450.0 E02851.6 - PENAL CRP, 203°, 22NM, MEA FL100, MAA FL280, one-way SW-bound. **E LO-10, E HI-4, CCN 301.**

T509, HOFTI NCRP estbld at N5334.3 E02549.4; KOLAK - HOFTI - Hrodna VORDME (GRD), 67/63NM, MEAs FL290/FL100. **E LO-10, E HI-4, CCN 301, E LO-15, E HI-15.**

Z366, NEZGI CRP estbld at N5337.0 E02945.6; ABROK - NEZGI - NINKI, 125/11NM. **E HI-4, CCN 301.**

Z367, IRFIL NCRP estbld at N5248.6 E02421.8; SURUG - IRFIL - SOGBI, 16/90NM. **E LO-10, E HI-4, E LO-15, E HI-15.**

Z860, MAPAT (N5221.6 E02459.1) chgd to CRP. **E LO-15.**

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BULGARIA

ATS ROUTES changed:

M19, ADVER (N4325.3 E02259.2) - PENEV, MEA 9000'. **E LO-15.**

M987, EVIVI (N4124.2 E02327.3) to SOMOV realigned; ATFIR CRP at N4124.1 E02346.5 - SOMOV, 014°, 146NM, MEA FL245, one-way N-bound, cruising levels NON-standard, EVEN levels N-bound, CDR 1, 2. **E LO-15.**

N127, LARAT (N4230.1 E02352.3) - DILVO, MEA 10000'. **E LO-15.**

N133, EVIVI (N4124.2 E02327.3) to OGOTA realigned; ATFIR CRP at N4124.1 E02346.5 - USALI NCRP, 349°, 54NM, MEA FL115; USALI - OGOTA, 341°, 57NM, MEA 12000'; ATFIR to OGOTA, one-way N-bound. **E LO-15.**

N605, XANEX (4307.6 E02458.8) - DELIN, MEA 5000'; AMTOV - BODMO, MEA 5000'. **E LO-15.**

N739, NISVA (N4258.4 E02247.9) to PIDOR, MEA 10000'. **E LO-15.**

Q24 estbld; EVIVI (N4124.2 E02327.3) - USALI withdrawn, USALI - Vakarel NDB (WAK) - Bailovo VORDME (BLO), MEAs 12000'/8000', for other route details see former M987. **E LO-15.**

T214, Bailovo VORDME (BLO) - PIDOR - NAPET, MEAs 8000'/11000' (N42 E023). **E LO-15.**

T343, DOTAM (N4221.4 E02324.4) - Vakarel NDB (WAK) - Bailovo VORDME (BLO) - UMPIT, MEAs 11000'/8000'/10000'; SOPIS CRP estbld at N4251.0 E02437.3; UMPIT - SOPIS - TOTKA, 20/112NM. **E LO-15.**

T516, EVIVI (N4124.2 E02327.3) - Plovdiv VORDME (PDV) realigned; ATFIR CRP at N4124.1 E02346.5 - Plovdiv VORDME, 047° (227°), 63NM, one-way NE-bound, cruising levels NON-standard, EVEN levels NE-bound, CDR 1, 2. **E LO-15.**

Y94 estbld; EVIVI (N4124.2 E02327.3) to OGOTA; DOTAM - Sofia VORDME (SOF) - TODRO, MEAs 11000' /10000', for other route details see former N133. **E LO-15.**

GORNA VORDME (GRN) freq chgd to 115.55 (N43 E025). **E LO-15.**

CHINA, PR OF

ATS ROUTES changed:

A326, OMLIB CRP estbld at N3624.7 E12322.0; IKEKA - OMLIB - DOPNO, 25/85NM. **EA HL-8.**

A368, OMKEN NCRP estbld at N4450.0 E08648.0; SALMO - OMKEN - IKARA, 85/11NM, MOCAs 5000T/3600T. **EA HL-8.**

A591, Xuejiadao VORDME (XDX) to IKEKA, withdrawn. **EA HL-8.**

V112 estbld; LATUX (N3529.0 E12047.0) to IKEKA, for route details see former A591. **EA HL-8.**

W209 estbld; Xuejiadao VORDME (XDX) to LATUX, for route details see former A591; LATUX - UGOMO CRP at N3541.6 E12120.9 - OMLIB CRP at N3624.7 E12322.0, 072°/252°, 30/107NM, MOCA 2000T; OMLIB - LILMO CRP at N3640.8 E12335.5 - AGAVO CRP, 041°/221°, 19/35NM, MOCA 2000T. **EA HL-8.**

CZECHIA

ATS ROUTES changed:

L156, LEDVA (N4843.7 E01647.4) - GINAT, 041°; Holesov NDB (HLV) replaced by UPLAV NCRP at same position. **E HI-9, E LO-11.**

L617, BILNA (N4923.6 E01826.8) to REGLI, MAA FL90. **E HI-9, E LO-11.**

L620, Holesov NDB (HLV) replaced by UPLAV NCRP at same position; PEMUR - UPLAV, 114° (N50 E015). **E HI-4, E HI-9.**

L726, Holesov NDB (HLV) replaced by UPLAV NCRP at same position; Vlasim VORDME

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- (VLM) - ELMEK, 282°/103° (N49 E014). **E HI-4, E HI-9, E LO-11.**
- L867, AMTEK (N5000.2 E01757.4) to REVMA, withdrawn. **E HI-9.**
- L984, Rakovnik NDB (RAK) replaced by EROKA NCRP at same position (N50 E013). **E HI-4, E HI-9, E LO-11.**
- L993, IVOLI (N4900.0 E01627.5) - LIKSA, withdrawn. **E HI-9.**
- M984, Holesov NDB (HLV) replaced by UPLAV NCRP at same position (N49 E017). **E LO-11.**
- M984, TUSIN (N4950.8 E01834.4) to MIKOV, MAA FL90. **E HI-9, E LO-11.**
- P10, Trebova NDB (TBV) replaced by TIBLA NCRP at same position; Holesov NDB (HLV) replaced by UPLAV NCRP at same position; UPLAV - MAVOR, 174°/354° (N49 E016). **E HI-9, E LO-11.**
- P27, Holesov NDB (HLV) replaced by UPLAV NCRP at same position (N49 E017). **E HI-9, E LO-11.**
- P31, MAREM (N5042.9 E01337.7) to RUDAP, MAA FL90. **E HI-4, E HI-9, E LO-11.**
- P733, Rakovnik NDB (RAK) replaced by EROKA NCRP at same position (N50 E013). **E HI-4, E HI-9, E LO-11.**
- P861, Rakovnik NDB (RAK) replaced by EROKA NCRP at same position (N50 E013). **E HI-4, E HI-9, E LO-11.**
- T78, Hermsdorf VORDME (HDO) - LAGAR, MAA FL90. **E HI-4, E HI-9, E LO-11.**
- T108, Rakovnik NDB (RAK) replaced by EROKA NCRP at same position (N50 E013). **E HI-4, E HI-9, E LO-11.**
- T110, Trebova NDB (TBV) replaced by TIBLA NCRP at same position (N49 E016). **E HI-9.**
- T709, Trebova NDB (TBV) replaced by TIBLA NCRP at same position (N49 E016). **E HI-9, E LO-11.**
- Z37, VEMUT (N4948.6 E 01227.7) to ABUDO, withdrawn. **E HI-4, E HI-9, E LO-11.**
- Z121, GINAT (N4856.3 E01706.9) to NETIR, MAA FL90. **E HI-9, E LO-11.**
- Z205, LULAR (N4922.0 E01245.5) - ABUDO, withdrawn. **E HI-4, E HI-9.**
- Z401, Rakovnik NDB (RAK) replaced by EROKA NCRP at same position (N50 E013). **E LO-11.**
- Z650, VEMUT (N4948.6 E01227.7) to PEPIK, withdrawn. **E HI-4, E HI-9.**
- Z660, ENITA (N4942.1 E01228.4) to ROKEM, withdrawn. **E HI-4, E HI-9.**
- HOLESOV NDB (HLV) decmsnd (N49 E017). **E HI-9, E LO-11.**
- RAKOVNIK NDB (RAK) decmsnd (N50 E013). **E HI-4, E HI-9, E LO-11.**
- TREBOVA NDB (TBV) decmsnd (N49 E016). **E HI-9, E LO-11.**

DENMARK
ATS ROUTES changed:

- Ramme VORDME (RAM) replaced by RERPA NCRP at same position. (N56 E008). **E HI-3.**
- Ramme (RAM) VORDME HOLDING withdrawn (N56 E008). **E HI-3.**
- Ramme VOR (RAM) decmsnd (N56 E008). **E HI-3.**

EGYPT
ATS ROUTES changed:

- G183, PASOS (N3213.0 E03306.0) to Taba VORDME (TBA), withdrawn ufn. **E HI-10.**
- M872, El Daba VORDME (DBA) - Fayoum VORDME (FYM); SEMRU to Hurghada VORDME (HGD); above FL255 one-way SE-bound only. **E HI-10.**

HUNGARY

- BEKES NDB (BKS) decmsnd (N46 E021). **E LO-12.**

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GYOR NDB (GYR) decmsnd (N47 E017). **E LO-12.**

PUSZTASZABOLCS NDB (PTB) decmsnd (N47 E018). **E LO-12.**

SAGVAR NDB (SVR) decmsnd (N46 E018). **E LO-12.**

ISRAEL

ATS ROUTES changed:

J10, SAMAR (N2949.3 E03501.1) renamed ESHEL. **E HI-10.**

Q32, YELAD CRP estbld at N3050.9 E03456.8; BOGER - YELAD - Zofar VORDME (ZFR), 6/21NM. **E HI-10.**

ITALY

ATS ROUTES changed:

A48, URENA (N4116.6 E01805.8) renamed VURKE; Brindisi VORTAC (BRD) replaced by KAPPO CRP at same position; CRAYE to KAPPO, MEA FL100. **E LO-14.**

L612, Brindisi VORTAC (BRD) replaced by KAPPO CRP at same position; KAPPO to PISIP, MEA FL100; RUPAX to LANLI, MEA FL100 (N40 E018). **E LO-13, E LO-14.**

L862, Brindisi VORTAC (BRD) replaced by KAPPO CRP at same position; ENOXA - KAPPO, MEA FL100. (N40 E018). **E LO-14.**

L865, Ancona VORDME (ANC) to GIKIN, MEA FL100. (N43 E013). **E LO-13.**

L995, AKAMO (N4111.5 E01439.2) renamed IPKAM; Brindisi VORTAC (BRD) replaced by KAPPO CRP at same position; DAMIC CRP estbld at N4027.6 E01816.6; KAPPO - DAMIC - ORSOM, 15/10NM; LUXIL to TIGRA, MEA FL100. **E LO-14.**

M603, Brindisi VORTAC (BRD) replaced by KAPPO CRP at same position; KAPPO to GOKEL, MEA FL100 (N40 E018). **E LO-14.**

M730, ASDOR (N4347.1 E01224.0) to TORPO, MEA FL100. **E LO-13.**

M736, Ancona VORDME (ANC) to Pescara VORDME (PES), MEA FL100 (N43 E013). **E LO-13.**

M738, ESINO (N4123.1 E01147.7) - TURMO, chgd to two-way, 175°/355°, MEA FL100. **E LO-14.**

M859, TUTIV (N4542.5 E01349.6) should be CRP. **E LO-12.**

N850, LESAN (N4446.5 E00848.7) renamed KEMMI. **E LO-13.**

P92, Brindisi VORTAC (BRD) replaced by KAPPO CRP at same position; Bari VORDME (BAR) to ABADI, MEA FL100. (N40 E018). **E LO-14.**

Q712, LESAN (N4446.5 E00848.7) renamed KEMMI. **E LO-13.**

T292, Brindisi VORTAC (BRD) replaced by KAPPO CRP at same position. (N40 E018). **E LO-14.**

Z122, BASOG (N4507.0 E01229.6) - LABIN, chgd to two-way, 107°/287°, MEA FL100. **E LO-12, E LO-13.**

Z905, AKAMO (N4111.5 E01439.2) renamed IPKAM. **E LO-14.**

Z910, AKAMO (N4111.5 E01439.2) renamed IPKAM. **E LO-14.**

ANCONA NDB (ANC) decmsnd (N43 E013). **E LO-13.**

OTGIG HOLDING estbld (N4500.0 E01207.1), inbound track 017°, LEFT turns, MHA FL90. **E LO-13.**

JAPAN

ATS ROUTES changed:

A590 realigned KAGIS - POROT NCRP (N35 55.8 E143 13.7) 085°/266°, 33 NM, MEA FL60; POROT - DOVIX NCRP (N37 02.1 E144 15.5) - PUTER 044°/225° 83/98 NM, MEA FL180. KARTA withdrawn. **NP HI-2.**

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OTR5 DOVIX NCRP (N37 02.1 E144 15.5)
estbld. DOVIX - ADNAP 088°/269°, 68 NM,
MEA FL250. ONION withdrawn. **NP HI-2.**

OTR19 ESKOK NCRP (N34 43.9 E142 20.1)
estbld. KAGIS - ESKOK - ADKAK 66/50 NM,
MEA FL150/FL200. **NP HI-2.**

R591 SCORE - ADNAP withdrawn. (N37E145)
NP HI-2.

Y11 AGRIS (N36 25.3 E139 56.6) NCRP -
YAITA NCRP (N36 52.5 E139 57.7) 010° 27
NM, MEA 11000; YAITA - SYOEN NCRP
(N37 02.3 E140 00.3) 019°, 10 NM; SYOEN -
SHIRO NCRP (N37 36.8 E140 09.2) 020°, 35
NM, MEA FL150; SHIRO - Yamagata (YTE)
VOR 019°, 48 NM. **EA H/L-10.**

Y11 VARSU NCRP estbld (N39 30.1 E140
43.2). PEONY - VARSU - HANKA 21/30 NM.
EA H/L-12.

Y38 ADLEB NCRP (N35 29.9 E133 16.6)
TSUNO - ADLEB - MIHOU 44/9 NM. **NP
HI-2/2.**

Y301 REALU - VIROP NCRP (N38 42.4 E138
24.9) 147°, 9 NM, MEA FL230; VIROP -
ENVAS NCRP (N38 30.7 E139 37.5) 110°,
58 NM, MEA FL200; ENVAS - Yamagata
VOR (YTE) 110°/(290°), 35 NM, MEA FL200.
EA H/L-10.

Y304 one-way estbld SE-bnd IGROD - BISAM
NCRP (N39 55.1 E138 15.3) 157°, 124 NM,
MEA FL330; BISAM - AKNED NCRP (N38
43.4 E139 54.7) 142°, 105 NM; AKNED -
Yamagata VOR (YTE) 142°, 29 NM, MEA
FL200; Bidirectional 'YTE' VOR - NISEP
NCRP (N38 16.0 E140 30.4) 144°, 10 NM,
MEA FL200; one -way SE-bnd NISEP -
GUGBI NCRP (N37 46.5 E141 06.0) 144°, 41
NM. **EA H/L-10.**

KAZAKHSTAN

ATS ROUTES changed:

G96, Aktau VORDME (AKT) to BODSI, MAA
withdrawn, upper limit FL510 (N44 E052). **EA
HL-3, EA HL-5.**

N55, MASAV NCRP estbld at N4505.1
E05510.9; OGANU - MASAV - TITIL,
110/34NM. **EA HL-5.**

N161, NCRP GOMAL (N4708.2 E07951.8),
NCRP BUSAR and NCRP AGARO estbld;
BURID - GOMAL - BUSAR - AGARO -
MADEV, 48/12/18/86NM; MASAV NCRP
estbld; DIVNO - MASAV - BODSI,
112/40NM. **EA HL-5, EA HL-7.**

T531, LATNU NCRP estbld at N4453.8
E06125.9 and BOLNA chgd to CRP; MILSO -
LATNU - BOLNA, 42/101NM. **EA HL-5.**

AKTAU VORDME (AKT) coords chgd to
N4352.3 E05103.9. **EA HL-3.**

ASTANA FIR renamed Nur-Sultan FIR (N50
E061). **EA HL-5, EA HL-6, EA HL-7.**

BORALDAY TMA upper limit 4000' (N43 E076).
EA HL-6.

TARAZ VORDME (TRZ) ident chgd to 'TAR'.
UTTT 10-1/(to-note), EA HL-6.

USHARAL TMA upper limit FL140 (N46 E080).
EA HL-6, EA HL-7.

NETHERLANDS

ATS ROUTES changed:

T602 estbld; Eelde VORDME (EEL) CRP -
ROLDU NCRP at N5253.4 E00611.9, 225°,
24NM, MEA FL70; ROLDU - EKNON CRP at
N5246.3 E00601.8, 221°, 9NM, MEA FL60;
Eelde VORDME to EKNON, one-way SW-
bound. **E LO-10.**

T603 estbld; Rekken DME (RKN) CRP -
BADEX CRP at N5226.5 E00620.8, 320°,
24NM, MEA FL60, one-way NW-bound. **E
LO-10.**

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T604 estbld; HELEN CRP (N5114.1 E00352.2) - ALINA NCRP at N5126.7 E00401.4, 025°, 14NM; ALINA - LIKDO NCRP at N5131.1 E00432.4, 077°, 20NM; HELEN to LIKDO, MEA FL60; LIKDO - TUPAK NCRP at N5141.4 E00455.7, 054°, 18NM; TUPAK - APVUV NCRP at N5151.3 E00515.9, 051°, 16NM; APVUV - NEPTU NCRP at N5154.3 E00522.8, 054°, 5NM; NEPTU - IPMUR NCRP at N5157.6 E00541.8, 073°, 12NM; LIKDO to IPMUR, MEA FL70; IPMUR - BRIAR NCRP at N5203.7 E00546.3, 024°, 7NM; BRIAR - TENLI NCRP, 056°, 21NM; IPMUR to TENLI, MEA FL60; HELEN to TENLI, one-way NE-bound; TENLI - BADEX CRP at N5226.5 E00620.8, 016°, 12NM, MEA FL60, one-way NE-bound, cruising levels NON-standard, EVEN levels NE-bound. **E LO-10.**

T606 estbld; LAMSO CRP at N5244.0 E00259.7 - MONIL NCRP, 087°, 28NM; MONIL - Spijkerboor VORDME (SPY) CRP, 108°, 43NM; Spijkerboor VORDME - PAPOX NCRP at N5240.8 E00527.1, 069°, 23NM; LAMSO to PAPOX, MEA FL140; PAPOX - VAPEX NCRP at N5253.5 E00554.3, 051°, 21NM, MEA FL60, MAA FL190; LAMSO to VAPEX, one-way E-bound; VAPEX - EKNON CRP at N5246.3 E00601.8, 146°, 9NM, MEA FL60, MAA FL190, one-way SE-bound, cruising levels NON-standard, EVEN levels SE-bound. **E LO-10.**

LELYSTAD CTR estbld, GND-2500' (N52 E005). **E LO-10.**

LELYSTAD TMA estbld, 1500'-FL65 (N52 E005). **E LO-10.**

NORWAY

ATS ROUTES changed:

M185, RUMOG (N5812.6 E00531.6) - ATNAK, withdrawn. **E LO-10, E HI-3.**

P615, VIPPA NCRP estbld at N5856.6 E01013.7; ARTOR - VIPPA - Torp VORDME (TOR), 37/14NM. **E LO-9, E HI-3.**

NOTLO NCRP estbld at N5941.3 E00838.6. **E HI-3.**

PHILIPPINES

ATS ROUTES changed:

A590/M501/R597 SKATE CRP renamed VIGOR. **NP HI-2/1.**

POLAND

ATS ROUTES changed:

M985, XATOG replaced by SUTIK NCRP at N5232.0 E02124.1; TITUV - SUTIK - ERMIV, 46/50NM. **E LO-15.**

N5, BASRI replaced by SUTIK NCRP at N5232.0 E02124.1; OTMAX - SUTIK - LIMVI, 34/49NM. **E LO-15.**

N869, XATOG replaced by ORBUZ NCRP at N5229.5 E02126.3; BULEP - ORBUZ - Zaborowek VORDME (WAR), 40/32NM; Zaborowek VORDME - KUKOP chgd to two-way, 228°/048°. **E LO-15.**

T267, NATEV (N5052.1 E02210.3) - BALBA realigned; NATEV - OGVET NCRP (N5053.0 E02228.7), 080°, 12NM, MEA FL110, one-way E-bound; OGVET - BALBA, 087°/268°, 21NM, MEA FL100; NATEV to BALBA, CDR 1. **E LO-15.**

T425, USEGI NCRP estbld at N5056.1 E02240.5; BALBA - USEGI, 282°/102°, 14NM, MEA FL100; USEGI - MONOV, 282°, 12NM, MEA FL100, one-way NW-bound; BALBA to MONOV, CDR 1. **E LO-15.**

FREE ROUTE AIRSPACE (FRA) estbld within Warsaw FIR, FL95-FL660. **E LO-15/1,2.**

KONZI NCRP estbld at N5034.0 E02037.1. **E LO-11, E LO-15, E HI-15.**

LUKAWIEC VORDME (RSW) 110.6 cmsnd at N5006.5 E02208.1. **E LO-11, E LO-15.**

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Poznan VORDME (LAW) decmsnd. **E LO-10, E LO-11.**

ROMANIA**ATS ROUTES changed:**

L850, REBDI NCRP estbld at N4503.4 E02828.4; TIRVO - REBDI - RIPGA, 12/26NM, MEA FL60. **E HI-9, E LO-15, E HI-15.**

T74, GORUN (N4613.9 E02645.1) withdrawn; FOCSA - KENUX, 18NM. **E HI-9, E LO-15, E HI-15.**

T139 extended; PANZU NCRP at N4402.2 E02408.2 - Craiova VORDME (CRV) NCRP, 326°(146°), 19NM, MEA FL60, one-way NW-bound; Craiova VORDME - TITEK, 300°/120°, 18NM, MEA FL60. **E LO-13, E LO-15.**

T226, PANZU NCRP estbld at N4402.2 E02408.2 and BACAM NCRP at N4428.1 E02328.4; NAVOD - PANZU - ELDET - BACAM - SODGO, 25/22/16/36NM, MEA FL60. **E HI-9, E LO-12, E LO-13, E LO-15, E HI-15.**

T285, VAMON (N4424.0 E02440.8) - PEMOK, MEA FL50; TITEK replaced by BACAM NCRP at N4428.1 E02328.4; Craiova VORDME (CRV) - BACAM, 290°, 21NM, one-way NW-bound. **E LO-13, E LO-15.**

T490 estbld; TUREC CRP at N4757.9 E02435.0 - AKUPO CRP, 181°, 58NM, CDR 1; AKUPO - OSTOV CRP, 182°, 195NM; TUREC to OSTOV, one-way S-bound, cruising levels NON-standard, ODD levels S-bound. **E HI-9, E HI-15.**

T491 estbld; LOMOS CRP (N4350.0 E02315.0) - REBLA NCRP, 002°, 177NM; REBLA - EROMO CRP, 001°, 72NM, CDR 1; LOMOS to EROMO, MEA FL290, one-way N-bound, cruising levels NON-standard, EVEN levels N-bound. **E HI-9, E HI-15.**

T899, PEMOK (N4421.9 E02420.9) - TOSVI, MEA FL50. **E LO-13, E LO-15.**

T995, TAFRO NCRP estbld at N4729.8 E02325.4; Baia Mare NDB (BMR) - TAFRO - OLMEB, 11/4NM. **E LO-15.**

Z650, MIKVI CRP estbld at N4629.9 E02607.6; TOMET - MIKVI - BUCSA, 22/10NM, MEAS FL95/FL75. **E LO-15.**

RUSAG NCRP estbld at N4558.4 E02415.9. **E HI-9, E LO-15, E HI-15.**

RUSSIA**ATS ROUTES changed:**

A218, BANOT (N5940.6 E14908.8) to GUBAD, MOCA 8100T. **UHMM 10-1.**

A812, LUMAG (N5954.6 E15043.2) to BAGTI, MOCA 8300T. **UHMM 10-1.**

B237 redesignated P177, DIVIN (N5913.3 E15644.2) - AMETO, MOCA withdrawn, MEA FL270. **UHMM 10-1.**

B244, KEKOP (N6423.1 E17631.7) - LUNAD, MOCA 7300T. **EA HL-12.**

B808 extended, ODIDA (N5504.7 E08253.6) - LOLNI NCRP at N5500.0 E08440.8, 085°/267°, 62NM, MOCA 3700T, MEA FL70. **UNNT 10-1.**

T521 estbld; TIKRA NCRP (N5258.0 E03704.8) - UNORI NCRP, 306°, 43NM; UNORI - NIVUL CRP - Yukhnov NDB (UK) NCRP, 325°, 41/44NM; Yukhnov NDB - ABNUK NCRP at N5503.1 E03458.6, 326°, 21NM; ABNUK - Gagarin NDB (FK) NCRP, 353°, 30NM; TIKRA to Gagarin NDB, one-way NW-bound; Gagarin NDB - MAKSI NCRP, 032°, 27NM; MAKSI - TORVO CRP at N5657.2 E03808.2 - BADAQ CRP, 042°, 107/41NM; BADAQ - USELE CRP at N5725.0 E03955.5, 069°, 25NM; Gagarin NDB to USELE, one-way NE-bound; USELE - NEVED CRP at N5719.1 E04006.0 - BIVLA NCRP at N5706.8 E04027.1, 125°, 8/17NM; BIVLA - IBRAL CRP at N5656.5 E04055.9, 111°, 19NM; IBRAL - OSBUR NCRP, 132°, 28NM; USELE to OSBUR, one-way SE-bound;

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- TIKRA to OSBUR, MEA FL290, MAA FL410. **E HI-4, UUUW 10-1.**
- T565, URABI (N6012.0 E15441.1) - BUMAT, withdrawn. **EA HL-12.**
- BELGOROD VORDME (BL) 110.0 cmsnd at N5038.2 E03636.5. **EA HL-1, EA HL-2.**
- DINAL (N5416.8 E03648.2) replaced by POSTO NCRP at same position. **E LO-9, E HI-4, UUUW 10-1.**
- MAGADAN/SOKOL CTA lower limit FL120. **UHMM 10-1.**
- MAGADAN/SOKOL CTR estbld; GND-FL120. (N60 E150). **UHMM 10-1.**
- Sheremetyevo VORDME (MR) 114.6 cmsnd at N5558.7 E03719.7. **UUWW 10-1, UUWW 10-1A.**
- UL(P)-35, 36, 39, 40, 41 and 42 estbld; GND-3000' (N59 E030). **EA HL-9.**
- ULYANOVSK CTA estbld; 700' AGL-FL100 (N54 E048). **EA HL-7.**
- ULYANOVSK CTR estbld; GND-FL70 (N54 E048). **EA HL-7.**
- UN(P)-251 upper limit 19700'MSL (N52 E103). **EA HL-8.**
- UN(P)-282 estbld; GND-3000' (N55 E089). **EA HL-7, EA HL-8.**
- UN(P)-283 estbld; GND-3000' (N56 E090). **EA HL-7, EA HL-8.**
- UN(P)-284 estbld; GND-3000' (N55 E090). **EA HL-7, EA HL-8.**
- UR(P)-133 estbld; GND-3000'AGL (N45 E037). **EA HL-1, EA HL-2.**
- UW(P)-154 estbld; GND-FL70 (N56 E037). **EA HL-2, EA HL-7.**
- UW(P)-157 withdrawn (N56 E051). **EA HL-7.**
- UW(P)-167 withdrawn (N55 E048). **EA HL-7.**
- UW(P)-201 redesignated UW(P)-501 (N51 E060). **EA HL-7.**
- UW(P)-202 redesignated UW(P)-502 (N51 E059). **EA HL-7.**
- UW(P)-203 redesignated UW(P)-503 (N50 E059). **EA HL-7.**
- UW(P)-204 redesignated UW(P)-504 (N51 E059). **EA HL-7.**
- UW(P)-205 redesignated UW(P)-505 (N53 E045). **EA HL-7.**
- UW(P)-206 redesignated UW(P)-506 (N55 E049). **EA HL-7.**

SLOVAKIA

ATS ROUTES changed:

- L617, AMRAX (N4805.5 E01922.0) - Sliac VORDME (SLC), withdrawn. **E LO-12.**
- M748, BERVA (N4837.1 E01732.5) to ODNEM, MOCA 5500T. **E LO-11, E LO-12.**
- P27, MALBE (N4849.4 E02222.5) - UDREL, MOCA 8500T; MALBE to MOCON, CDR 1; MOCON to Zilina NDB (ZLA), CDR status withdrawn. **E LO-11, E LO-15.**
- R53, EPEDA (N4852.4 E01957.4) to LUPID, CDR 1. **E LO-11.**
- R232, Kosice VORDME (KSC) to LOLKA, CDR 1 (N48 E021). **E LO-11.**
- Y129, TADUB (N4854.8 E02118.5) - PODAN, MOCA 8500T, CDR 1. **E LO-11, E LO-15.**
- Y301, LITKU (N4813.8 E01935.9) to KREMI, MEA FL140, CDR status withdrawn. **E LO-11, E LO-12.**

TAIWAN

ATS ROUTES changed:

- A1/W4 PIDGY NCRP estbld (N24 49.0 E121 04.7). Anbu (APU) VOR - PIDGY - Houlong (HLG) VOR 32/25NM. **NP HI-2.**
- G581 WP521 NCRP estbld (N22 08.9 E119 03.0). GRADY - WP521 - QUOTA 34 NM/5 NM. **NP HI-2.**

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TAJIKISTAN

ATS ROUTES changed:

A238, Ura-Tyube NDB (PF) - IPGED, MEA FL180. **UTTT 10-1.**

B904 estbld; IRTAJ CRP at N3700.8 E06755.8 - OKTAB CRP, 029°/210°, 84NM, MOCA 5400T, MEA FL100; OKTAB - Fayzobod NDB (JD) CRP, 039°/218°, 29NM, MOCA 10800T, MEA FL130. **EA HL-4.**

B905 estbld; DILRO (N4024.5 E06916.6) CRP - NULMO CRP, 062°/243°, 70NM, MOCA 9600T, MEA FL120. **UTTT 10-1, EA HL-4.**

TURKEY

ATS ROUTES changed:

L852, RIXUB (N4217.2 E03040.1) withdrawn; ODMAX - NEGEM, 71NM. **E LO-15.**

N374 estbld; Igdır VORDME (GDR) CRP - GEZSO CRP at N3948.6 E04436.6, 100°/280°, 35NM; GEZSO - TUXAZ CRP at N3942.5 E04444.6, 128°/309°, 9NM; Igdır VORDME to TUXAZ, MEA 11000, MAA FL280. **EA HL-3.**

T/UT495, Milas Bodrum VORDME (BDR) - CENGO, 112°/292. **E HI-10.**

W/UW95, Milas Bodrum VORDME (BDR) - CENGO, 112°/292. **E HI-10.**

ATS ROUTES (undesignated) changed:

BERGO (N3859.9 E02708.0) to OKESA, withdrawn. **E HI-10, E HI-9, E LO-14.**

KADIFEKALE NDB (KDL) decmsnd. **E HI-10, E HI-9, E LO-14.**

MILAS BODRUM VORDME (BDR) coords chgd to N3715.5 E02738.3. **E HI-10.**

TURKMENISTAN

ATS ROUTES changed:

A845, VARAN (N3953.7 E05809.9), DUTAR, OLCHE and NURSA chgd to CRPs. **EA HL-3, EA HL-4.**

A846, DOKAN (N3924.6 E05818.4) chgd to CRP. **EA HL-3, EA HL-4.**

A847, ZAMIR (N3658.6 E06050.6) chgd to CRP. **EA HL-3, EA HL-4.**

UKRAINE

ATS ROUTES changed:

A83, VEBIX (N4949.6 E03151.2) - BASOR, CDR 1, 2. **UKBB 10-1.**

A137, DORER (N5028.0 E02712.5) - ROLKA, CDR status withdrawn. **E HI-15.**

B246, ARPOD (N5058.2 E03038.5) - LASDA, CDR 1,2. **UKBB 10-1.**

L32, TALOB (N5030.4 E03402.5) - KIBER, CDR 1. **E LO-10.**

L33, NANIR (N5050.0 E03015.7) to BASOR, CDR 1,2. **UKBB 10-1.**

L130, TAVRU (N4558.5 E02851.9) - BADKA chgd to two-way, 158°/338°; EVEN levels NW-bound. **E LO-15.**

L140, GONUS (N4640.5 E03230.5) to Kakhovka NDB (KH), CDR 1,2. **EA HL-1.**

L621, ABSON (N4937.8 E02345.4) - GOTIX, CDR 1. **E LO-11, E LO-15.**

M141, BASOR (N5003.1 E3050.0) - VESEL - SITBA, MEAs 9000'/10000'. **UKBB 10-1.**

M854, Soloviivka VORDME (SLV) to LIDNO, CDR 1, 2. **UKBB 10-1.**

M856, KUVAL (N5148.8 E03100.4) - TUVOG, CDR 1,2. **UKBB 10-1.**

M860, GORKU (N4936.3 E02504.3) - PEMIR, CDR status withdrawn. **E LO-15.**

M861, SOMAT (N5155.7 E02522.3) - RELNO, CDR status withdrawn. **E LO-15, E HI-15.**

M983 estbld; TADUN CRP (N5154.1 E02441.3) - KOVUS CRP, 183°/004°, 107NM, MEA 10000, CDR 1. **E LO-10, E HI-4, E LO-15, E HI-15.**

M986, RULET (N4838.9 E02338.3) to BAGSA and NALAD to BUDUK, CDR 1. **E LO-15.**

EASTERN EUROPE

- N164, LAPVA (N5027.4 E02841.6) - POBUV, CDR 1. **E HI-15.**
- N190, BANUV (N4819.4 E02430.0) - BUKOV, CDR status withdrawn. **E LO-15.**
- N191, USTIL (N5050.0 E02406.0) - GIDNO, CDR status withdrawn. **E HI-15.**
- N616 estbld; TADUN CRP (N5154.1 E02441.3) - ORTUL NCRP, 162°/342°, 56NM, MEA FL215, CDR 1, 2. **E LO-15.**
- N616, TADUN (N5154.1 E02441.3) - ORTUL, MEA 10000', CDR 1. **E LO-10, E LO-15.**
- N616, TADUN (N5154.1 E02441.3) to PEMIR, CDR status withdrawn. **E HI-15.**
- N623, OLKOM (N5038.6 E03406.9) - LOVIK, CDR 1. **E LO-10.**
- P26, AMIRI (N5155.2 E02553.2) to KOVUS, CDR 1; KOVUS - Lviv VORDME (LIV), CDR status withdrawn; Lviv VORDME - KOKUP, CDR 1. **E LO-10, E LO-15.**
- P26, TAKON (N4832.2 E02311.3) - KOKUP and Lviv VORDME (LIV) to AMIRI, CDR status withdrawn. **E HI-15.**
- P156 estbld; BURAK CRP (N5150.8 E02623.8) - OKROT CRP, 145°/326°, 77NM; OKROT - OTKUS CRP at N4942.3 E02813.7, 143°/326°, 69NM; OTKUS - Vinnytsia DME (VIN) CRP, 145°/325°, 32NM; BURAK to Vinnytsia DME, MEA FL220, CDR 1. **E LO-15.**
- P156, BURAK (N5150.8 E02623.8) to Vinnytsia DME (VIN), MEA FL220. **EA HL-1.**
- P727, DIBON (N5153.6 E02607.3) to GIDNO, CDR status withdrawn; LURIK - BUKOV, CDR 1. **E LO-10, E LO-15.**
- Q34 estbld; IVNER CRP (N5107.1 E02351.4) - AMIRI CRP, 052°, 90NM, MEA FL150, one-way NE-bound, CDR 1, 2. **E LO-15.**
- Q35, AMIRI (N5155.2 E02553.2) - TOLPA, CDR 1, 2. **E LO-15.**
- T731, Krabor NDB (KR) replaced by KAFEL CRP at same position (N50 E029). **E LO-15.**
- Z317, ORTUL (N5059.1 E02500.2) to RUMUK, CDR status withdrawn. **E HI-15.**
- LAPVA HOLDING estbld (N5027.4 E02841.6), inbound track 099°, LEFT turns, MHA FL150. **UKBB 10-1, E LO-15.**
- UK(P)-18 estbld; GND-2300' (N50 E030). **UKBB 10-1, EA HL-1.**
- UK(P)-34 withdrawn. (N50 E030) **UKBB 10-1, EA HL-1.**
- UZHGOROD DME (UZH) CH103Y (115.65) cmsnd at N4838.0 E02215.6. **E LO-15.**

UZBEKISTAN

ATS ROUTES changed:

- B106, KIBFU NCRP estbld at N4058.7 E07047.5; ESIBO - KIBFU - ULTON, 12/11NM. **UTTT 10-1, EA HL-4, EA HL-6.**
- B198, DIFNE NCRP estbld at N4321.8 E06149.8; AKALI - DIFNE - BABIR, 52/85NM. **EA HL-3, EA HL-5.**
- B710, DIFNE NCRP estbld at N4321.8 E06149.8; TIGTA - DIFNE - GIGMA, 12/39NM. **EA HL-3, EA HL-5.**
- L139, KIBFU NCRP estbld at N4058.7 E07047.5; MOKDU - KIBFU - ENOVO, 10/33NM. **UTTT 10-1, EA HL-4, EA HL-6.**

TERMINAL CHARTS

GENERAL

KAZAKHSTAN

Transition level in all TMA of Republic of Kazakhstan should read: FL120. Outside TMA - By ATC.

TERMINAL

Amari, Estonia, For construction works (based on SUP 10/2019 AIRAC) refer to 10-8 and latest NOTAMs. Procedures (11-3) ILS or LOC Rwy 24 (CAT C & D), (11-4) ILS or LOC

EASTERN EUROPE

Rwy 24 (CAT A & B) and (13-2) VORTAC Rwy 24 aresuspended. Refer to (11-01) LOC Rwy 24, (13-01) VORTAC Rwy 24 and latest NOTAMs.

Andizhan, Uzbekistan, RADAR control within TMA is not available.

Bucharest, (Baneasa), Based on A3105/19 NOTAM: (10-4) Ignore paragraph: "-planning of flights of aircraft with MTOW at or more than 50t. Delayed flights are allowed to operate on LRBS, but not later than 2230LT." (NIGHTTIME RESTRICTIONS)

Bucharest, (Henri Coanda), Based on SUP 02/18 following charts are suspended:

- STAR (20-2H/J/K/L/M/N/P,Q)
- SID (20-3H/J/K/L/M/N)

Burgas, Bulgaria, Construction works on airport area (based on SUP 002/19, eff 20 OCT 2019). Refer to temporary charts 10-8B, 10-8C and latest NOTAMs.

Cheboksary, Russia, Airport name changed from Senyaly to Cheboksary.

Cherkasy, Ukraine, Based on SUP 020/18 aerodrome closed.

Constanta, Romania, When alternate routes over Black Sea activated, STARs REVDA 3C, 3D and SIDs DINRO 2A and 2B replaced by vectoring.

Craiova, Romania, (10-9) TORA from TWY B int: 6562' (2000m) not available.

Darlowo, Poland, (Darlowo Mil), Based on MIL SUP 43/19 due to construction works at aerodrome TWY D, TWY E, TWY H, and stands 1 thru 12 on APN 2 are closed. TWY G is Helicopter available only. Due to a limited number of stands on APN 1, an arrival to EPDA requires obtaining permission from the aerodrome manager at least 24 HR before the planned arrival.

Gdansk, Poland, (Lech Walesa), Construction works in progress (based on SUP 85/19).For

details refer to temp chart 10-8 and latest NOTAMs.

RNAV (GNSS) Rwy 29 (12-2) minimums changed as follows:

LNAV/VNAV, DA(H) for CAT A raised to 750'(262'); for CAT B raised to 760'(272'); for CAT C raised to 770'(282'), RVR 750m, With TDZ & CL & HUD: RVR 650m, ALS out RVR 1400m; for CAT D raised to 780'(292') RVR 750m, With TDZ & CL & HUD: RVR 650m, ALS out RVR 1400m.

LNAV DA/MDA(H) raised to 870'(382'), RVR 1100m, ALS out for CAT AB: RVR 1500m; ALS out for CAT CD: RVR 1800m.

Ivano-Frankivsk, Ukraine, (11-1) ILS or LOC Rwy 10 temporary suspended (based on AIRAC SUP 03/19). Refer also to latest NOTAMs.

FRANKO Radar communication with freq 127.3 MHz withdrawn. Airport name changed from Ivano-Frankivs'k to Ivano-Frankivsk Intl. Airport location name changed from Ivano-Frankivs'k to Ivano-Frankivsk.

Katowice, Poland, (Pyrzowice), Construction works in progress (based on SUP 127/19). For details refer to temp chart 10-8 and latest NOTAMs.

Kecskemet, Hungary, Based on MIL SUP 001/19: Aerodrome not available for fixed wing ACFT; Only VFR helicopter traffic in VMC permitted; Aprons are closed; Approach lights, RWY lights and CL not available; Approach and PAR frequencies are suspended; ATIS not available; Radio navigation and landings aids are not available; Flight procedures are not applicable. Refer also to latest NOTAMs.

Kemerovo, Russia, (Alexey Lemonov), (10-4) Apt renamed Alexey Leonov.

Kremenchuk, Ukraine, (Velyka Kokhnyvka Natl), Based on AIRAC SUP 05/19 RWY 18 and RWY 19 are closed for landing.

EASTERN EUROPE

Based on SUP 022/19, radius 24NM (45 KM) from center of RWY 01/19 (490802N 0332835E) flights only VFR from SFC to 4921FT (1500 M).

Kyiv, (Antonov-1 National), Airport name changed from Antonov-1 to Antonov-1 Natl.

Kyiv, (Boryspil'), Airport name changed from Boryspil' to Boryspil Intl.

Lask, Poland, (Lask Mil), For construction works on airport area (based on SUP 120/19 and MIL SUP 104/19) refer to temporary chart 10-8 and latest NOTAMs.

Marculesti, Moldova, (Marculesti Intl), VFR traffic permitted. Take-off VMC only.

Mirny, Russia, (SIDs) For Russian users or emergency only.

Mykolaiv, Ukraine, Based on AIP SUP 06/19 procedure (11-1) ILS Rwy 04 is temporarily suspended.

Neryungri, Russia, (Chulman), (SID/STARs) NRG relocated to N54 54.7 E124 53.9, DME readings and radials not updated. CAUTION advised.

Nizhnevartovsk, Russia, (12-40) GLS Rwy 03, minimum altitude at IAF/IF NN133 in plan-view to read 2440 ft.

Okha, Russia, (Novostroyka), West of RWY 13 and South of RWY 31, parallel to RWY in use at a distance of 328'/100m from RWY center-line WIP for cleared site for new RWY. High attention to acft crew during apch of RWY 13/31.

Olsztyn, Poland, (Mazury), Due to construction works in the manoeuvring area of the aerodrome (based on SUP 116/19) temporary restrictions may occur in the availability of Rwy 01/19. It is recommended to contact the aerodrome Manager before the planned arrival. Refer also to latest NOTAMs.

Ostrava, Czechia, (Mosnov), RNAV (GNSS) RWY 04 (12-1) for LNAV/VNAV DA(H) raised to 1196'(352'), minimums raised to 1200m,

ALS out: CAT AB: RVR 1500m, CAT CD: RVR 1600m, for LNAV DA/MDA(H) raised to 1280'(436'), minimums raised to: CAT A: 1500m, CAT B: RVR 1500m VIS 1650m, CAT C: RVR 1600m VIS 1800m, CAT D: RVR 1600m VIS 2100m, ALS out: CAT A: 1500m, CAT B: RVR 1500m VIS 1650m, CAT C: RVR 2000m, CAT D: RVR 2000m VIS 2100m.

NDB RWY 04 (16-1) DA/MDA(H) raised to 1280'(436'), minimums raised to: CAT A: 1500m, CAT B: RVR 1500m VIS 1650m, CAT C: RVR 1600m VIS 1800m, CAT D: RVR 1600m VIS 2100m, ALS out: CAT A: 1500m, CAT B: RVR 1500m VIS 1650m, CAT C: RVR 2000m, CAT D: RVR 2000m VIS 2100m.

Piestany, Slovakia, Based on SUP 001-19, RWY 01/19 is available for take-off during aerodrome operational hours only if RVR is 800m and above - due to secondary power supply switch-over time 14 seconds. Secondary power supply for approach and RWY lighting and TWY edge lighting is available only if aerodrome operating minima - straight-in approach is lower than RVR 800m or VIS 900m or DH 295' (90m).

Podkamennaya Tunguska, Russia, Location Name is 'Podkamennaya Tunguska' instead of 'Bor' published on charts.

Poliarny, Russia, (10-2/2A; 10-3 thru 10-3G) For Russian users or emergency only.

Poprad, Slovakia, (Tatry), Grass RWY 07L/25R is closed.

Powidz, Poland, (Powidz Mil), Apron redevelopment at aerodrome (based on SUP 118/19 and MIL SUP 102/19). For details refer to temp chart 10-8 and latest NOTAMs.

Poznan, Poland, (Lawica), (12-1) RNAV (GNSS) Rwy 10 and (13-1) VOR Rwy 10 circling minimums changed as follows: CAT A MDA(H) 800' (492'). (13-2) VOR Rwy 28 straight-in minimums changed as follows:

EASTERN EUROPE

DA/MDA(H) with SDF 740' (452') RVR 1400m, ALS out CAT A & B 1500m CAT C & D RVR 2100m.

(12-2) RNAV (GNSS) Rwy 28 LNAV/VNAV: CAT A: DA(H) raised to 590'(302'), RVR 750m, ALS out: RVR 1400m, CAT B: DA(H) raised to 600'(312'), RVR 750m, ALS out: RVR 1400m, CAT C&D: DA(H) raised to 610'(322'), RVR 800m, ALS out: RVR 1500m. (13-2) VOR Rwy 28 DA/MDA(H) with PO484 raised to 750'(462'), RVR 1500m, ALS out: CAT A&B: RVR 1500m, CAT C&D: RVR 2200m. (12-1) RNAV (GNSS) Rwy 10 and (13-1) VOR Rwy10 Circle-to-land MDA(H) for CAT A raised to 800'(492').

Praha, Czechia, (Vodochody), IATA code is VOD.

Radom, Poland, (Sadkow), Construction works in progress (based on SUP 109/19 and MIL SUP 96/19). Civil TWR will not be available. For details refer to temp chart 10-8 and latest NOTAMs.

Rivne, Ukraine, Airport name changed from Rivne to Rivne Intl.

Siauliai, Lithuania, Based on SUP 07/19 procedures (13-2) VOR RWY 32R and (14-4) TACAN RWY 32R are not in use. Departure from RWY 32R without restrictions.

For construction works on airport area (based on SUP 07/19) refer to temporary chart 10-8 and latest NOTAMs. Rwy 32R for daytime VFR flights. ILS Rwy 32R not working. PAPI, HIALS, THR lights for Rwy 32R not working. CL lights for Rwy 14L/32R not working. Procedures (13-2) VOR RWY 32R and (14-4) TACAN RWY 32R are not in use. Departure from RWY 32R without restrictions.

Tartu, Estonia, Based on SUP 11/19 AIRAC new temporary procedures established: (12-01) RNP Rwy 08 and (12-02) RNP Rwy 26. (12-1) RNP Rwy 08 and (12-2) RNP Rwy 26 are temporary suspended. Refer also to latest NOTAMs.

Timisoara, Romania, (Traian Vuia), Rwy 11/29 LDA changed to 11463'/3494m.

Warsaw, Poland, (Chopin), (10-9A) TWY S2 may be used for an intersection take-off when the prevailing visibility is not less than 2000 m (based on sup 41/19). TORA 9390' (2862m). Refer also to latest NOTAMs.

(13-4) VOR Rwy 29 DA/MDA(H) with D2.6 raised to 770'(424'), minimums changed: for CAT A&B: RVR 1500m, for CAT C&D: RVR 1600m, ALS out: for CAT A&B: RVR 1500m, for CAT C&D: RVR 2000m.

Based on SUP 094-19 new stands 25L, 25 and 25R are in use. Parking only according to the instructions of the marshaller, push-back procedure shall apply. Refer also to latest NOTAMs.

Construction works in progress (based on SUP 114/19 and SUP 115/19). For details refer to temp chart 10-8 and latest NOTAMs.

Construction works in progress (based on SUP 117/19). For details refer to temp chart 10-8A and latest NOTAMs.

Warszawa, Poland, (Modlin), Construction works on airport area based on SUP 122/19. (21-1A) CAT II ILS Rwy 08 not available. Closing of the Rwy 08/26 at night between the last and the first scheduled operation. Refer to latest NOTAMs.

CHINA

Jeppesen CHART CHANGE NOTICES highlight only **significant** changes affecting Jeppesen Charts, also regularly updated at www.jeppesen.com.

IMPORTANT: CHECK FOR NOTAMS AND OTHER PERTINENT INFORMATION PRIOR TO FLIGHT.

ENROUTE CHARTS

GENERAL

According to Amendment 85 to ICAO Annex 10 all ACAS units shall be compliant with version 7.1 after 1 January 2017.

CRUISE TABLE FOR BANGKOK AND YANGON FIRs modified as follows:

360° - 179°: FL290-FL310- FL330, etc
180° - 359°: FL300-FL320-FL240, etc

HONG KONG, PR OF CHINA

CONTACT HONG KONG RADAR:

A1/G581, ELATO (N2220.0 E11730.0) on 121.3 at least 10NM prior to ELATO;
A202/R339, SIKOU (N2050.6 E11130.0) on 127.1 at least 3 minutes prior to SIKOU;
A461/M501, NOMAN (N2000.0 E11640.3) on 132.15 at least 5 minutes prior to NOMAN;
A470, DOTMI (N2243.1 E11610.1) on 121.3 at least 3 minutes prior to DOTMI;
A583, SABNO (N1859.1 E11550.7) on 132.15 at least 5 minutes prior to SABNO;
B330, TAMOT (N2221.5 E11352.0) on 127.1 at least 10NM prior to TAMOT;
G86, KAPLI (N2110.0 E11730.0) on 132.15 at least 10NM prior to KAPLI;
M503, LELIM (N2256.4 E11718.7) on 121.3 at least 10NM prior to LELIM;
M771, DOSUT (N1702.0 E11340.8) on 122.95 at least 10NM prior to DOSUT, on 125.8 at DUMOL (N1900.0 E11426.8);
M772, ASOBA (N1722.4 E11434.2) on 122.95 at least 10NM prior to ASOBA;
A1, IKELA (N1839.7 E11214.7) on 127.1 at least 10NM prior to IKELA;

R473, SIERA (N2159.2 E11333.2) on 127.55 at least 3 minutes prior to SIERA; **VHHH 10-1.**

CHINA, PR OF

ATS ROUTES changed:

H38 estbld; Wanzhou VORDME (WZH) 109.2 CRP at N3048.3 E10825.8 - P239 CRP at N3021.8 E10926.5 - Enshi VORDME (ENH) CRP, 120°/300°, 59/9NM, MOCA 9000T, until 01 Jan 20. **CH HL-2, CH HL-4.**

H39 estbld; Dazhou VORDME (DAX) 115.0 CRP at N3109.5 E10726.5 - Heliushui NDB (DS) CRP, 210°/030°, 65NM, MOCA 7600T, until 01 Jan 20. **CH HL-2.**

J113 estbld; AGTIS CRP (N2722.1 E10645.0) - P441 CRP at N2733.7 E10659.1 - Zunyi VORDME (GZY) 111.8 CRP at N2746.8 E10714.5, 049°/229°, 17/19NM, MOCAs 6300T/6900T, until 01 Jan 20. **CH HL-2.**

J114 estbld; Zunyi VORDME 111.8 (GZY) CRP at N2746.8 E10714.5 - TAXOR CRP at N2749.7 E10746.4, 085°/265°, 28NM, MOCA 6900T, until 01 Jan 20. **CH HL-2, CH HL-4.**

J511 estbld; Wanzhou VORDME (WZH) 109.2 CRP at N3048.3 E10825.8 - Dazhou VORDME (DAX) 115.0 CRP at N3109.5 E10726.5, 295°/115°, 55NM, MOCA 6500T, until 01 Jan 20. **CH HL-2.**

W108, RUMIB NCRP estbld at N3333.1 E12143.8; SOSMA - RUMIB - MATNU, 11/123NM. **ZSSS 10-1.**

LAM CHAU NDB (LC) decmsnd. **VHHH 10-1.**

CHINA

RUSSIA

ATS ROUTES changed:

A840 estbld; GALDI CRP (N4234.2 E13111.7) - SANAR CRP, 026°/206°, 40NM, MOCA 5300T, MEA FL190, MAA FL220. **CH HL-3.**

B355, REZOK NCRP estbld at N4757.3 E13508.0; Khabarovsk VORDME (HAB) - REZOK - ARDEL, 36/69NM, MOCAs 5100T/5800T; ARDEL to Muraveyka NDB (BG), MEA FL80; Muraveyka NDB to VATIS, MOCAs withdrawn. **CH HL-3.**

B356, ADNUR (N4212.5 E13048.2) - GALDI, up to FL220 chgd to two-way, 049°/229°; KESAN to DOLMA, MOCAs withdrawn; Chernyshevka NDB (BL) to Boguslavets NDB (TD), MEA FL90. **CH HL-3.**

L168, GIRAM NCRP estbld at N4759.2 E13520.8; Khabarovsk VORDME (HAB) - GIRAM - OTMIR, 34/43NM. **CH HL-3.**

N992, BANAS NCRP estbld at N4801.1 E13533.7; Khabarovsk VORDME (HAB) - BANAS - SORUS, 35/49NM. **CH HL-3.**

P175 estbld; ARGUK CRP (N4753.0 E13439.5) - REZOK NCRP at N4757.3 E13508.0 - GIRAM NCRP at N4759.2 E13520.8 - BANAS NCRP at N4801.1 E13533.7 - TIFON CRP at N4811.0 E13644.6, 089°, 20/9/49NM; TIFON - AGAPO NCRP - DOSET CRP at N4822.7 E13814.3, 090°, 19/42NM; DOSET - BEKES NCRP at N4826.2 E13843.6 - AKOLA NCRP, 091°, 20/59NM; ARGUK to AKOLA, one-way NE-bound; AKOLA - NALAM CRP, 076°/256°, 58NM; NALAM - DITOR NCRP, 076°/257°, 25NM; DITOR - ARDOK CRP, 077°/258°; ARGUK to ARDOK, MEA FL270, MAA FL530. **CH HL-3.**

TAIWAN

ATS ROUTES changed:

T11/T15 WP421 renamed CUBON (N23 E118). Eff 05 Dec 19. **H/L-4.**

The following waypoints redesign CRP within the Taipei FIR (N22 E120).

TULTO
IONIC
PARPA
GRADY
QUOTA
CYRUS
COMBO
DADON
SANDY
INDIA
ORTIZ
HOTEL

TOROX Eff 05 Dec 19. **H/L-4.**

HOULONG (HLG) VORTAC chgd to VORDME (N24 E120). Eff 05 Dec 19. **H/L-4.**

TERMINAL CHARTS

GENERAL

CHINA, PR OF

From 27 FEB 2019 1600Z until 30 DEC 2019 1600Z trial CDM Information Data-link Service available for 27 airports, per AIC 003-19. For details refer to ATC pages.

TERMINAL

Changchun, China, PR of, (Longjia), ILS DME Rwy 24 (11-4, 11-5) minimums with MACG 4.0% changed to: CAT B DA(H) 859'(213'), CAT D DA(H) 876'(230'). Circle-to-land minimums for all procedures CAT B changed to MDA(H) 1300'(595'), VIS 2800m.

Dalian, China, PR of, (Zhoushuizi), New Twy E put into use (based on SUP 031-19). Refer to temporary charts 10-8, 10-8A and latest NOTAMS.

CHINA

Guanyin, China, PR of, (10-2E1, 10-3E1/E2, 10-3G1/G2) New temporary STARs and SIDs established. Refer to temporary charts and latest NOTAMs.

Guilin, China, PR of, (Liangjiang), (SID/STARs) KWL DME on KWL R-314 not avbl beyond 20 NM; STAR SJG 03A (10-2B) and SID SJG 13D (10-3C) affected.

Hangzhou, China, PR of, (Xiaoshan), HGH VOR u/s, all standard SID/STARs and APCH procedures suspended, for valid procedure charts refer to TEMP SID/STARs (10-2A1/2A2, 10-2C1/2C2, 10-2E1/2E2, 10-2G1/2G2, 10-2J1/2J2, 10-2L1/2L2, 10-2N1/2N2, 10-2Q1/2Q2, 10-2T1/2T2, 10-3A1/3A2, 10-3C1/3C2, 10-3E1/3E2, 10-3G1/3G2, 10-3J1/3J2, 10-3L1/3L2, 10-3N1/3N2 and 10-3Q1/3Q2), TEMP APCH procedures 11-01/11-01A, 11-01B/blk, 11-02/11-02AA, 11-02BB/blk, 11-03/11-04, 11-04A/11-04B, 11-05/11-06, 11-06A/11-06B, 11-07/11-08, 11-08A/11-08B, 11-09/11-10B, 11-10C/11-10D, 11-11B/11-12B, 11-12C/11-12D and latest NOTAMs.

Hefei, China, PR of, (Luogang), In case of HFE VOR DME u/s, refer to TEMP STARs (10-2A1/2A2, 2C1/2C2, 2E1/2E2, 2G1/2G2), TEMP SIDs (10-3A1/3A2, 3C1/3C2, 3E1/3E2, 3G1/3G2), and approach charts ILS DME Y Rwy 15 (11-01), ILS DME Y Rwy 33 (11-02), SA CAT I ILS DME Y Rwy 15 (11-02AA), SA CAT I ILS DME Y Rwy 33 (11-02BB), VOR DME Rwy 15 (13-01), VOR DME Rwy 33 (13-02) and latest NOTAMs.

Hong Kong, Hong Kong, PR of China, (Hong Kong Intl), Due to WIP, RWY 07L/25R is closed btn 1715-2315 UTC on TUE, WED, SAT, SUN and RWY 07R/25L is closed btn 1715-2315 UTC on MON, THU and FRI.

For construction works on Eastern Airfield (based on SUP A 014-19) refer to temp chart 10-8 and latest NOTAMs.

MDA(H) for LOC Rwy 25L (11-4) raised to 500' (473') and MDA(H) for LOC Rwy 25R (11-5) raised to 500' (478') due to WIP. Visibilities remain unchanged.

(SIDs) During noise mitigation period between 2301-0700LT, radius-to-fix SIDs ATENA 1E, 1F, LOGAN 1E, 1F, RASSE 1E, 1F, SKATE 1E, 1F or TITAN 1E, 1F are issued as default SIDs. If unable to fly these SIDs, make voice request to Hong Kong Delivery for corresponding non-radius-to-fix SID. When using 2-way Pre-Departure Clearance (PDC) data-link, make such voice request prior to sending 'Request for Departure Clearance Downlink' (RCD) message.

Jiamusi, China, PR of, (10-2/2A, 13-1/2, 16-1/2/3/4) Disregard note "QNH on req" as QFE is avbl only.

Jinan, China, PR of, (Yaoqiang), ILS DME Rwy 01 (11-1, 11-2) Minimums changed to: DA(H) CAT ABC 371'(295'), CAT D 388'(312'), VIS CAT ABCD with ALS 1000m, without ALS 1400m.

ILS DME Rwy 19 (11-3, 11-4) Minimums changed to: DA(H) CAT ABC 335'(262'), CAT D 352'(279'), VIS CAT ABCD with ALS 800m, without ALS 1300m.

SA CAT I/II ILS DME Rwy 01/19 (11-2A, 11-2B, 11-4A, 11-4B) u/s.

Macao, Macao, (Macao Intl), Approaches with suffix Z are the preferred approaches; pilots are required to request non-preferred IAP from ATC while conducting STAR procedure, otherwise they are expected to conduct the preferred IAP without further clarification.

Nanjing, China, PR of, (Lukou), (10-3F) SID OF 63X, crossings at NJ213 and NJ214 under clarification.

Construction works on apron 1 in progress (based on SUP 001-19). Refer to temp chart 10-8 and latest NOTAMs.

Ningbo, China, PR of, (Lishe), (10-2E1/2E2, 10-3E1/BLK, 10-3G1/3G2) TEMP SID/

CHINA

STARs when AND u/s (based on SUPP009/19).

In case of AND VOR DME u/s, refer to TEMP approach charts ILS DME Y Rwy 13 (11-02), RNAV ILS DME Z Rwy 31 (11-03), ILS DME Y Rwy 31 (11-04), SA CAT I RNAV ILS DME Z Rwy 31 (11-04A), SA CAT I ILS DME Y Rwy 31 (11-04B), VOR DME RWY 13 (13-01) and VOR DME RWY 31 (13-02) (based on SUP 09-19).

Shanghai, (Hongqiao), In case of AND VOR DME u/s, refer to TEMP SIDSTAR charts 10-2J1/2J2 and 10-3L1/BLK (based on SUP 011-19).

Shanghai, (Pudong), In case of AND VOR DME u/s, refer to TEMP SIDSTAR charts 20-2L1/2L2, 20-2N1/2N2 and 20-3T4/BLK, TEMP approach charts ILS DME Y Rwy 34L (21-01), CAT II/III ILS DME W Rwy 34L (21-02), SA CAT I ILS DME Y Rwy 34L (21-02A), ILS DME Y Rwy 34R (21-03), ILS DME Y Rwy 35L(21-04), SA CAT I ILS DME Y Rwy 34R (21-04A), SA CAT I ILS DME Y Rwy 35L (21-04B), ILS Y RWY 35R (21-05), CAT II ILS Y RWY 35R (21-05A), SA CAT I ILS Y RWY 35R (21-05B) and VOR DME RWY 35R (23-01) (based on SUP 010-19).

Urumqi, China, PR of, (Diwopu), In case of FKG VOR DME unservicable, refer to TEMP SID/STARs 10-2E1/BLK, 10-2G1/2G2, 10-3C1/3C2, and TEMP approach charts RNAV ILS DME Z Rwy 07 (11-01), ILS DME Y Rwy 07 (11-02), ILS DME Y Rwy 25 (11-04), CAT II ILS DME Y Rwy 25 (11-04A), SA CAT II ILS DME Y Rwy 25 (11-04B), ILS DME X Rwy 25 (11-05), VOR DME Rwy 07 (13-01), VOR DME Z Rwy 25 (13-02), VOR DME Y Rwy 25 (13-03) and latest NOTAMs (based on SUP 022-19).

Wenzhou, China, PR of, (Longwan), VORDME Rwy 03 (13-1) MDA(H) raised to 530'(513'), VIS for CAT AB 2200m, CAT C 2400m and CAT D 2600m.

VORDME Rwy 21 (13-2) MDA(H) raised to 500'(483'), VIS for CAT AB 2000m, CAT C with ALS 2200m, without ALS 2300m and CAT D 2400m.

Yantai, China, PR of, (Laishan), In case of HCH VOR DME u/s, refer to TEMP STARs (10-2H thru 10-2L), SIDs (10-3H thru 10-3L), and approach charts RNAV ILS DME Z Rwy 05 (11-01), ILS DME Y Rwy 05 (11-02), ILS DME Y Rwy 23 (11-03), VORDME Rwy 05 (13-01), VOR DME Rwy 23 (13-02) and latest NOTAMs.

Yiwu, China, PR of, (10-3/3A, 10-3D/3E) General notes: (QFE) to read QNH on request (QFE).

ZUNYI, China, PR of, (XINZHOU), (SID/STARs) Strictly operate according ACFT noise abatement procedure.



Change Notices

NavData Change Notices

EASTERN EUROPE - CHINA

Jeppesen NavData CHANGE NOTICES highlight only *significant* changes affecting Jeppesen navigation data that may be currently stored in your aircraft navigation system database.

IMPORTANT: CHECK FOR NOTAMS AND OTHER PERTINENT INFORMATION PRIOR TO FLIGHT.

**FOR NavData BASE
07 Nov 19 THRU 04 Dec 19 CYCLE 1912**

GENERAL
RUSSIA

All Russian Domestic Airways designated W are for Russian users only.

The following apts are for Russian users only:

URKG, USUU, UNTT, UELL, USMM, USDD, UERP, USMU, UOOO, UNWW, UERR, UOII, USKK, UHKD, USRO, UUYW, UOHH, UUYH, USHU, UUBW, UHMP, USHN, UUBB, UNKY, ULWC, USII, UUBI, UUOL, UWKJ, UEST, UWKB.

NAVAID

Dushanbe, Tajikistan. VOR DME (DNB) DME part u/s ufn.

ENROUTE
CHINA, PR OF

H8, SELGO w/p - Bejjiazao (BJZ) VORDME - LARAD w/p withdrawn.

LARAD w/p at N390848 E1143612 withdrawn.

X103, TODAM w/p - Bejjiazao (BJZ) VORDME withdrawn.

KAZAKHSTAN

| AYSHA-BIBI MOA completely withdrawn.

| BEINEU MOA completely withdrawn.

| BIRSUAT MOA completely withdrawn.

| DELTADROM USHKONYR MOA completely withdrawn.

| ESET-BATYR MOA completely withdrawn.

| KARABAS MOA completely withdrawn.

| KOSMAMAN MOA completely withdrawn.

| KYZYLKUM MOA completely withdrawn.

| MAILAN MOA completely withdrawn.

| MUNKE MOA completely withdrawn.

| NAURYZ MOA completely withdrawn.

| OUC VV MVD RK MOA completely withdrawn.

| SHOPANKAZGAN MOA completely withdrawn.

| SOROKOVAYA MOA completely withdrawn.

| SYRDARIYA MOA completely withdrawn.

| TERIS-ASHCHYBULAK MOA completely withdrawn.

| TIR 99116 MOA completely withdrawn.

| TURBAT MOA completely withdrawn.

| V/CH 2020 MOA completely withdrawn.

| V/CH 03811 MOA completely withdrawn.

| V/CH 5513 MOA completely withdrawn.

| V/CH 40336 MOA completely withdrawn.

| ZHANADARIYA MOA completely withdrawn.

| ZHARLYKOL MOA completely withdrawn.

KRASNOYARSK FIR

| B951, Abakan (ABK) VORDME to NIGOR w/p, cruise Levels chgd to std, Even Levels N-bound.

EASTERN EUROPE - CHINA

SAMARA FIR

G106, OSKOL w/p to REDKI w/p, cruise Levels chgd to non-std, Even levels N-bound.

TERMINAL**CHINA, PR OF****ZBDT, Datong**

Datong, ILS DME Rwy 32 (I32), VOR DME Rwy 14 (D14), VOR DME Rwy 32 (D32), NDB Rwy 14 (N14) apch proc invalid until further notice.

SIDs SEL01D/11D, LAR01D/11D, TOD01D/11D & STARs SEL01A/02A/11A, LAR01A/11A/12A, TOD01A/02A/11A are invalid until further notice.

ZBYN, Wusu

Taiyuan, ILS DME Y Rwy 31 transition D244Q at CI leg course should read 064 deg instead of 057 deg.

ZGCD, Changde

Changde, ILS DME Rwy 02 and NDB DME Rwy 02 (I02 and Q02) transition D160N and D270N not available; NDB DME Rwy 20 (Q20) transition D314K not available. Eff 05 Dec 19.

ZHCC, Xinzheng

Zhengzhou, RNAV ILS DME Z Rwy 30R (I30RZ), inbound course of the missed approach holding at waypoint CC531 should read 116 degrees

ZLYL, Yugang

Yulin, ILS DME Rwy 16 (I16), ILS DME Rwy 34 (I34), VOR DME Rwy 16 (D16), VOR DME Rwy 34 (D34) app proc not available.

SIDs APO01D/11D, MUD01D/11D, NNW01D/11D, VED01D/11D and STARs APO01A/11A, MUD01A/11A, NNW01A/11A, VED01A/11A are not available.

ZSXZ, Guanyin

Guanyin, NDB Rwy 27 (N27) apch proc suspended ufn.

ZUGY, Longdongbao

Guiyang, RNAV SID BIP9YD changed: DF GY705 should read TF GY705 and no overfly on waypoint GY408.

RNAV SID AGT9YD changed: DF GY705 should read TF GY705 and no overfly on waypoint GY408.

RNAV SID ESN8YD changed: DF GY403 should read TF GY403 and no overfly on waypoint GY402.

RNAV SID UGU9YD changed: DF GY502 should read TF GY502 and no overfly on waypoint GY504.

RNAV SID UGU8YD changed: DF GY404 should read TF GY404 and no overfly on waypoint GY402.

ESTONIA**EEEE, Amari**

Amari, Based on SUP 010/19 apch proc ILS or LOC Rwy 24 not avbl. New temporary apch procs LOC Rwy 24, VORTAC Rwy 24 introduced. Refer also to latest NOTAMs.

EETU, Tartu

Tartu, Based on SUP 011/19 new temporary apch procs established: RNP Rwy 08 and RNP Rwy 26. Current apch procs RNP Rwy 08 and RNP Rwy 26 are temporarily suspended. Refer also to latest NOTAMs.

KAZAKHSTAN**UAAA, Almaty**

Almaty, Please read on procedures: ALUG3K, DESO5K, DOTA5K no altitude at waypoint TIRBA.

Please read on STAR procedures: GOGD5L, LAKE5L, DESO5L, DOTA5L, ALUG3L Cross ATA at FL200 or above.

EASTERN EUROPE - CHINA

UACC, Nursultan Nazarbayev Intl

Nur-Sultan, Please read on procedures: BEDK1C/1K, EDAN1C/1K, GURP1C/1K, KODO1C/1K, OSRO1C/1K, VAGE1C/1K waypoint CC401 as ROPIM.

STARs: DENA3E, DENA3F, IDAR6E, IDAR6F, NETU6E, NETU6F, OBUG5E, OBUG5F, OSTA1E, OSTA4F, SORD3E, SORD3F, TOSV1E, TOSV1F not avbl.

LITHUANIA**EYSA, Siauliai**

Siauliai, Based on SUP 007/19, Rwy 32R day-time VFR flights only. Apch procs ILS Rwy 32R, LOC Rwy 32R, VOR Rwy 32R, TACAN Rwy 32R not to be used.

Thr 32R temporarily displaced by 455 meters, Rwy 14L TORA, TODA, ASDA, LDA: 9990ft (3045m), Rwy 32R TORA, ASDA, LDA: 9990ft (3045m), TODA: 11467ft (3495m). Refer to SUP 007-19.

POLAND**EPWA, Chopin**

Warsaw, Based on SUP 117-19 apch procedures VOR Rwy 29, RNAV (GNSS) Rwy 29, not usable. Refer also to latest NOTAMs

Landing not allowed on Rwy 29. Refer to SUP 117-19 and latest NOTAMs.

ROMANIA**LRBS, Baneasa**

Bucharest, ILS Rwy 07 (CAT A/B), ILS Rwy 25 (CAT A/B), NDB Rwy 07 (CAT A/B), NDB Rwy 25 (CAT A/B) not available in NavData ufn.

LRIA, Iasi

Iasi, NDB Rwy 14 (N14), ILS Rwy 14 (I14) apch procs ARPIG transition not available.

LROP, Henri Coanda

Bucharest, SIDs: BUKE1A, BUKE5C, DENA3A, DENA5C, IDAR4A, IDAR4C, NETU3A, NETU5C, POLU3C, POLU5A, SOKR1A, SOKRE1C not avbl.

RUSSIA**UEST, Tiksi**

Tiksi, SIDs ADAL13, AMLER1/3, KOTU3A/3B, NELIR3 not in NavData ufn.

UIBB, Bratsk

Bratsk, SIDs chgd: ARTU5E/ BEKO5E/LIRB5E at BB023 w/p overfly is not required.

UNOO, Tsentralny

Omsk, SIDs VERID1, VERID3 and STARs VERID2, VERID4 read w/p BENAK as CRP.

UNTT, Bogashevo

Tomsk, All RNAV SIDs and STARs not usable until est 28 AUG 19.

USMQ, Yamburg

Yamburg, STARs BUNA2B/4B, GITO2B/4B, NIRE2B/4B, OKAT2B/4B, PETU2B/4B should not be used.

USRK, Kogalym

Kogalym, RNAV (GNSS) Rwy 17 (R17), RNAV (GNSS) Rwy 35 (R35) apch proc suspended until 01 MAR 20.

UWUU, Ufa

Ufa, SID/STAR procedures RWY 14L/32R shall not be used until 10 DEC 19.

VOR Z Rwy 14L (S14LZ), VOR Z Rwy 32R (S32RZ), NDB Rwy 14L (N14L), NDB Rwy 32R (N32R), GLS Rwy 14L CAT I (J14L), GLS Rwy 32R CAT I (J32R), RNAV (GNSS) Rwy 14L (R14L), RNAV (GNSS) Rwy 32R (R32R) are not to be used until 10 DEC 19.

UKRAINE**UKHK, Velyka Kokhnivka Natl**

Kremenchuk, RADIUS 24NM (45 KM) FROM CENTER OF RWY 01/19 490802N 0332835E FLIGHTS ONLY VFR FROM SFC TO 4921FT(1500 M). REFER TO SUP 022-19.

UKKE, Cherkasy

Cherkasy, Based on Sup 020/18 AD closed. Don't use NavData.

UKKO, Ozerne Intl

Ozerne, Rwy 11 clsd for Tkof and Ldg. Dimensions Rwy 29: 2551m (8369ft) x 40m (131ft). Declared distances for Rwy 29 should read: TORA: 2551m (8369ft), TODA: 2951m (9682ft), ASDA: 2551m (8369ft), LDA: 2551m (8369ft).

UKLI, Ivano-Frankivsk

Ivano-Frankivsk, ILS or LOC Rwy 10 temporarily suspended (based on SUP 003/19). Refer also to latest NOTAMs.

UKON, Mykolaiv

Mykolaiv, ILS Rwy 04 temporarily suspended (based on SUP 006/19). Refer also to latest NOTAMs.



Enroute



Enroute

Enroute Data - Eastern Europe

EASTERN EUROPE
SECONDARY SURVEILLANCE RADAR - SSR

**RADAR BEACON ASSIGNMENT TO MODE 3/A CODED BEACON
TRANSPONDER EQUIPPED AIRCRAFT**

STANDARD OPERATING PROCEDURES

- a. Aircraft equipped with Mode C shall squawk altimeter when operating transponder on Mode 3/A.
- b. After selection of the Mode/Code specified by ATC, the transponder should be adjusted on the "ON" (or normal operating) position as late as practicable prior to take-off and to "OFF" or "STANDBY" as soon as practicable after completing the landing roll.
- c. Select or reselect Modes/Codes only as directed by ATC, except in case of:
 - unlawful interference (hijacked) — squawk 7500
 - communication failure — squawk 7600
 - emergency — squawk 7700

CAUTION: Squawking of 75., 76., 77.. plus any third or fourth figures will activate alarm system at some ground stations.

- d. Squawk 2000 when entering a FIR/UIR from an adjacent region where operating a transponder has not been required or assigned.

STANDARD TRANSPONDER FAILURE PROCEDURE

After Departure

- a. ATC Units will endeavour to provide for flight to continue in accordance with flight plan.
- b. After landing pilot shall make every effort to have transponder restored to normal operation.

Before Intended Departure

If transponder cannot be restored:

- a. Inform ATC, preferably before filing flight plan.
- b. Plan to fly by most direct route to nearest suitable airport where repair can be effected, and
- c. Insert appropriate code in item 10 of ICAO flight plan.

General compliance with and additions to the above standard operating procedures or standard transponder failure procedures are as listed below.

ARMENIA	Standard operating procedures. Standard transponder failure procedures.
AZERBAIJAN	Standard operating procedures. Standard transponder failure procedures.

**EASTERN EUROPE
SECONDARY SURVEILLANCE RADAR - SSR**

BELARUS	Standard operating procedures. Standard transponder failure procedures. Squawk 7000 as an uncontrolled flight.
BULGARIA	Standard operating procedures. Standard transponder failure procedures. Squawk 7000 as a VFR flight in airspace class "G", if a specific code has not been assigned.
CHINA, PR OF	Standard operating procedures. Standard transponder failure procedures. Squawk 1200 as a VFR flight in the oceanic low-level airspace within Sanya FIR.
CZECH	Standard operating procedures. Standard transponder failure procedures. Squawk 7000 as an uncontrolled flight unless otherwise instructed by ATC.
ESTONIA	Standard operating procedures. Standard transponder failure procedures. Squawk 7000 as an uncontrolled flight.
GEORGIA	Standard operating procedures. Standard transponder failure procedures. Squawk 7000 as an uncontrolled flight unless otherwise instructed by ATC.
HONG KONG, P.R. OF CHINA	Standard operating procedures. Standard transponder failure procedures. Squawk 5200 within UCARAs, if flight information service is not available.
HUNGARY	Standard operating procedures. Standard transponder failure procedures. Squawk 7000 as an uncontrolled flight unless otherwise instructed by ATC.
KAZAKHSTAN	Standard operating procedures. Standard transponder failure procedures.
KOREA, DPR OF	Standard operating procedures. Standard transponder failure procedures.
KYRGYZSTAN	Standard operating procedures. Standard transponder failure procedures.

**EASTERN EUROPE
SECONDARY SURVEILLANCE RADAR - SSR**

LATVIA	Standard operating procedures. Standard transponder failure procedures.
LITHUANIA	Standard operating procedures. Standard transponder failure procedures.
MOLDOVA	Standard operating procedures. Standard transponder failure procedures. Squawk 2000 as a VFR flight in uncontrolled airspace, unless otherwise instructed.
MONGOLIA	Standard operating procedures. Standard transponder failure procedures.
POLAND	Standard operating procedures. Standard transponder failure procedures. Squawk 7000 as a VFR flight, if a specific code has not been assigned.
ROMANIA	Standard operating procedures. Standard transponder failure procedures.
RUSSIA	Standard operating procedures. Standard transponder failure procedures.
SLOVAKIA	Standard operating procedures. Standard transponder failure procedures. Squawk 7000 as an uncontrolled flight unless otherwise instructed by ATC.
TAJIKISTAN	Standard operating procedures. Standard transponder failure procedures.
TURKMENI- STAN	Standard operating procedures. Standard transponder failure procedures.
UKRAINE	Standard operating procedures. Standard transponder failure procedures. Squawk 7000 as an uncontrolled flight unless otherwise instructed by ATC.
UZBEKISTAN	Standard operating procedures. Standard transponder failure procedures.

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A1	BULAN-RO	ELATO-RC	A-1 W-bnd traffic entering the Hong Kong FIR via ELATO shall be restricted to flights destined for aerodromes in Hong Kong FIR or transiting from Hong Kong FIR to Guangzhou FIR
A1	BULAN-RO	ELATO-RC	FL280 or above are for southwest bound traffic only. ALLOCATED FLIGHT LEVELS: FL300, FL320, FL340, FL360, FL380, FL400 (SW BOUND)
A1	CH-VH	IKELA-VH	1601-2300 FL390 not available for transit traffic inbound RJJJ FIR
A1	ELATO-RC	IKELA-VH	VHHK FIR overflights (except via BEKOL, SIERA, TAMOT) to/from RCTP FIR cross ELATO 1700-0059
A28	REPNA-UU	TIRAS-UK	FL90-FL100 only available by ATC
A45	USONA-UI	RINOP-UI	FL140-FL150 NOT AVBL
A66	IMVOT-UT	NUDVU-UT	MEA FL150 within UT(R)-121 lateral limits
A66	TOBOT-UT	TRZ-UT	MEA FL150 within UT(R)-126 lateral limits
A74	VANOS-EN	PELOR-UL	FL400-FL510 only available by ATC
A83	BASOR-UK	VEBIX-UK	CDR 1: FL155 and below. Actual availability in accordance with conditions published daily in AUP
A83	LAPVA-UK	BASOR-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
A87	TAMAK-UK	ARDUB-UR	Closed
A87	TETMA-UR	AZABI-UR	FL110-FL170 only available by ATC
A91	MAPAK-UI	SULOK-ZM	FL100-FL230 only available by ATC
A97	NALEG-UK	TUMIT-UU	FL200 and below closed
A100	ARNAD-UK	RIDLA-UR	FL340-FL510 only available Sun, Hol and by ATC
A100	BEDUS-UR	AMEPU-UR	FL140-FL300 only available by ATC
A100	ENILO-UR	BEDUS-UR	FL140-FL290 only available by ATC
A100	ENILO-UR	BEDUS-UR	FL450-FL530 only available Sun, Hol and by ATC
A100	ROS-UR	MIMRA-UR	Closed
A102	KORAG-UA	OGSES-UT	MEA FL150 within UT(R)-124 lateral limits
A102	NALEM-UK	KA-UR	Closed
A102	TUBNA-UR	SOMRO-UR	FL120-FL140 only available by ATC

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A102	UP-UR	BABUR-UA	Only available 2100-0500
A102	VANAB-UT	BUPOR-UT	MEA FL150 within UT(R)-122 lateral limits
A103	SX-UT	AMEMA-UT	Even levels S-bound
A104	KOMOG-UU	RUBAG-UU	Only available by ATC
A104	RUBAG-UU	FK-UU	FL80-FL150 only available by ATC
A107	DIDIR-UT	IVLUS-UT	MEA FL150 within UT(R)-123 lateral limits
A107	KEMAB-UT	TUDLI-UT	MEA FL150 within UT(R)-122 lateral limits
A107	NAKUK-UT	DIDIR-UT	MEA FL150 within UT(R)-124 lateral limits
A112	AZABI-UR	BODSI-UA	FL190 and below only available by ATC
A114	TRZ-UT	OKBAB-UT	MEA FL150 within UT(R)-126 lateral limits
A116	RONVU-UT	DIGIX-UT	MEA FL150 within UT(R)-121 lateral limits
A117	BUPOR-UT	TOLIB-UT	MEA FL150 within UT(R)-122 lateral limits
A117	DIGIX-UT	NIKVA-UT	MEA FL150 within UT(R)-121 lateral limits
A118	CHARD-UT	INSOM-UT	MEA FL150 within UT(R)-122 lateral limits
A120	UNISO-US	OLEMI-US	FL60-FL100 only available for domestic traffic
A122	ATR-UA	URL-UA	Only available by ATC
A126	ABDOK-UT	EKLER-UT	MEA FL150 within UT(R)-127 lateral limits
A126	EKLER-UT	ZU-UT	MEA FL150 within UT(R)-128 lateral limits
A127	REDPO-UT	BUPOR-UT	MEA FL150 within UT(R)-122 lateral limits
A131	FORMA-UK	BODRO-UU	FL200 and below closed
A131	KOREB-UU	ARLAB-UU	FL90-FL100 only available by ATC
A131	LULED-UU	TALID-UU	FL50-FL190 only available by ATC
A137	LAPVA-UK	KEDUB-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP
A142	MIMKO-UK	GODOD-UK	CDR 1: FL255 and below
A180	OBESU-UE	OLDEP-UE	FL100-FL120 only available for domestic traffic
A202	SIKOU-VH	CH-VH	Allocated flight levels: FL207 (ZJHK DEPs), FL266, FL291 (ZJSY DEPs), FL331, FL351, FL371, FL391 via ASSAD (E-bound), FL411 for overflights

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A202	SIKOU-VH	CH-VH	Allocated flight levels: FL217, FL236 (ZJHK ARRs), FL276 (ZJSY ARRS), FL341, FL381, FL401 via ASSAD
A202	SIKOU-VH	CH-VH	Not available for VTBD overflights
A218	ABAGO-UH	PEMID-UH	Domestic traffic only
A218	NIMOR-UH	ABAGO-UH	FL180-FL200 only available for domestic traffic
A222	KELEK-EF	PILAN-UL	FL260-FL270 only available by ATC
A222	KELEK-EF	SOTIS-UL	FL400-FL510 only available by ATC
A222	PILAN-UL	KUMEL-UL	FL150-FL160 only available by ATC
A222	PILAN-UL	KUMEL-UL	FL210-FL250 only available by ATC
A222	PILAN-UL	KUMEL-UL	FL80-FL100 only available for domestic traffic
A225	GUKOL-UK	KA-UR	Closed
A227	KELEK-EF	RAMUG-UL	FL400-FL510 only available by ATC
A228	ENS-UN	PTG-UN	FL80-FL270 only available for domestic traffic
A229	UNISO-US	DINRA-US	FL60-FL100 only available for domestic traffic
A236	LUMAT-UK	LULED-UU	FL200 and below closed
A244	DILMI-UW	BANOG-UW	FL70-FL100 only available by ATC
A244	NATAK-UU	MB-UU	Only available by ATC
A245	ARNAD-UK	ANAKA-UR	FL340-FL430 only available by ATC
A245	ARNAD-UK	ANAKA-UR	FL60-FL160 only available by ATC
A277	GAMAN-UK	LAMET-UR	FL340-FL430 only available by ATC
A279	MULKA-UU	PT-UU	FL400-FL530 only available by ATC
A279	PT-UU	RASAP-UU	FL230-FL260 only available by ATC
A279	RASAP-UU	KUBOK-UK	FL200 and below closed
A299	DONUS-US	OSGAN-US	FL70-FL120 only available Sat, Sun, Hol and by ATC
A299	KEGIR-US	TINRI-US	FL60-FL260 only available Sat, Sun, Hol and by ATC
A299	OSGAN-US	KEGIR-US	FL130-FL260 only available Sat, Sun, Hol and by ATC
A299	OSGAN-US	KEGIR-US	FL70-FL120 only available for domestic traffic
A299	SAIDA-UT	MAKIX-UT	MEA FL150 within UT(R)-123 lateral limits
A300	ADONI-UN	ROTLI-UN	FL90-FL100 only available for domestic traffic

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A302	KEDUN-UN	ENS-UN	FL90-FL270 only available for domestic traffic
A303	ADANU-US	BIBLI-US	FL160-FL200 only available by ATC
A303	PILAN-UL	SOTIS-UL	FL150-FL160 only available by ATC
A303	PILAN-UL	SOTIS-UL	FL210-FL250 only available by ATC
A303	PILAN-UL	SOTIS-UL	FL400-FL510 only available by ATC
A303	PILAN-UL	SOTIS-UL	FL80-FL100 only available for domestic traffic
A306	XV-UN	GEMRI-UN	FL70-FL100 only available for domestic traffic
A308	KARSI-UN	TR-UN	FL160 only available for domestic traffic
A309	AMOTI-UN	ROTLI-UN	FL90-FL100 only available for domestic traffic
A326	AKARA-ZS	APITO-RO	Only FL240, FL250, FL280, FL290, FL300, FL310, FL390, FL400 available. Other levels by ATC
A333	TANAM-US	IGR-UN	FL90-FL230 only available for domestic traffic
A355	ADABA-UA	LIPSI-UA	Only available by ATC
A356	SANUR-UA	KZO-UA	FL140 and below only available by ATC
A357	OMONA-UN	NIKOD-UN	FL70-FL300 only available by ATC
A360	BLH-UA	BERTO-UA	FL290 and below only available by ATC
A360	RELOG-UW	DOGUR-UW	FL70-FL80 only available by ATC
A368	DANDU-UW	RILKI-UW	FL70-FL80 only available by ATC
A370	NESVA-UT	DARVA-UT	MEA FL150 within UT(R)-123 lateral limits
A371	ATR-UA	DZG-UA	FL190 and below only available by ATC
A373	BLH-UA	ATA-UA	Only available by ATC
A422	UMH-OI	PARSU-UB	RNAV 5 above FL285
A461	AKOMA-ZH	WXI-ZB	Strictly follow route centerline. Initiate turn at WXI from A461 to GULEK to join W4
A461	CH-VH	BEKOL-VH	Allocated flight levels for VHHK, ZGZU FIR overflights: FL291 (by ATC), FL311, FL331, FL351, FL371, FL391
A461	CH-VH	BEKOL-VH	Allocated flight levels: FL138 (FL148 by ATC) VHHH DEPs inbound ZGGG, FL226 VHHH DEPs overflying ZGZU FIR
A461	MOLLY-RP	CH-VH	ALLOCATED FLIGHT LEVELS: FL290,FL330, FL370, FL410 (S-BOUND); FL300, FL340, FL380 (N-BOUND)

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A461	ZHO-ZH	AKOMA-ZH	ZHCC DEPs joining A461 have to strictly follow route centerline
A466	HA-UT	AMDAR-UT	MEA FL150 within UT(R)-126 lateral limits
A470	DOTMI-ZG	BEBEM-ZG	Traffic overflying ZGOW with destination VHHH, VMMC cross DOTMI at FL197, FL217, FL236, FL256, FL280, FL370
A470	DOTMI-ZG	BEBEM-ZG	Traffic overflying ZGOW, VHHH FIR cross DOTMI at FL197, FL217, FL236, FL256, FL280, FL370
A470	DOTMI-ZG	BEBEM-ZG	ZGOW DEPs cross DOTMI at FL177
A470	MAGOG-VH	DOTMI-ZG	Allocated flight levels for ZGOW ARR/DEPs: FL138, FL148
A470	MAGOG-VH	DOTMI-ZG	Allocated flight levels for ZGZU FIR, VHHK FIR overflights: FL217, FL236, FL256, FL280, FL300, FL360, FL380
A470	MAGOG-VH	DOTMI-ZG	Allocated flight levels for ZSAM, ZSQZ ARR/DEPs: FL226, FL246
A470	MAGOG-VH	DOTMI-ZG	Allocated flight levels for ZSFZ, ZSWY ARR/DEPs: FL226, FL246, FL266
A470	MAGOG-VH	DOTMI-ZG	Allocated flight levels: ZGZU FIR overflights, VHHH, VMMC ARR/DEPs: FL217, FL236, FL256, FL280, FL300, FL360 (by ATC), FL380 (by ATC)
A477	REGMO-UT	TUKRI-UT	MEA FL150 within UT(R)-122 lateral limits
A480	OTBOR-UT	EVTEV-UT	MEA FL150 within UT(R)-123 lateral limits
A492	AMUTA-ZM	OSKEN-UI	Available 1500-0059 and by ATC
A493	LEMBO-UU	LIRSI-UU	FL200 and below closed
A493	LEMBO-UU	OKUDI-UL	Only available Sat, Sun, Hol and by ATC
A494	GAPSA-UU	OLIDI-UU	FL120-FL190 only available by ATC
A494	OPOKA-EV	GAPSA-UU	FL120-FL270 only available by ATC
A575	GIKES-US	UTORA-US	FL100-FL200 only available by ATC
A575	KD-UN	ODIDA-UN	FL60-FL260 only available for domestic traffic
A575	KZ-UN	KD-UN	FL160-FL180 NOT AVBL
A575	SOMUD-US	GIKES-US	FL120-FL200 only available by ATC

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A581	PONU-K-VL	SAGAG-VL	Traffic Traversing w/i VLVT FIR on rtes A581,B218,B346,W35 will be assigned the following FLs:N-BND:FL110-130-150-170-190-210-230-250-270-290-310-330-350-370-390-410-450-490.S-BND:FL120-140-160-180-200-220-240-260-280-300-320-340-360-380-400-430-470-510
A583	CH-VH	SABNO-VH	Allocated flight levels: FL290, FL330, FL370, FL410 (SE-bound), FL300, FL340, FL380 (NW-bound)
A583	CH-VH	SABNO-VH	VMMC ARRs transiting VHHK FIR cross SABNO at or below FL340
A583	SABNO-VH	MAVRA-RP	ZGSZ, VMMC ARRs cross SABNO at or below FL340
A583	SABNO-VH	ZAM-RP	ALLOCATED FLIGHT LEVELS: FL290,FL330, FL370, FL410 (S-BOUND); FL300, FL340, FL380 (N-BOUND)
A593	AKARA-ZS	FUE-RJ	AKARA-FUKUE CORRIDOR: Eastbound flights shall flight plan FL250, FL290, FL310 or FL390
A593	AKARA-ZS	FUE-RJ	AKARA-FUKUE CORRIDOR: Westbound flights shall flight plan FL240, FL280, FL300 or FL400
A593	VMB-ZS	PK-ZS	MEA FL276 for ZSHA CTA overflights
A712	TAMAK-UK	KENEN-UR	Closed
A714	KOMEK-EF	KEGUL-UL	FL270 only available by ATC
A714	KOMEK-EF	KEGUL-UL	FL370-FL470 only available by ATC
A715	BALUN-UB	AKB-UA	FL190 and below only available by ATC
A721	PITUN-UW	DEPAR-UW	FL80-FL120 only available by ATC
A722	US-UU	PEKOR-UU	Only available by ATC
A723	LAMKA-UH	ARLAS-UH	FL140-FL190 NOT AVBL
A723	SEGUL-UH	ARLAS-UH	FL110-FL130 only available by ATC
A723	SEGUL-UH	LAMKA-UH	FL140-FL180 NOT AVBL
A724	ADETI-UU	UK-UU	Only available by ATC
A724	UK-UU	UNDEP-UU	FL120-FL240 only available by ATC
A724	UNDEP-UU	SALAR-UU	FL70-FL170 only available by ATC
A800	BM-UH	NEDEM-UH	Below FL130 only available by ATC

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A800	LUMAG-UH	OSKON-UH	FL80-FL140 only available for domestic traffic
A800	OSKON-UH	RUPIS-UH	Domestic traffic only
A801	IDELI-UE	MARAN-UH	FL240-FL270 only available for domestic traffic
A801	MARAN-UH	NIMOR-UH	FL130-FL170 NOT AVBL
A801	MARAN-UH	NIMOR-UH	FL180-FL240 only available for domestic traffic
A801	MARAN-UH	RUKOM-UH	FL100-FL120 only available for domestic traffic
A801	NUKSI-UI	IDELI-UE	FL100-FL110 only available for domestic traffic
A801	NUKSI-UI	IDELI-UE	FL120-FL160,FL160,FL210-FL250 NOT AVBL
A801	RENSI-UH	NIMOR-UH	FL80-FL120 only available for domestic traffic
A802	NALEB-UH	MARAN-UH	FL240-FL270 only available for domestic traffic
A803	ASKIB-UH	BAGES-UH	FL210-FL230 NOT AVBL
A803	BAGES-UH	GORIN-UH	FL170-FL260 only available for domestic traffic
A803	FA-UH	MARAN-UH	FL230-FL240 only available for domestic traffic
A803	FA-UH	OGUMI-UH	FL100-FL160 only available for domestic traffic
A803	FA-UH	OGUMI-UH	FL250-FL270 NOT AVBL
A803	GORIN-UH	LC-UH	FL80-FL260 only available for domestic traffic
A803	IBOMA-UH	ASKIB-UH	FL80-FL130 only available for domestic traffic
A803	LC-UH	INDOL-UH	Below FL130 only available by ATC
A803	LC-UH	PEMID-UH	FL90-FL260 only available for domestic traffic
A803	MARAN-UH	ASKIB-UH	FL140-FL170,FL170,FL210-FL320 NOT AVBL
A803	OGUMI-UH	IBOMA-UH	FL100-FL130 only available for domestic traffic
A803	OGUMI-UH	MARAN-UH	FL140-FL160,FL160,FL250-FL270 NOT AVBL
A804	LUNER-UR	PITUN-UW	FL70-FL130 only available by ATC
A805	GAMAN-UK	OGAPA-UR	FL340-FL530 only available by ATC
A806	KUDAR-UI	KA-UI	FL120-FL150 NOT AVBL
A810	BADEK-UI	TELOK-ZY	FL100-FL230 only available by ATC
A810	GOLOS-UI	RINOP-UI	FL120-FL160 NOT AVBL
A810	RINOP-UI	AGINO-UI	FL100-FL230 only available by ATC
A812	NERPA-UE	NEBAT-UE	FL120-FL140 only available for domestic traffic

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A815	GIMED-UI	TUTEK-UI	FL120-FL150 NOT AVBL
A815	TUTEK-UI	BOGRA-UI	FL110-FL150 NOT AVBL
A817	MIKET-UN	ABK-UN	FL90-FL140 only available for domestic traffic
A817	OLISA-UN	RO-UN	FL90-FL120 only available for domestic traffic
A818	PTG-UN	SURIP-UN	FL80-FL290 only available for domestic traffic
A818	ROGMA-UN	TR-UN	FL160-FL200 only available for domestic flights
A818	SURIP-UN	ROGMA-UN	FL90-FL190 only available for domestic traffic
A821	OKORU-UU	SUNAB-UU	FL130-FL240 only available by ATC
A821	TURAT-UU	OKORU-UU	FL230-FL280 only available by ATC
A822	LAPAK-UN	LONKA-UN	FL90-FL160 only available for domestic traffic
A822	LONKA-UN	LUTOG-UI	Available 1500-0059 and by ATC
A823	LETBI-ZM	OSKEN-UI	Available 1500-0059 and by ATC
A829	IN-UU	TS-UU	Only available by ATC
A832	KELEK-EF	MOVIT-UL	FL400-FL510 only available by ATC
A834	ASNOL-UL	MILPI-UL	FL60-FL110 only available by ATC
A901	ABORU-UW	ERMID-UW	FL60-FL100 only available by ATC
A901	IDETA-US	TINRI-US	FL80-FL280 only available by ATC
A901	KANAL-US	LUNEP-US	FL60-FL100 only available for domestic traffic
A901	MGR-US	OLMAD-US	FL80-FL280 only available by ATC
A901	OLMAD-US	IDETA-US	FL100-FL280 only available by ATC
A902	LUKIR-UL	BENEK-UU	Only available by ATC
A907	US-UW	MOF-UW	FL70-FL180 only available by ATC
A914	BA-UR	KA-UR	FL60-FL280 only available Sun, Hol and by ATC
A919	NESEP-UR	SUREM-UR	FL70-FL170 only available by ATC
A923	LEMBO-UU	ORTUM-UU	Only available by ATC
A924	DIPOR-UR	DERUG-UR	FL100-FL240 only available by ATC
A928	MONAB-UU	NERAN-UU	FL80-FL270, FL390-FL530 only available by ATC
A928	NEMRI-UU	FE-UU	FL150-FL180 only available by ATC
A928	NERAN-UU	NEMRI-UU	FL150-FL180, FL410-FL530 only available by ATC

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
A929	ANESU-UN	THN-UN	FL90-FL260 only available for domestic traffic
A929	INRIT-UU	BEMOS-US	FL80-FL150 only available for domestic traffic
A930	SF-UU	RUSAK-UU	Only available by ATC
A932	SIBIR-UH	TD-UH	FL350-FL530 only available by ATC
A934	NULAR-ZK	SIBIR-UH	FL430-FL530 only available by ATC
A935	LETBI-ZM	BD-UI	Available 1500-0059 and by ATC
A936	LEBNA-UE	OLDEP-UE	FL50-FL120 only available for domestic traffic
A937	BAMUK-ZM	BD-UI	Available 1500-0059 and by ATC
A937	MU-ZM	HATGA-ZM	Cruising levels by ATC
A938	BAMUK-ZM	IKT-UI	Available 1500-0059 and by ATC
A939	SF-UU	OGAPO-UU	Only available by ATC
A946	BASOK-UH	NALEB-UH	FL120-FL160,FL160,FL210-FL250 NOT AVBL
A946	TORMA-UH	IVADA-UH	FL120-FL190 NOT AVBL
A954	GOBUN-UK	ARMIB-UU	FL230-FL400 only available by ATC
A954	GOBUN-UK	GIKEK-UU	Closed
A958	ALERS-UU	NAMER-UU	Only available by ATC
A959	OSBUR-UU	LAMGU-UU	Only available by ATC
A960	KRESA-UU	NAMER-UU	Only available by ATC
A961	KULED-UR	DIMPA-UR	Only available by ATC
A962	KULED-UR	TESMI-UR	FL60-FL210 only available by ATC
A964	NOSAK-UR	AGOLA-UR	FL130-FL160 NOT AVBL
AOTIK	AO-UU	TIKBI-UU	Only available by ATC
AOTIK	AO-UU	TIKBI-UU	Only available for UUUW TMA overflights
B8	OKUDI-UL	AGBON-UL	FL60-FL130 only available by ATC
B8	OLAGO-UM	WKL-UL	FL120-FL180 only available by ATC
B8	OLAGO-UM	WKL-UL	FL340-FL470 only available by ATC
B8	WKL-UL	OKUDI-UL	FL160-FL170 NOT AVBL
B8	WKL-UL	OKUDI-UL	FL350-FL410 only available by ATC
B62	BAKMO-UT	MIKDI-UT	MEA FL150 within UT(R)-128 lateral limits

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B62	MIKDI-UT	AN-UT	MEA FL150 within UT(R)-129 lateral limits
B73	RANOK-EP	TIGNU-EY	Not available 0800-1500 Wed, Thu
B74	IPLIT-EP	TIGNU-EY	Not available 0800-1500 Wed, Thu
B102	ASKIL-UM	IDGOL-UU	FL70-FL170 only available by ATC
B102	IDGOL-UU	UK-UU	FL70-FL240 only available by ATC
B102	UK-UU	ROLUN-UU	Only available by ATC
B105	KZN-UW	PINOL-UW	FL80-FL330 only available by ATC
B105	PINOL-UW	DINTU-US	FL70-FL330 only available by ATC
B107	ASKIL-UM	SODRU-UU	Only available by ATC
B108	KEDOR-UU	UMRAD-US	FL60-FL200 only available for domestic traffic
B110	GOBUN-UK	RASAP-UU	Closed
B117	GOPAR-UW	MAGDU-UW	FL70-FL100 only available by ATC
B117	KUMEN-UL	UNKES-US	Only available by ATC
B119	PT-UU	FE-UU	Only available by ATC
B120	RANOK-EP	KRD-UM	Not available 0800-1500 Wed, Thu
B121	OXADU-OI	MAGRI-UD	RNAV 5 above FL285
B123	BATRA-UN	PTG-UN	FL80-FL270 only available for domestic traffic
B145	BAGLA-UU	GITAL-UU	FL70-FL270, FL390-FL530 only available by ATC
B145	BUTRI-UU	BAGLA-UU	FL70-FL270 only available by ATC
B145	KANON-UR	BUTRI-UU	FL200 and below closed
B145	KANON-UR	BUTRI-UU	FL70-FL170 only available by ATC
B145	ROS-UR	MIMRA-UR	Closed
B145	ROS-UR	SB-UR	FL50-FL160 only available by ATC
B145	SB-UR	RIPUR-UR	FL50-FL100 only available by ATC
B148	ARTUN-UE	UTS-UE	FL60-FL120 only available for domestic traffic
B150	BLG-UH	AMERA-UH	FL130-FL310 NOT AVBL
B150	HAB-UH	AGAPO-UH	Only available by ATC
B151	LAPAK-UN	ROVNO-UN	FL90-FL160 only available for domestic traffic
B151	LEBNA-UE	NIRBA-UE	FL50-FL120 only available for domestic traffic

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B151	OKNAL-UI	LEBNA-UE	FL60-FL120 only available for domestic traffic
B151	RO-UN	LURIN-UN	FL90-FL180 only available for domestic traffic
B152	MESKO-US	PENOP-UN	FL90-FL230 only available for domestic traffic
B152	PENOP-UN	SURIN-UN	FL120-FL230 only available for domestic traffic
B152	SURIN-UN	RETMA-UE	FL60-FL120 only available for domestic traffic
B153	AGADA-UN	ODANA-UE	FL90-FL120 only available for domestic traffic
B153	GOLOM-UN	NEBOL-UN	FL90-FL230 only available for domestic traffic
B153	NEBOL-UN	AGADA-UN	FL80-FL230 only available for domestic traffic
B153	ROGDA-UL	LAPEK-UL	FL60-FL120 only available for domestic traffic
B155	ILMUK-UH	ARNAP-UH	FL80-FL150 only available for domestic traffic
B155	KURAK-UE	INDIK-UE	FL120-FL140 only available for domestic traffic
B155	OLDEP-UE	KURAK-UE	FL50-FL120 only available for domestic traffic
B155	RATPI-UE	OLDEP-UE	FL180-FL260 only available for domestic traffic
B155	RUBIS-UH	ILMUK-UH	FL90-FL150 only available for domestic traffic
B155	RUBIS-UH	LUVAK-UH	Below FL130 only available by ATC
B157	DEGER-UL	KEGUL-UL	FL110-FL160 NOT AVBL
B157	DEGER-UL	KEGUL-UL	FL350-FL410 only available by ATC
B157	DEGER-UL	KEGUL-UL	FL70-FL100 only available by ATC
B157	KERIS-UL	DEGER-UL	FL70-FL130 only available by ATC
B157	OKUDI-UL	KERIS-UL	FL60-FL130 only available by ATC
B157	OLOBA-UL	DEGER-UL	FL300-FL510 only available by ATC
B157	SUNIT-UL	TAGIN-UL	FL180-FL260 only available for S-bound traffic
B157	TAGIN-UL	MAGEM-UL	FL110-FL260 only available for S-bound traffic
B158	DEGER-UL	GARSI-UL	FL250-FL270 NOT AVBL
B158	DEGER-UL	GARSI-UL	FL330-FL410 only available by ATC
B158	KETOL-EF	DEGER-UL	FL70-FL350 only available by ATC
B160	NUKOL-UL	DB-UU	FL110-FL160 only available by ATC
B160	NUKOL-UL	DB-UU	FL70-FL80 only available by ATC
B160	SPB-UL	NUKOL-UL	FL60-FL160 only available by ATC

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B161	SULOK-ZM	DILES-UI	FL100-FL230 only available by ATC
B165	TRZ-UT	KEKAD-UT	MEA FL150 within UT(R)-126 lateral limits
B171	SPB-UL	RATLA-EF	FL150-FL160 only available by ATC
B198	BUPOR-UT	ARGAS-UT	MEA FL150 within UT(R)-122 lateral limits
B208	HET-ZB	LAXAG-ZB	Traffic at or below FL266, ZBHH ARRs/DEPs route NIX-AL-G343-TMR-G218-KJ and vice versa
B208	SQ-ZB	EGEBI-ZB	Strictly follow route centerline. Initiate turn at SQ from B208 to join W4
B212	LEBMI-US	PER-US	FL70-FL270 only available by ATC
B218	VTN-VL	SAGAG-VL	Traffic Traversing w/i VLVF FIR on rtes A581,B218,B346,W35 will be assigned the following FLs:N-BND:FL110-130-150-170-190-210-230-250-270-290-310-330-350-370-390-410-450-490.S-BND:FL120-140-160-180-200-220-240-260-280-300-320-340-360-380-400-430-470-510
B223	DITOR-UH	ODEPI-UH	FL90-FL200 only available for domestic traffic
B228	BEBIR-US	URMAN-US	FL60-FL200 only available for domestic traffic
B229	DIKDA-US	UNISO-US	FL80-FL100 only available for domestic traffic
B229	UNISO-US	LUTEP-US	FL60-FL100 only available for domestic traffic
B231	KANON-UR	ARMIB-UU	FL200 and below closed
B231	KANON-UR	TE-UU	FL110-FL260 only available by ATC
B231	UK-UU	SODRU-UU	Only available by ATC
B234	OMONA-UN	BESUP-UN	FL70-FL300 only available by ATC
B235	PLR-UE	NIRBA-UE	FL60-FL120 only available for domestic traffic
B236	OMONA-UN	SOMOL-UN	FL70-FL300 only available by ATC
B239	DB-UU	AJ-UU	FL50-FL80 only available by ATC
B244	KOKUN-UH	KUTAD-UH	FL210-FL280 only available for domestic traffic
B244	KOKUN-UH	KUTAD-UH	FL290 NOT AVBL
B244	KOKUN-UH	KUTAD-UH	FL90-FL150 only available for domestic traffic
B244	LUNAD-UH	NB-UH	FL60-FL150 only available for domestic traffic

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B244	TUSER-UH	LUNAD-UH	FL100-FL150 only available for domestic traffic
B245	BADAK-UU	RATNA-UU	FL130-FL200 only available by ATC
B245	BD-UU	BADAK-UU	FL50-FL60 only available by ATC
B245	RATNA-UU	SOPAL-UU	Only available by ATC
B246	LASDA-UK	ARPOD-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP
B247	KESOP-UN	WD-UN	FL80-FL100 only available for domestic traffic
B247	ROTLI-UN	SURIP-UN	FL90-FL190 only available for domestic traffic
B247	SURIP-UN	KESOP-UN	FL90-FL100 only available for domestic traffic
B249	BAPUL-US	GUPRI-US	FL80-FL240 only available by ATC
B249	LANUD-UW	BAPUL-US	FL150-FL240 only available by ATC
B330	CH-VH	TAMOT-VH	Available flight levels for VHHK, ZGZU FIR overflights: FL276, FL301, FL321, FL341, FL361, FL381, FL401 (by ATC)
B330	CH-VH	TAMOT-VH	Cruising levels by ATC
B330	CH-VH	TAMOT-VH	N-bound direction available for VHHK FIR overflights in-bound ZGGG
B339	LADIX-ZB	SOTMU-ZB	Strictly follow route centerline. Initiate turn at LADIX from B339 or ZBAA DEPs to join A326
B339	POLHO-ZM	SERNA-ZM	FL236 and above only available by ATC
B355	ARDEL-UH	TD-UH	FL120-FL170 NOT AVBL
B355	TD-UH	BG-UH	FL110-FL170 NOT AVBL
B355	VATIS-UH	BUMEP-UH	FL230-FL310 NOT AVBL
B356	ADNUR-UH	GALDI-UH	FL230-FL300 NOT AVBL
B356	BL-UH	TD-UH	FL120-FL180 NOT AVBL
B356	GALDI-UH	KESAN-UH	FL220-FL300 NOT AVBL
B363	EKMOS-UT	BALSO-UT	MEA FL150 within UT(R)-124 lateral limits
B363	RINDO-UT	AN-UT	MEA FL150 within UT(R)-129 lateral limits
B365	ARKAS-UW	TEGTA-UW	FL70 only available by ATC
B365	BANIP-UU	UNORI-UU	FL340-FL530 only available by ATC

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B365	BANIP-UU	UNORI-UU	FL90-FL100 only available by ATC
B365	GIBRA-UU	BANIP-UU	FL360-FL530 only available by ATC
B365	GIBRA-UU	BANIP-UU	FL90-FL140 only available by ATC
B365	NEMRI-UU	DIGUS-UU	FL410-FL530 only available by ATC
B365	NEMRI-UU	GOLRI-UU	FL50-FL190 only available by ATC
B365	US-UU	NEMRI-UU	FL150-FL180 only available by ATC
B368	MGR-US	GUPRI-US	FL70-FL240 only available by ATC
B370	URG-UT	DIKNA-UT	MEA FL150 within UT(R)-123 lateral limits
B377	KRS-UT	TIROM-UA	Even levels S-bound
B442	RAPTA-OA	SERGO-OA	MAA FL270 2000-2359
B451	BISUN-UH	SANAR-UH	FL210-FL310 NOT AVBL
B451	DHN-OI	DEBER-OI	RNAV 5 above FL285
B478	BRT-UI	NERKA-UI	FL190-FL270 only available by ATC
B480	TURMA-UN	HTG-UN	Domestic traffic only
B487	KOMEK-EF	DEGER-UL	Only available by ATC
B489	LATMI-EP	ASNIG-UM	Not available 0800-1500 Wed, Thu
B491	ANAKA-UR	ATREL-UR	FL170-FL270 only available by ATC
B491	ANAKA-UR	SM-UR	FL340-FL430 only available by ATC
B491	ATREL-UR	PR-UR	FL170-FL200 only available by ATC
B491	MEGES-UR	ROGTA-UR	FL200-FL260 only available by ATC
B491	MOMUG-UR	MKL-UR	FL140-FL260 only available by ATC
B491	PALER-UK	ANAKA-UR	FL340-FL530 only available Sun, Hol and by ATC
B491	ROGTA-UR	MOMUG-UR	FL160-FL260 only available by ATC
B493	AKONA-UK	RUBES-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP
B493	FASAD-UK	GINSA-UR	FL150-FL260 only available by ATC
B493	FASAD-UK	OGURA-UR	Closed
B493	RUBES-UK	PODOL-UK	CDR 1: FL275 and below. Actual availability in accordance with conditions published daily in AUP

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B494	BADKO-UR	RISKA-UR	FL70-FL260 only available by ATC
B494	INSER-UR	UH-UR	FL270-FL320 only available by ATC
B494	INSER-UR	UH-UR	FL450 NOT AVBL
B494	INSER-UR	UH-UR	FL470-FL530 only available by ATC
B494	OLGIN-UK	UH-UR	Closed
B494	RISKA-UR	MKL-UR	FL120-FL260 only available by ATC
B576	APU-RC	SALMI-RC	Available only for southbound arrival flights or transit flights at or below FL280
B576	SALMI-RC	BOLUT-RO	FL300 not available for flights inbound Taipei FIR via B576/SALMI
B591	KASKA-ZS	DUBAN-RC	B591 Flight Levels available between KASKA - DUBAN: From Shanghai FIR to Taipei FIR: FL300, FL320. From Taipei FIR to Shanghai FIR: FL270, FL370. This portion is only available for aircraft departing from Taipei FIR and transferring via Shanghai FIR
B709	KUNER-EP	TIGNU-EY	FL100-FL320 not available 0800-1500 Wed, Thu
B710	GIRAT-UT	OGLON-UT	MEA FL150 within UT(R)-124 lateral limits
B711	NESIR-UT	NETAK-UT	MEA FL150 within UT(R)-122 lateral limits
B712	SOVOD-UT	VASIM-UT	MEA FL150 within UT(R)-123 lateral limits
B714	AJ-UU	RUNEP-UU	Only available by ATC
B714	BERKA-UU	KEMID-UU	FL140-FL200 only available by ATC
B714	RUNEP-UU	BENEK-UU	FL80-FL150 only available by ATC
B722	TURAN-UE	OLMIN-UE	Domestic traffic only
B723	BIRBO-UH	TAKAD-UH	Only available Sat, Sun, Hol and by ATC
B801	TASHA-UT	MISRA-UT	MEA FL150 within UT(R)-124 lateral limits
B803	LUSOT-UN	LIGMA-UE	FL60-FL120 only available for domestic traffic
B807	SUMUK-UN	ENS-UN	FL80-FL170 only available for domestic traffic
B808	DAKIN-UA	DEDUK-UN	FL70-FL300 only available by ATC
B817	GAMDI-UU	BT-UW	Only available by ATC
B819	BALKA-UL	ARGIP-UL	Only available by ATC
B820	KND-UR	ND-UR	FL170-FL200 only available by ATC

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B831	RELN-UL	NUKSA-UL	FL60-FL130 only available by ATC
B901	BANIP-UU	SUGIR-UU	Only available by ATC
B901	MABIR-UM	BANIP-UU	FL360-FL530 only available by ATC
B901	MABIR-UM	BANIP-UU	FL50-FL140 only available by ATC
B903	ATLUM-UL	SIFON-UL	Only available by ATC
B910	SULOK-ZM	BIGMA-UI	FL100-FL230 only available by ATC
B911	DESIK-UN	ENS-UN	FL90-FL100 only available for domestic traffic
B912	VADAS-UE	OLDEP-UE	FL70-FL120 only available for domestic traffic
B913	NAMUK-UH	ABOMA-UH	FL90-FL200 only available for domestic traffic
B913	SONID-UH	NAMUK-UH	FL100-FL200 only available for domestic traffic
B914	TERBO-UH	LANRI-UH	FL130-FL180 NOT AVBL
B914	TERBO-UH	LANRI-UH	Only available by ATC
B915	FI-UH	LANRI-UH	Only available by ATC
B916	AKOLA-UH	LANRI-UH	FL210-FL230 NOT AVBL
B916	AKOLA-UH	LANRI-UH	FL90-FL200 only available for domestic traffic
B916	AKOLA-UH	LANRI-UH	Only available by ATC
B917	ODEKO-UH	BURAP-UH	Domestic traffic only
B917	UREBI-UH	BURAP-UH	Only available by ATC
B918	LUKIR-UL	PUNIT-UL	FL110-FL220 only available by ATC
B918	MEGAS-UL	LUKIR-UL	Only available by ATC
B919	KENOM-UH	ODEKO-UH	FL140-FL340 only available by ATC
B922	MANUK-UW	TIRET-UW	FL70 only available by ATC
B923	MEGAP-UW	PENIR-UW	FL70 only available by ATC
B923	RELTO-UU	OGAPO-UU	Only available by ATC
B924	RUMOL-UL	DILGA-UL	FL350-FL510 only available by ATC
B924	RUMOL-UL	DILGA-UL	FL80-FL130 only available by ATC
B927	INDIK-UE	RULUS-UH	FL190-FL260 only available for domestic traffic
B927	NOR-UN	RIKUB-UN	FL90-FL230 only available for domestic traffic
B927	OLEMU-UE	GANPA-UE	FL60-FL220 only available for domestic traffic

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B927	RIKUB-UN	LUSOT-UN	FL120-FL230 only available for domestic traffic
B927	SH-US	TEKRI-US	FL60-FL150 only available for domestic traffic
B928	NOR-UN	DOSON-UN	FL90-FL190 only available for domestic traffic
B929	ATLUM-UL	OKULO-UL	Only available by ATC
B930	ROGDA-UL	SURIK-UU	FL60-FL120 only available for domestic traffic
B933	ODEPI-UH	ASKIB-UH	FL180-FL240 only available for domestic traffic
B933	ODEPI-UH	ASKIB-UH	FL250-FL310 NOT AVBL
B934	BINTA-UL	KUTET-UL	FL160-FL180 NOT AVBL
B934	BINTA-UL	KUTET-UL	FL190-FL240 only available for domestic traffic
B934	BINTA-UL	KUTET-UL	FL50-FL150 only available for domestic traffic
B934	HTG-UN	BINTA-UL	FL80-FL240 only available for domestic traffic
B936	RELPI-UH	LALET-UH	FL140-FL160 NOT AVBL
B936	RELPI-UH	LALET-UH	FL90-FL130 only available by ATC
B942	ROGUS-UU	MAKOD-UU	FL90-FL100 only available by ATC
B944	DAKIN-UA	AMLES-UN	FL70-FL300 only available by ATC
B947	KULOM-UR	ER-UR	FL60-FL150 only available by ATC
B950	AG-UR	GIPAM-UR	FL130-FL200 only available by ATC
B951	ABK-UN	NIGOR-ZM	Even levels N-bound
B951	MOTIN-UN	PENAP-UN	FL90-FL190 only available for domestic traffic
B951	NELMA-UN	MOTIN-UN	FL90-FL270 only available for domestic traffic
B951	OKASA-UN	NELMA-UN	FL80-FL270 only available for domestic traffic
B951	TURMA-UN	OKASA-UN	FL90-FL270 only available for domestic traffic
B954	ARKAT-UE	GIKSI-UE	FL50-FL120 only available for domestic traffic
B954	KOMBI-UN	ARKAT-UE	FL80-FL230 only available for domestic traffic
B954	MZ-UL	RINOV-UL	FL130-FL150 NOT AVBL
B959	LOPTA-UE	ARDIB-UE	FL90-FL120 only available for domestic traffic
B960	INDIK-UE	OKONO-UE	FL130-FL140 only available for domestic traffic
B962	SUMOG-UH	DITOR-UH	FL90-FL140 only available for domestic traffic
B964	BERNO-UL	DB-UU	FL110-FL160 only available by ATC

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
B964	BERNO-UL	DB-UU	FL50-FL80 only available by ATC
B964	DB-UU	NAMIN-UU	FL50-FL140 only available by ATC
B964	SPB-UL	BERNO-UL	FL60-FL160 only available by ATC
B967	BADKO-UR	BOROK-UR	FL100-FL180 only available by ATC
B967	BOROK-UR	ROKMO-UR	FL50-FL140 only available by ATC
B968	LUNER-UR	DEPAR-UW	FL70-FL130 only available by ATC
B970	BEKMI-UH	UBONI-UH	FL80-FL260 only available for domestic traffic
B970	UBONI-UH	OKEPA-UH	FL200-FL260 only available for domestic traffic
BD1T	BD-UU	SUGIR-UU	Only available for UUUW TMA overflights
BD1T	UMBEG-UU	WZ-UU	FL60-FL140 only available by ATC
BD2T	BD-UU	SUGIR-UU	Only available for UUUW TMA overflights
BD2T	SW-UU	UM-UU	FL60-FL130 only available by ATC
BD2T	UM-UU	UMBEG-UU	FL60-FL120 only available by ATC
BD2T	UMBEG-UU	WZ-UU	FL60-FL140 only available by ATC
BD3T	BD-UU	FV-UU	Only available for UUUW TMA overflights
BD4T	BD-UU	SF-UU	Only available for UUUW TMA overflights
BD5T	BD-UU	FV-UU	Only available for UUUW TMA overflights
BD6T	BD-UU	BG-UU	Only available for UUUW TMA overflights
DA-KNOG	DAKLO-UU	NOGTI-UU	Only available by ATC
DMDREL	DMD-UU	RELTO-UU	Only available by ATC
DMDREL	DMD-UU	RELTO-UU	Only available for UUUW TMA overflights
ERM-ROL	ERMAL-UU	ROLUN-UU	Only available by ATC
ERM-ROL	ERMAL-UU	ROLUN-UU	Only available for UUUW TMA overflights
FE1T	FE-UU	NE-UU	FL60-FL230 only available by ATC
FE1T	FE-UU	NE-UU	Only available for UUUW TMA overflights

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
FE2T	FE-UU	BG-UU	Only available for UUUW TMA overflights
FE3T	AR-UU	OBELU-UU	Only available by ATC
FE3T	FE-UU	OBELU-UU	Only available for UUUW TMA overflights
FE4T	FE-UU	BELAG-UU	Only available for UUUW TMA overflights
FE5T	FE-UU	BG-UU	Only available by ATC
FE5T	FE-UU	BG-UU	Only available for UUUW TMA overflights
FE6T	FE-UU	NE-UU	Only available by ATC
FE6T	FE-UU	NE-UU	Only available for UUUW TMA overflights
FK1T	FK-UU	SF-UU	Only available for UUUW TMA overflights
FK2T	FK-UU	NE-UU	Only available for UUUW TMA overflights
FK3T	FK-UU	SF-UU	Only available for UUUW TMA overflights
FK4T	FK-UU	FV-UU	Only available for UUUW TMA overflights
FKDIN	FK-UU	DINEL-UU	Only available by ATC
FKDIN	FK-UU	DINEL-UU	Only available for UUUW TMA overflights
G3	ABARO-UW	ARISA-UW	FL70 only available by ATC
G3	IGORO-EV	BOMGI-UU	FL60-FL120 only available by ATC
G7	AMOSO-UE	LUNAD-UH	FL90-FL260 only available for domestic traffic
G7	BADAL-UN	ROLON-UN	FL90-FL230 only available for domestic traffic
G7	ROLON-UN	AMOSO-UE	FL50-FL120 only available for domestic traffic
G64	KUTET-UL	EDONI-UL	FL160-FL180 NOT AVBL
G68	RANVA-EE	UTETA-UL	Only available by ATC
G69	OLOBA-UL	AKANA-UL	FL210-FL510 only available by ATC
G70	RATLA-EF	AKARU-UL	FL150-FL160 only available by ATC
G73	LUSAK-UH	NIMOR-UH	FL140-FL200 only available for domestic traffic
G73	NIMOR-UH	DIVIL-UH	FL80-FL200 only available for domestic traffic
G79	NEPNU-UT	IRGUL-UC	MEA FL150 within UT(R)-127 lateral limits
G86	CH-VH	KAPLI-RC	1601-2300 FL390 not available for transit traffic inbound RJJJ FIR

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
G86	CH-VH	KAPLI-RC	Allocated flight levels: FL290, FL330, FL370, FL390, FL410
G86	CH-VH	KAPLI-RC	FL390 only available for RCAA FIR ARRs
G86	KAPLI-RC	HCN-RC	ALLOCATED FLIGHT LEVELS: FL290, FL330, FL370, FL390, FL410 (E-BOUND); FL300, FL340, FL380, FL400 (W-BOUND)
G86	KAPLI-RC	HCN-RC	G-86 AIRWAY E-bnd traffic entering the Taipei FIR via KAPLI shall be restricted to flights destined for aerodromes in Taipei FIR or transiting from Taipei FIR to Fu-kuoka FIR via IGURU between 1700-2200 UTC
G86	KAPLI-RC	RECON-RC	During 2200-1600 UTC transit flights via KAPLI, KABAM, and POTIB shall file airway W4 for n-bnd flights and airway B591 for s-bnd. flights
G101	SALAK-UE	GANPA-UE	FL70-FL120 only available for domestic traffic
G106	REDKI-UW	OSKOL-UW	FL70-FL100 only available by ATC
G112	IRBIS-UE	LALEN-UE	FL60-FL120 only available for domestic traffic
G112	LALEN-UE	SALAK-UE	FL60-FL100 only available for domestic traffic
G114	SATAL-UU	SODRU-UU	Only available by ATC
G118	BA-UR	LATRI-UR	Closed
G128	KA-UR	UNRID-UR	FL80-FL140 only available by ATC
G128	MOR-UR	SUREM-UR	FL90-FL130 only available by ATC
G128	SUREM-UR	ST-UR	FL70-FL130 only available by ATC
G128	UNRID-UR	MOR-UR	FL80-FL180 only available by ATC
G134	ATLUD-UT	DIKRI-UT	MEA FL150 within UT(R)-127 lateral limits
G134	DIKRI-UT	OGODA-UC	MEA FL150 within UT(R)-129 lateral limits
G212	LUNED-UH	NIMOR-UH	FL80-FL200 only available for domestic traffic
G221	GIVIL-ZJ	NYB-ZJ	Aircraft CAT C, D only available FL226-FL391
G225	BUPOR-UT	KORUR-UT	MEA FL150 within UT(R)-122 lateral limits
G226	ABATA-UE	BALOM-UE	FL50-FL140 only available for domestic traffic
G226	BAGOT-UE	ABATA-UE	FL60-FL140 only available for domestic traffic
G226	KUSIR-UE	BAGOT-UE	FL100-FL140 only available for domestic traffic

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
G226	UTS-UE	KUSIR-UE	FL70-FL140 only available for domestic traffic
G229	GU-UH	NINON-UH	FL100-FL110 only available for domestic traffic
G229	GU-UH	NINON-UH	FL120-FL160 NOT AVBL
G232	NOBSA-UW	LEMGA-UW	FL70-FL80 only available by ATC
G239	PTR-UH	ALODI-UH	Domestic traffic only
G239	PTR-UH	ALODI-UH	Only available by ATC
G242	ZG-UR	BABUR-UA	FL140-FL170 NOT AVBL
G244	AMEPU-UR	MOR-UR	FL110-FL290 only available Sun, Hol and by ATC
G244	KENEN-UR	AMEPU-UR	FL70-FL300 only available by ATC
G244	PATUM-UR	KENEN-UR	FL450-FL530 only available Sun, Hol and by ATC
G244	PATUM-UR	KENEN-UR	FL50-FL300 only available by ATC
G247	SM-UR	BA-UR	FL470-FL510 only available Sun, Hol and by ATC
G270	USUGA-UA	TIRBA-UA	FL270 and below only available by ATC
G355	MISOR-US	BI-UN	FL90-FL270 only available for domestic traffic
G358	GIMUN-US	ABDIR-US	Only available by ATC
G359	ENIRA-US	SORLI-US	FL70-FL100 only available for domestic traffic
G359	MASUL-US	MEBOR-US	FL80-FL150 only available for domestic traffic
G359	SORLI-US	MASUL-US	FL60-FL200 only available for domestic traffic
G366	ATLUM-UL	OKUDI-UL	Only available by ATC
G367	ANDAT-UL	NIROB-US	FL70 only available for domestic traffic
G367	NIROB-US	ODEMA-US	FL70-FL200 only available for domestic traffic
G367	ROGDA-UL	LADIL-UL	FL60-FL120 only available for domestic traffic
G368	BASAB-US	OSGAN-US	FL70-FL120 only available for domestic traffic
G369	ABERA-UH	BANOT-UH	FL70-FL120 only available for domestic traffic
G369	ASKIB-UH	ABERA-UH	FL130-FL180 NOT AVBL
G369	ASKIB-UH	SOTEL-UH	FL80-FL120 only available for domestic traffic
G369	NILOT-UH	ASKIB-UH	FL80-FL170 only available for domestic traffic
G369	NIMOR-UH	NILOT-UH	FL80-FL200 only available for domestic traffic
G369	SOTEL-UH	ABERA-UH	FL100-FL120 only available for domestic traffic

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
G370	BEBTA-UE	BAGUN-UH	FL120-FL140 only available for domestic traffic
G370	DEM-UE	UTS-UE	FL70-FL120 only available for domestic traffic
G370	UTS-UE	BEBTA-UE	FL70-FL140 only available for domestic traffic
G371	ARLEP-UW	LEBAT-UW	FL80-FL170 only available by ATC
G372	BODRO-UU	BELIB-UU	FL200 and below closed
G375	LKN-UL	NARUD-UL	FL110-FL180 NOT AVBL
G445	DEGER-UL	KM-UL	FL140-FL160 NOT AVBL
G445	DEGER-UL	KM-UL	FL80-FL130, FL350-FL410 only available by ATC
G445	SPB-UL	VIDLA-UL	FL60-FL130 only available by ATC
G445	VIDLA-UL	DEGER-UL	FL330-FL380 only available by ATC
G475	PILAN-UL	KROTA-UL	FL400-FL510 only available by ATC
G475	PILAN-UL	OLADA-UL	FL80-FL180 only available by ATC
G475	RAMUG-UL	KROTA-UL	FL80-FL200 only available by ATC
G476	ANAKA-UR	OLGIN-UK	FL310-FL530 only available Sun, Hol and by ATC
G476	DIBAT-UR	SORUL-UR	FL110-FL140 NOT AVBL
G476	ERMAK-UL	PELOR-UL	FL80-FL160 only available by ATC
G476	INSUM-UK	LIPSO-UK	CDR 1: FL125 and below. Actual availability in accordance with conditions published daily in AUP
G476	MASOL-UK	RASAP-UU	Closed
G476	ODIRA-LT	ANAKA-UR	FL300-FL530 only available Sun, Hol and by ATC
G476	OLGIN-UK	BASGA-UK	EVEN levels N-bound
G476	PATUM-UR	OLGIN-UK	Closed
G476	PELOR-UL	AKATI-UL	FL80-FL200 only available by ATC
G476	PILAN-UL	ERMAK-UL	FL80-FL180 only available by ATC
G476	TUMIT-UU	GD-UU	Even levels S-bound
G481	BAGON-UR	TONGI-UR	FL90-FL160 only available by ATC
G482	TBZ-OI	MAGRI-UD	RNAV 5 above FL285
G486	ATBAR-US	LUNEP-US	FL70-FL110 only available for domestic traffic
G487	ROKMO-UR	OBATA-UA	FL50-FL170 only available by ATC

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
G489	BATRA-UN	DOSON-UN	FL90-FL290 only available for domestic traffic
G489	CE-UN	TIBUN-UN	FL220-FL240 NOT AVBL
G489	TIBUN-UN	BATRA-UN	FL170-FL290 only available for domestic traffic
G490	LONZA-UN	NOR-UN	FL90-FL290 only available for domestic traffic
G490	NIDAT-UN	PTG-UN	FL80-FL260 only available for domestic traffic
G490	NOR-UN	KUTET-UL	FL190-FL240 only available for domestic traffic
G490	OMITA-UI	NIDAT-UN	FL90-FL260 only available for domestic traffic
G490	PTG-UN	LONZA-UN	FL80-FL290 only available for domestic traffic
G491	OLDEP-UE	GIKSI-UE	FL60-FL120 only available for domestic traffic
G493	ABTUL-UL	GIKSI-UE	FL50-FL120 only available for domestic traffic
G493	LUTEN-UE	ABTUL-UL	FL100-FL120 only available for domestic traffic
G493	OGROD-UE	LUTEN-UE	FL70-FL120 only available for domestic traffic
G493	PEMON-UE	OGROD-UE	FL100-FL120 only available for domestic traffic
G495	ARDIB-UE	BAKOD-UE	FL90-FL120 only available for domestic traffic
G495	BAKOD-UE	TIRSI-UE	FL100-FL120 only available for domestic traffic
G495	TIRSI-UE	RIGNA-UE	FL70-FL120 only available for domestic traffic
G497	IDKOM-US	UNISO-US	FL70-FL100 only available for domestic traffic
G497	INSUD-US	BEBIR-US	FL60-FL200 only available for domestic traffic
G497	UNISO-US	INSUD-US	FL60-FL100 only available for domestic traffic
G498	ABELO-US	NETLU-US	FL60-FL100 only available for domestic traffic
G498	DOGOT-UL	KUTET-UL	FL60-FL240 only available for domestic traffic
G498	NETLU-US	PIKOK-US	FL60-FL200 only available for domestic traffic
G498	NIDRA-US	DOSON-UN	FL90-FL290 only available for domestic traffic
G498	PIKOK-US	GUDIR-US	FL60-FL150 only available for domestic traffic
G499	BEBIR-US	LEKMU-US	FL60-FL200 only available for domestic traffic
G534	TOROS-UK	MIMRA-UR	Closed
G555	KERIV-UT	NAKUK-UT	MEA FL150 within UT(R)-124 lateral limits

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
G581	DADON-RC	ELATO-RC	Airway between MAGOG and DADON. FL280 or above are for westbound traffic only. Eastbound traffic at FL290 or above shall use M-750. Non RNAV compliant aircraft will have to route via A-1/G-581 at FL270 or below
G581	ELATO-RC	CH-VH	Eastbound traffic at FL270 or above shall route M750-DADON-G581
G581	ELATO-RC	CH-VH	VHHK FIR overflights (except via BEKOL, SIERA, TAMOT) to/from RCTP FIR cross ELATO 1700-0059
G583	LATAK-UH	UB-UH	FL170-FL190 only available by ATC
G583	LATAK-UH	UB-UH	FL200-FL260 NOT AVBL
G587	APU-RC	BULAN-RO	G587 West-bnd transit flights are authorized only at FL 380 or above
G667	ABD-OI	PUTMA-OI	RNAV 5 above FL285
G668	PETAB-UT	ROBAP-UT	MEA FL150 within UT(R)-122 lateral limits
G703	CW-UU	USTOK-UU	Only available by ATC
G703	GILAM-UU	LAMGU-UU	FL50-FL250 only available by ATC
G703	USTOK-UU	GILAM-UU	FL190-FL250 only available by ATC
G704	SUGIN-UL	BEGUT-UL	FL80-FL130 only available by ATC
G706	BADAK-UU	LUMAK-UU	FL130-FL200 only available by ATC
G706	NE-UU	BADAK-UU	FL50-FL60 only available by ATC
G710	INGEN-US	AGNOK-US	FL170-FL200 only available for domestic traffic
G711	SUGIN-UL	AMBUS-UL	FL80-FL130 only available by ATC
G712	GIMUN-US	LEBMI-US	FL090-FL150 NOT AVBL
G712	GIMUN-US	LEBMI-US	FL70-FL80 only available for domestic traffic
G712	GORLI-US	GIMUN-US	FL70-FL140 only available for domestic traffic
G712	INGEN-US	GORLI-US	FL70-FL200 only available for domestic traffic
G712	SUBIK-US	INGEN-US	FL80-FL200 only available for domestic traffic
G713	ASNOL-UL	BLZ-UL	FL60-FL110 only available by ATC
G713	RATLA-EF	ARTET-UL	FL180-FL210 only available by ATC
G715	LUNEP-US	URAMI-US	FL60-FL100 only available for domestic traffic
G719	GUBAT-UU	SH-US	FL90-FL150 only available for domestic traffic

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
G719	SH-US	IBAMI-US	FL60-FL150 only available for domestic traffic
G719	TANAR-US	TURMA-UN	FL90-FL290 only available for domestic traffic
G720	TIGNU-EY	KRD-UM	Not available 0800-1500 Wed, Thu
G721	AMBUS-UL	BIKBA-UL	FL280-FL510 only available by ATC
G721	AMBUS-UL	KOMAM-UL	FL70-FL130 only available by ATC
G722	MEGAS-UL	NASBI-UL	Only available by ATC
G722	NASBI-UL	BELSA-UL	FL110-FL280 only available by ATC
G723	AJ-UU	RISOP-UU	Only available by ATC
G723	MITMU-UU	AJ-UU	FL110-FL190 only available by ATC
G723	ODEPA-UU	KEMID-UU	FL140-FL200 only available by ATC
G723	RISOP-UU	BD-UU	FL70-FL140 only available by ATC
G724	ABUTO-UU	UNIGA-UU	FL90-FL100 only available by ATC
G724	BUGOR-UM	ABUTO-UU	FL50-FL140 only available by ATC
G724	BUGOR-UM	TALID-UU	FL360-FL530 only available by ATC
G724	PT-UU	AMUTI-UU	Only available by ATC
G724	UNIGA-UU	TALID-UU	FL140-FL270 only available by ATC
G724	UNIGA-UU	TALID-UU	FL50-FL100 only available by ATC
G775	ORPAB-OI	ZDN-OI	RNAV 5 above FL285
G792	GIRUN-OI	PAMTU-OA	RNAV 5 above FL285
G806	OBENI-UE	LURET-UE	FL60-FL140 only available for domestic traffic
G809	BAROR-UN	HTG-UN	FL80-FL290 only available for domestic traffic
G809	DEBAR-UN	ENS-UN	FL90-FL140 only available for domestic traffic
G809	ENS-UN	HTG-UN	FL80-FL290 only available for domestic traffic
G809	ENS-UN	SEVIK-UN	FL80-FL290 only available for domestic traffic
G809	OKELA-UN	KETEM-UN	FL130-FL190 only available for domestic traffic
G809	SEVIK-UN	BAROR-UN	FL160-FL290 only available for domestic traffic
G809	TR-UN	OKELA-UN	FL150-FL190 only available for domestic traffic
G811	TIKBI-UU	TUPEN-UU	Only available by ATC
G811	TUPEN-UU	OLOLA-UU	FL410-FL530 only available by ATC

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
G817	SH-US	OSLIG-US	FL60-FL150 only available for domestic traffic
G818	RANOK-EP	GAREK-UM	FL100-FL320 not available 0800-1500 Wed, Thu
G826	RASAP-UU	BUTRI-UU	Only available by ATC
G828	DAKIN-UA	TADEG-UN	FL70-FL300 only available by ATC
G901	KULED-UR	NARED-UR	FL210-FL260 only available by ATC
G901	NARED-UR	GAMTU-UR	FL150-FL260 only available by ATC
G901	NIPEG-UW	GITEK-UW	FL70 only available by ATC
G901	US-UW	BW-UW	FL70-FL170 only available by ATC
G904	FASAD-UK	SB-UR	Closed
G904	KL-UR	SUTAG-UR	FL50-FL260 only available by ATC
G904	SB-UR	KL-UR	FL150-FL260 only available by ATC
G904	SUTAG-UR	MOR-UR	FL270-FL280 only available by ATC
G906	TE-UU	ROSUK-UU	Only available by ATC
G908	RATLA-EF	BEBRA-UL	FL180-FL210 only available by ATC
G909	LETBI-ZM	ULTUK-UI	Available 1500-0059 and by ATC
G910	LETBI-ZM	IDENI-UI	Available 1500-0059 and by ATC
G912	BEGEM-UE	NERPA-UE	FL120 only available for domestic traffic
G912	BUMAD-UE	KURAK-UE	FL70-FL140 only available for domestic traffic
G912	IDARI-UE	BEKMI-UH	FL70-FL120 only available for domestic traffic
G912	KURAK-UE	BEGEM-UE	FL120-FL140 only available for domestic traffic
G912	ODANA-UE	BUMAD-UE	FL100-FL140 only available for domestic traffic
G912	OLMIN-UE	IDARI-UE	FL60-FL120 only available for domestic traffic
G914	GASNI-UR	PINTA-UR	FL210-FL300 only available by ATC
G914	GORAK-UR	GASNI-UR	FL230-FL300 only available by ATC
G914	NAMEN-UR	ODRIK-UR	FL250-FL300 only available by ATC
G914	ODRIK-UR	GORAK-UR	FL140-FL300 only available by ATC
G915	UK-UU	FORMA-UK	Only available by ATC
G918	KULED-UR	NOSAK-UR	Not plannable. Only available by ATC
G919	UH-UR	KULOM-UR	Not plannable. Only available by ATC

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
G920	PARAT-UR	DIKUL-UR	Not plannable. Only available by ATC
G921	ABELA-UR	RESLO-UR	Not plannable. Only available by ATC
G922	LARIN-UR	LODNA-UR	Not plannable. Only available by ATC
G923	AKTUR-UR	MAMAK-UR	FL50-FL140 only available by ATC
G923	MAMAK-UR	BAMOG-UR	FL210-FL400 only available by ATC
G924	DINAP-UR	MNW-UR	Not plannable. Only available by ATC
G925	SUTAG-UR	LANIT-UU	Only available Sun, Hol and by ATC
G926	GUBOR-UR	RATKI-UR	Not plannable. Only available by ATC
G931	GARSI-UL	UREPI-UL	FL430-FL530 only available by ATC
G931	KOMAM-UL	BIKRO-UU	FL280-FL530 only available by ATC
G932	BANTA-US	THN-UN	Domestic traffic only
G933	TAMAK-UK	ROS-UR	Closed
H108	KHOVD-ZM	US-ZM	Cruising levels by ATC
HAM-MIM	HAM-ZW	MIMAR-ZW	Break-away route for L888
IDOELA	IDOSI-VH	ELATO-RC	Only available 1700-0059
IDOEN V	IDOSI-VH	ENVAR-RC	Only available 1700-0059
IN1T	IN-UU	NE-UU	Only available for UUUW TMA overflights
IN2T	IN-UU	SF-UU	Only available for UUUW TMA overflights
IN3T	IN-UU	SF-UU	Only available by ATC
IN3T	IN-UU	SF-UU	Only available for UUUW TMA overflights
J1	OSLEB-UT	SKD-UT	Domestic traffic only
J1	TNN-RC	KAPLI-RC	J1 transition is available from 1400UTC-2100UTC daily, and the clearance may be withdrawn in case of military operation requirement
J1	TNN-RC	KAPLI-RC	This transition route shall not be filed in flight plan. This transition route shall be approved by ATC under radar environment
J2	HUTUL-ZM	KHOVD-ZM	Cruising levels by ATC
J2	INDUD-UT	IRBIN-UT	Domestic traffic only

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
J3	NVI-UT	YU-UT	Domestic traffic only
J4	ZAREZ-UT	OGNOB-UT	Domestic traffic only
J5	ROBAP-UT	TMD-UT	Domestic traffic only
J10	HA-UT	USETU-UT	Domestic traffic only
J10	HORIN-ZM	HUJIR-ZM	Cruising levels by ATC
J11	PINUD-UT	ASJID-UT	Domestic traffic only
J22	DONOI-ZM	TUDEV-ZM	EVEN levels S-bound
J64	EMAND-ZM	HORIN-ZM	Cruising levels by ATC
J101	NEDLE-VH	SAMMI-VH	Cross NEDLE at FL230 (VMC, ZGGG ARR), FL210 (ZGSZ ARR)
J103	DUMOL-VH	BEKOL-VH	Only available for VHHK FIR overflights, VHHH, ZGGG, ZGSZ ARR, VMC ARR via SABNO
J103	DUMOL-VH	ISBAN-VH	ZGGG ARR cross ISBAN at FL260
J103	DUMOL-VH	ISBAN-VH	ZGSZ ARR cross ISBAN at FL200
J104	COTON-VH	CHALI-VH	ZGGG ARR cross CHALI at FL260
J104	DASON-VH	COTON-VH	ZGSZ ARR cross COTON at FL120
J104	SIKOU-VH	CHALI-VH	Only available for VHHK FIR overflights, VHHH, VMC, ZGGG, ZGSZ ARR
KNALE	KN-UU	ALERS-UU	Only available by ATC
KNALE	KN-UU	ALERS-UU	Only available for UUUW TMA overflights
KNTIM	KN-UU	TIMIG-UU	Only available by ATC
KOGA-NI	KOGUM-US	ANIKI-US	Only available by ATC
KOV-PAR	KOVER-US	PARUS-US	Only available by ATC
KR824	BC-UH	BATNI-UH	Only available by ATC
KR969	IPTOM-UL	INDIL-UL	Above 2000' only available by ATC
L1	SALMI-RC	DADON-RC	L1 RNAV transition available from 1400UTC -2100UTC daily and the clearance may be withdrawn in case of military operation requirement

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L1	SALMI-RC	DADON-RC	This transition route shall not be filed in flight plan. This transition route shall be approved by ATC under radar environment
L2	KASKA-ZS	TINHO-RC	L2 RNAV transition is only for arrival and departure aircraft within Taipei FIR
L3	SALMI-RC	APU-RC	L3 RNAV transition is only for northbound departure aircraft within Taipei FIR
L4	TADID-UK	TOVPU-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP
L23	GORAT-EP	OGARA-UM	FL200-FL290 only available by ATC
L29	ALUKA-EP	TUPUR-EP	CDR 1: FL145 and below
L29	IXIXI-EP	VABER-EY	CDR 1: FL145 and below
L29	LAFAT-EY	RAMBE-UM	CDR 1: FL195 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
L32	BABUN-UM	GOMAD-UM	FL200 only available by ATC
L32	GRD-UM	BABUN-UM	CDR 1: FL305 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
L32	KIBER-UM	TALOB-UK	CDR 1: FL165 and below. Actual availability in accordance with conditions published daily in AUP
L33	BABUN-UM	SOGBI-EY	CDR 1: FL305 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
L33	BASOR-UK	NANIR-UK	CDR 1: 6500' and below. Actual availability in accordance with conditions published daily in AUP
L69	DNP-UK	KOSIR-UK	CDR 1: FL165 and below. Actual availability in accordance with conditions published daily in AUP
L72	RUSNE-EY	ROLAV-EV	CDR 1: FL280 and below. Alternate routes: L738 or L747
L97	RUSNE-EY	IRBEX-EV	CDR 1: FL280 and below. Alternate routes: L738 or L747
L140	GONUS-UK	KH-UK	CDR 1: FL105 and below. Actual availability in accordance with conditions published daily in AUP
L140	KH-UK	KERTA-UK	CDR 1: FL125 and below. Actual availability in accordance with conditions published daily in AUP

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L140	ODS-UK	RAPUL-UK	CDR 1: 9500' and below. Actual availability in accordance with conditions published daily in AUP
L157	TUMIT-UU	GD-UU	Odd Levels N-bound
L158	KOMOG-UU	RUBAG-UU	FL270 only available by ATC
L160	NA-UH	LISKI-UH	SLOP authorized
L163	NATAK-UU	MB-UU	FL270 only available by ATC
L165	LUGOT-UL	ABERI-UL	SLOP authorized
L169	AMUTI-UU	ST-UR	FL410-FL530 only available Sun, Hol and by ATC
L169	US-UU	PEKOR-UU	FL270 only available by ATC
L621	GOTIX-UK	ABSON-UK	CDR 1: FL165 and below. Actual availability in accordance with conditions published daily in AUP
L621	UREKO-EP	GOTIX-UK	CDR 1: FL145 and below. Alternate route: DIBED-L981-KOTEK-N133-GRUDA
L642	EPKAL-VH	CH-VH	Only available for VHHH, VMMC DEPs and overflights from ZGZU FIR
L733	OTVOV-EY	ASKOR-EV	CDR 1: FL280 and below. Alternate route: N619
L738	RUSNE-EY	ASKOR-EV	CDR 1: FL280 and below. Alternate route: L747
L743	KOSAK-UK	TARKA-UK	CDR 1: FL165 and below. Actual availability in accordance with conditions published daily in AUP
L743	PEXON-UK	KOSAK-UK	CDR 1: FL205 and below. Actual availability in accordance with conditions published daily in AUP
L747	GOLAD-EP	DIBED-UK	CDR 1
L771	NULAR-ZK	KUTAL-PA	SLOP authorized
L856	BRT-UM	RAVOK-UM	CDR 1: FL185 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
L856	SOSUD-UM	DELON-UM	CDR 1: FL305 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
L888	XKC-ZW	SANLI-ZU	Navigation: RNP4, RNAV. Communication: Controller-Pilot Data Link Communication (CPDLC). Surveillance: Automatic Dependent Surveillance (ADS)

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L919	ODSAN-UK	GOBLI-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP
L979	AGNUL-UM	MATUS-UM	CDR 1: FL195 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
L979	GRD-UM	AGNUL-UM	CDR 1: FL275 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
L980	DORER-UK	BEMBI-UK	Alternate route: A137, M70
L980	DORER-UK	BEMBI-UK	CDR 1: FL325 and below. Actual availability in accordance with conditions published daily in AUP
L980	OMAVA-EP	USTIL-UK	CDR 1: FL315 and below. Alternate routes: NATEV-T267-BALBA-T425-USTIL, USTIL-T425-MONOV
L980	USTIL-UK	DORER-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
L981	DIBED-UK	KUSAK-UK	CDR 1: FL155 and below. Actual availability in accordance with conditions published daily in AUP
L981	KUSAK-UK	RIMOS-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
L981	ODS-UK	POGOD-UK	CDR 1: FL165 and below. Actual availability in accordance with conditions published daily in AUP
L984	DIBED-UK	GORKU-UK	CDR 1: FL155 and below. Actual availability in accordance with conditions published daily in AUP
L984	KOROP-UK	NIROV-UK	CDR 1: FL195 and below. Actual availability in accordance with conditions published daily in AUP
L986	ODSAN-UK	RAPUL-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
L991	REDKI-UW	LIDBI-UW	FL70-FL100 only available by ATC
L999	BIGLU-UM	PINUG-UM	CDR 1: FL295 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
L999	MNS-UM	WERHI-UM	CDR 1: FL195 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
L999	PINUG-UM	MNS-UM	CDR 1: FL305 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
LA-MAPR	LAMIN-US	APRAN-US	Only available by ATC
LEB-DUM	LEBAK-ZL	DUMIN-ZL	Break-away route for L888
LEB-LUS	LEBAK-ZL	LUSMA-ZL	Break-away route for L888
LEVXIC	LEVBA-ZP	XIC-ZU	Break-away route for L888
LOADE	LO-UU	ADETI-UU	Only available by ATC
LOADE	LO-UU	ADETI-UU	Only available for UUUW TMA overflights
LOSOD	LO-UU	SODRU-UU	Only available by ATC
LOSOD	LO-UU	SODRU-UU	Only available for UUUW TMA overflights
LUK-BAD	LUKOS-UU	BADNI-UU	Only available for UUUW TMA overflights
LUKWZ	LUKOS-UU	WZ-UU	Only available for UUUW TMA overflights
M10	HAKAN-LT	SARPI-LT	Only available 1730-0230 1 Apr-1 Nov, 1715-0445 2 Nov-31 Mar, weekends and Hol
M70	DNP-UK	BULIG-UK	CDR 1: FL165 and below. Actual availability in accordance with conditions published daily in AUP
M70	OKROT-UK	LAPVA-UK	CDR 1: FL155 and below. Actual availability in accordance with conditions published daily in AUP
M70	SLV-UK	DEMER-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
M70	TOLPA-UK	OKROT-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
M130	UNAKI-UL	DOMED-UL	FL270-FL300 only available by ATC
M130	UNAKI-UL	DOMED-UL	FL400-FL530 only available by ATC
M131	KUNON-UH	DASKO-UH	FL270-FL290 only available by ATC
M132	BEPLA-UI	DEVID-UL	SLOP authorized
M137	GIRUD-UH	LITLU-UH	SLOP authorized

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M137	LUTEM-UE	BARIP-UH	SLOP authorized
M141	SITBA-UK	VESEL-UK	CDR 1: FL335 and below. Actual availability in accordance with conditions published daily in AUP
M141	VESEL-UK	BASOR-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
M141	VI-UK	SITBA-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
M152	ODERI-RJ	BAMOK-PA	SLOP authorized
M153	TUREM-UI	ABERI-UL	SLOP authorized
M165	PILUN-UH	BEKMI-UH	SLOP authorized
M166	TIREN-UU	LOOLA-UU	FL410-FL530 only available by ATC
M177	RUTIN-UH	NIKIN-UE	SLOP authorized
M501	NOMAN-VH	VIGOR-RP	ALLOCATED FLIGHT LEVELS: FL290,FL330, FL370, FL410 (S-BOUND); FL300, FL340, FL380 (N-BOUND)
M503	LELIM-ZG	TOLAK-ZS	Only available by ATC. Alternate route: A470
M614	DIGAM-UK	RAPUL-UK	CDR 1: FL165 and below. Actual availability in accordance with conditions published daily in AUP
M614	RAPUL-UK	KESAM-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
M696	LEMOD-OA	LAJAK-OP	MAA FL270 2000-2359
M750	ENVAR-RC	DADON-RC	FL290 not available for flights inbound Taipei FIR via M750/ENVAR between 0000-1200UTC & 2300-2359UTC
M750	ENVAR-RC	MOLKA-RO	FL300, FL340, FL380 available for RCTP FIR ARRs
M750	KILOG-VH	ENVAR-RC	FL290 not available 2300-1159. FL310, FL350, FL390 not available for traffic M750-DADON-G581
M750	KILOG-VH	ENVAR-RC	Only available under radar control
M750	KILOG-VH	ENVAR-RC	VHHK FIR overflights (except via BEKOL, SIERA, TAMOT) to RCTP FIR cross ENVAR 1700-0059
M771	DOSUT-VH	CH-VH	Only available for VHHH, VMMC ARRrS and overflights to ZGZU FIR

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M772	DULOP-VH	ASOBA-VH	Only available for WIHH, WIII DEPs inbound VHHH, PR of China; WBGB, WBGG, WBGS, WBSB, WBKL, WBGR DEPs inbound PR of China
M772	DULOP-VH	LAXOR-WS	Allocated flight levels: FL300, FL380
M850	BOGMA-UK	GONUS-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
M850	DUBIN-EV	NASKA-UM	CDR 1: FL245 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
M853	ABDAR-UK	NIKAD-UK	CDR 1: FL285 and below. Actual availability in accordance with conditions published daily in AUP
M853	IPRUS-UK	ABDAR-UK	CDR 1: FL125 and below. Actual availability in accordance with conditions published daily in AUP
M853	IPRUS-UK	ABDAR-UK	FL120 and below closed
M854	ABROK-UK	GOLKU-UK	CDR 1: FL245 and below. Actual availability in accordance with conditions published daily in AUP
M854	MNS-UM	BABUN-UM	CDR 1: FL245 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
M854	SLV-UK	LIDNO-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
M856	GOBLI-UK	RUBOS-UK	CDR 1: FL165 and below. Actual availability in accordance with conditions published daily in AUP
M856	TUVOG-UK	KUVAL-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP
M857	BOKSU-EY	GUNTA-EY	CDR 1: FL280 and below. Alternate route: L71-ODLIT-N994
M857	BOKSU-EY	GUNTA-EY	Cruising levels by ATC
M860	XIMBA-EP	ROLKA-UK	CDR 1: FL315 and below. Alternate routes: NATEV-T269-ROLKA, XIMBA-N195-DIBED, GOTIX-L621-EGLON
M861	GRD-UM	SOMAT-UK	CDR 1: FL275 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M861	RELNO-UK	ODESU-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
M863	RUDKA-EP	MNS-UM	CDR 1: FL295 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
M864	IGORO-EV	BOMGI-UU	FL430-FL530 only available by ATC
M977	DIBED-UK	OSMAT-EP	CDR 1: FL145 and below
M977	EVODO-EP	SUW-EP	CDR 1: FL145 and below
M977	SVITA-UK	DIBED-UK	CDR 1: FL135 and below. Actual availability in accordance with conditions published daily in AUP
M983	KOVUS-UK	TADUN-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
M983	TADUN-UK	SOGBI-EY	CDR 1: FL295 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
M984	LETKI-UM	OSMUS-UM	CDR 1: FL285 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
M985	BOKSU-EY	ERIVA-EY	CDR 1: FL280 and below. Alternate routes: N994-ODLIT, L71
M986	NALAD-UK	BUDUK-UK	Alternate route: W571-W614-P27-M70
M986	NALAD-UK	SORON-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
M986	RULUT-UK	BAGSA-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
M986	SLV-UK	KEDUB-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP
M986	SORON-UK	SLV-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
M987	MOKAD-UK	PEXON-UK	CDR 1: FL205 and below. Actual availability in accordance with conditions published daily in AUP
M987	ODS-UK	MOKAD-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
M987	PEXON-UK	KESAM-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
M991	DOTEL-UK	OLGIN-UK	CDR 1: FL285 and below. Actual availability in accordance with conditions published daily in AUP
M991	IVF-UK	OTRAK-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
M991	NIROV-UK	KOSNA-UK	CDR 1: FL165 and below. Actual availability in accordance with conditions published daily in AUP
M991	TAKET-UK	NIROV-UK	CDR 1: FL195 and below. Actual availability in accordance with conditions published daily in AUP
M994	RUSNE-EY	BERIL-EY	CDR 1: FL280 and below. Alternate routes: L738 or L747
M996	NOPKA-UM	OSMUS-UM	CDR 1: FL170, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
M997	KRAKI-EY	PODIL-EY	Expect rerouting at or below FL220 during EY(D)-9 activity
MF1T	MF-UU	BG-UU	Only available for UUUW TMA overflights
MF2T	MF-UU	SUGIR-UU	Only available for UUUW TMA overflights
MF3T	MF-UU	FV-UU	Only available for UUUW TMA overflights
MF4T	MF-UU	NE-UU	FL60-FL230 only available by ATC
MF4T	MF-UU	NE-UU	Only available for UUUW TMA overflights
MF5T	AR-UU	OBELU-UU	Only available by ATC
MF5T	MF-UU	OBELU-UU	Only available for UUUW TMA overflights
MF6T	MF-UU	BELAG-UU	Only available for UUUW TMA overflights
MF7T	MF-UU	BG-UU	Only available for UUUW TMA overflights
MF8T	OBELU-UU	MF-UU	Only available for UUUW TMA overflights
MIMVIK	MIMAR-ZW	VIKOL-ZW	Break-away route for L888
MUM-LUS	MUMAN-ZL	LUSMA-ZL	Break-away route for L888
MUM-MEP	MUMAN-ZL	MEPEP-ZL	Break-away route for L888
N5	GITOV-EP	VENES-EP	CDR 1: Alternate route: IPLIT-P733-N191-LIMVI
N15	DIVEG-EF	GATRI-EF	CDR 1

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
N39	INBAL-UR	WGD-UR	FL410-FL530 only available Sun, Hol and by ATC
N150	LATEN-UL	HTG-UN	SLOP authorized
N164	POBUV-UK	LAPVA-UK	CDR 1: FL325 and below. Actual availability in accordance with conditions published daily in AUP
N171	LUMIT-UM	RUMOL-UL	Only available by ATC
N180	LIDNO-UK	GAMLA-UK	CDR 1: 9500' and below. Actual availability in accordance with conditions published daily in AUP
N181	LAVDA-UK	GOROS-UK	FL320, FL380 not available during N743 activity
N181	NEVRU-UK	TUVOG-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
N182	TUMKI-EY	GUNTA-EY	CDR 1: FL280 and below. Alternate routes: N616-ODU-NI, L71-ODLIT, N994-ERIVA
N182	TUMKI-EY	GUNTA-EY	Cruising levels by ATC
N190	ODS-UK	KOSAK-UK	CDR 1: 9500' and below. Actual availability in accordance with conditions published daily in AUP
N191	USTIL-UK	RUTUK-EP	CDR 1: FL315 and below. Alternate route: DIBED-L981-KOTEK-N133-POLON
N195	IVF-UK	IVF-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
N195	KOKUP-UK	DIBED-UK	CDR 1: FL155 and below. Actual availability in accordance with conditions published daily in AUP
N222	ARGUK-UH	VALDA-UH	SLOP authorized
N604	DITIX-UK	UMSOT-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP
N604	UMSOT-UK	DNP-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP
N609	NOTAR-EE	EKLON-EE	CDR 1: FL275 and below. Alternate route: NOTAR-Y267-SUMMI-L56-BIRSI-L77-PETOT
N611	PIREL-UL	NOR-UN	SLOP authorized
N615	RUSED-UE	ABDAG-UE	Emergency service on 121.5Mhz not available at or above FL270
N615	TIGLA-UE	RAMEL-UH	SLOP authorized

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
N616	TADUN-UK	ORTUL-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
N616	TUMKI-EY	TADUN-UK	CDR 1: FL285 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
N617	BAREN-UK	BIKVA-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
N617	BIKVA-UK	XONKO-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
N623	LOVIK-UK	OLKOM-UK	CDR 1: FL165 and below. Actual availability in accordance with conditions published daily in AUP
N644	LEMOD-OA	DOBAT-OA	FL280-FL290 additionally available 2000-2359
N644	LEMOD-OA	DOBAT-OA	FL300 not available 2000-2359
N644	LEMOD-OA	DOBAT-OA	Only available for overflights
N735	ASBAT-UH	FRENK-UH	SLOP authorized
N738	IDARI-UE	LISKI-UH	SLOP authorized
N743	LAPVA-UK	SORIK-UK	CDR 1: FL420 and below. Actual availability in accordance with conditions published daily in AUP
N743	LAVDA-UK	NIROV-UK	CDR 1: FL195 and below. Actual availability in accordance with conditions published daily in AUP
N743	LAVDA-UK	NIROV-UK	N-bound direction only available FL320, FL380
N743	NIROV-UK	LAPVA-UK	CDR 1: FL355 and below. Actual availability in accordance with conditions published daily in AUP
N869	OSMUS-UM	GORAT-EP	CDR 1: FL275 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
N869	RISOP-UU	AJ-UU	FL270 only available by ATC
N978	MANRO-LU	BAREN-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP
N983	ORVOG-EP	DIBED-UK	CDR 1: FL245 and below. Alternate route: DIBED-L981-KOTEK-N133-POLON
N983	OTPAK-UK	GASNU-UK	CDR 1: FL510 and below. Actual availability in accordance with conditions published daily in AUP

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
N983	SORON-UK	BEMBI-UK	CDR 1: FL355 and below. Actual availability in accordance with conditions published daily in AUP
N990	PINOG-US	MAGUN-UL	SLOP authorized
N991	OSKON-UH	AGURA-UH	SLOP authorized
NAM1T	NAMIN-UU	SUGIR-UU	Only available for UUUW TMA overflights
NAM1T	UM-UU	UMBEG-UU	FL60-FL120 only available by ATC
NAM1T	UMBEG-UU	WZ-UU	FL60-FL140 only available by ATC
NAM2T	NAMIN-UU	SUGIR-UU	Only available for UUUW TMA overflights
NAM2T	NAMIN-UU	SW-UU	FL60-FL70 only available by ATC
NAM2T	SW-UU	UM-UU	FL60-FL130 only available by ATC
NAM2T	UM-UU	UMBEG-UU	FL60-FL120 only available by ATC
NAM2T	UMBEG-UU	WZ-UU	FL60-FL140 only available by ATC
NAM3T	NAMIN-UU	FV-UU	Only available for UUUW TMA overflights
NAM3T	NAMIN-UU	SW-UU	FL60-FL70 only available by ATC
NAM4T	NAMIN-UU	BESTA-UU	FL60-FL70 only available by ATC
NAM4T	NAMIN-UU	SF-UU	Only available for UUUW TMA overflights
NAM5T	NAMIN-UU	FV-UU	Only available for UUUW TMA overflights
NIVXIC	NIVUX-ZP	XIC-ZU	Break-away route for L888
OKRSF	OKREM-UU	SF-UU	Only available by ATC
OKRSF	OKREM-UU	SF-UU	Only available for UUUW TMA overflights
P26	KOKUP-UK	LIV-UK	CDR 1: FL155 and below. Actual availability in accordance with conditions published daily in AUP
P26	KOVUS-UK	AMIRI-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
P26	PNK-UM	DELON-UM	CDR 1: FL305 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
P29	ROLOP-UK	DNP-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP
P129	KOROP-UK	UMOGA-UK	CDR 1: FL355 and below. Actual availability in accordance with conditions published daily in AUP

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
P135	US-UW	MOF-UW	FL70-FL180 only available by ATC
P140	BUMAT-UH	PEMID-UH	SLOP authorized
P156	BEGDA-EY	PNK-UM	CDR 1: FL305 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
P156	BURAK-UK	OKROT-UK	CDR 1: FL420 and below. Actual availability in accordance with conditions published daily in AUP
P156	OKROT-UK	VIN-UK	CDR 1: FL355 and below. Actual availability in accordance with conditions published daily in AUP
P156	VIN-UK	NOLDU-UK	CDR 1: FL195 and below. Actual availability in accordance with conditions published daily in AUP
P159	ROLKA-UK	GITOV-EP	CDR 1
P168	ODERI-RJ	BAMOK-PA	SLOP authorized
P173	DAVET-OA	TAPIS-OA	FL280 additionally available 2000-2359
P173	DAVET-OA	TAPIS-OA	FL300, FL310 not available 2000-2359
P173	DAVET-OA	TAPIS-OA	Only available for overflights
P185	TUMKI-EY	BERIL-EY	CDR 1: FL280 and below. Alternate routes: L738-SUB-OR, N616 or N994-ODLIT, L71-ODUNI, N616
P185	TUMKI-EY	BERIL-EY	Cruising levels by ATC
P190	NE-UU	UREPI-UL	Odd Levels N-bound
P607	PIVUN-EE	NOTAR-EE	CDR1. FL275 and below. In case of activity of EETSA4 alternate route outside EETSA4Z
P608	OSLEM-EE	NOTAR-EE	CDR1. FL275 and below. In case of activity of EETSA4 alternate route outside EETSA4Z
P727	BUKOV-UK	LURIK-UK	CDR 1: FL115 and below. Actual availability in accordance with conditions published daily in AUP
P740	RETRO-UK	BOGMA-UK	CDR 1: FL200-FL220. Alternate routes: L140, M987
P851	ABERO-EP	RAVOK-UM	CDR 1: FL195-FL285, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
P851	LOKSO-UK	SUVIV-UK	CDR 1: FL430 and below. Actual availability in accordance with conditions published daily in AUP

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
P851	PNK-UM	GOMAD-UM	CDR 1: FL195 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
P851	RAVOK-UM	PNK-UM	CDR 1: FL285 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
P853	BEXUL-ES	RATLA-EF	CDR 1
P855	NOTAR-EE	PILET-EE	CDR1. FL275 and below. In case of activity of EETSA4 alternate route outside EETSA4Z
P864	NIGOR-ZM	DEVID-UL	SLOP authorized
P865	RATNA-UU	SOPAL-UU	FL270-FL300 only available by ATC
P870	ARLIT-EY	BOKSU-EY	CDR 1: FL280 and below. Alternate routes: N994-ODLIT, L71-BOKSU
P870	BERIL-EY	BOKSU-EY	Cruising levels by ATC
P901	IKELA-VH	CH-VH	1601-2300 FL390 not available for transit traffic inbound RJJJ FIR
P901	IKELA-VH	CH-VH	Allocated flight levels: FL290, FL330, FL370, FL390, FL410, FL450 (E-bound), FL300, FL340, FL380, FL400, FL430 (W-bound)
P901	IKELA-VH	CH-VH	FL390 only available for RCAA FIR, VHHH, VMMC ARR's
P982	ABROG-UN	LEKOS-UN	FL270 only available by ATC
P983	GIMUN-US	ABDIR-US	FL270 only available by ATC
PAR-PET	PARAT-UR	PETUM-UR	Only available during anti-hail activity
PEXJT G	PEXUN-ZU	JTG-ZU	Break-away route for L888
Q1	DULOP-VH	CARSO-VH	Only available for VHHH ARRS, VHHK FIR overflights via DOTMI
Q11	POTIB-RP	SALMI-RC	N-bound overflights to Fukuoka FIR shall route APU DCT DRAKE Q11 WP900 L4 LIPLO
Q11	TINHO-RC	SALMI-RC	Available only for aircraft transiting Taipei FIR

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Q18	NEDSI-LB	INKOM-UK	CDR 1: FL245 and below. MON-FRI 2300-0500 (2200-0400), FRI 1400 (1300) - MON 0500 (0400), Hol. CDR 2: FL245 and below. MON-THU 0500-2300 (0400-2200), FRI 0500-1400 (0400-1300). Alternate route: INKOM-T555-RORKI-T555-MATEL-L744-IVGOT
Q34	IVNER-UK	AMIRI-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
Q35	TOLPA-UK	AMIRI-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
R1	KOLET-UL	UBORI-UL	FL80-FL130 only available by ATC
R1	PEMAS-UL	WKL-UL	FL60-FL180 only available by ATC
R1	UBORI-UL	PEMAS-UL	FL60-FL290 only available by ATC
R1	UBORI-UL	WKL-UL	FL340-FL470 only available by ATC
R11	KOLED-UU	RUBAG-UU	FL80-FL150 only available by ATC
R11	LANIT-UU	USEMA-UR	FL90-FL180 only available by ATC
R11	OPOKA-EV	AMDOR-UU	FL100-FL160 only available by ATC
R11	OPOKA-EV	AMDOR-UU	FL60 only available by ATC
R11	RIMKA-UU	LANIT-UU	FL70-FL170 only available by ATC
R11	RUBAG-UU	UK-UU	FL80-FL170 only available by ATC
R11	TU-UU	KOLED-UU	FL50-FL150 only available by ATC
R11	UK-UU	SUGIR-UU	FL50-FL60 only available by ATC
R11	US-UU	TS-UU	FL50-FL90, FL430-FL530 only available by ATC
R11	USEMA-UR	KOLBA-UR	FL90-FL170 only available by ATC
R22	BANIP-UU	SUNAB-UU	FL90-FL100 only available by ATC
R22	KUDED-US	UNISO-US	FL70-FL100 only available for domestic traffic
R22	KUMIR-UN	PTG-UN	FL80-FL250 only available for domestic traffic
R22	MAROL-UL	PUNIT-UL	FL60-FL120 only available for domestic traffic
R22	PTG-UN	RADON-UI	FL90-FL250 only available for domestic traffic
R22	UK-UU	FK-UU	FL390-FL530 only available by ATC
R22	UK-UU	FK-UU	FL70-FL160 only available by ATC
R22	UNISO-US	TIRAR-US	FL60-FL100 only available for domestic traffic

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
R27	BANOK-UN	SUPAN-UE	FL70-FL120 only available for domestic traffic
R27	CE-UN	LIKOT-UN	FL160-FL180 NOT AVBL
R27	GITUR-UN	BANOK-UN	FL90-FL290 only available for domestic traffic
R27	LIKOT-UN	GITUR-UN	FL80-FL290 only available for domestic traffic
R27	SUPAN-UE	NESPA-UE	FL70-FL100 only available for domestic traffic
R30	INLOG-EF	SPB-UL	FL150-FL160 only available by ATC
R30	SPB-UL	ABEDO-UL	FL70-FL130 only available by ATC
R58	NOTAR-EE	ORTOK-UL	FL130-FL180 only available by ATC
R58	NOTAR-EE	ROMEL-UU	FL430-FL470 only available by ATC
R58	ORTOK-UL	ROMEL-UU	FL220-FL230 only available by ATC
R58	ORTOK-UL	ROMEL-UU	FL240-FL290 NOT AVBL
R103	GORAK-UR	LELOT-UR	FL210-FL300 only available by ATC
R108	RISAT-UL	KOLET-UL	FL110-FL140 only available by ATC
R114	BA-UR	NALEM-UK	Closed
R114	NZ-UR	RINEK-UR	FL60-FL260 only available by ATC
R114	RINEK-UR	BA-UR	FL190-FL260 only available by ATC
R119	UNIGA-UU	ARLAB-UU	FL90-FL100 only available by ATC
R119	UNIGA-UU	BERUN-UU	FL140-FL280 only available by ATC
R119	UNIGA-UU	BERUN-UU	FL340-FL530 only available by ATC
R120	IDOKA-UU	INBAL-UR	FL70-FL170 only available by ATC
R120	INBAL-UR	ST-UR	FL90-FL180 only available by ATC
R120	NIBNI-UU	IDOKA-UU	FL110-FL250 only available by ATC
R200	LAPUG-ZG	OLDID-ZS	Cross OLDID at FL291 or above
R211	DOLIR-UN	LIMKI-UI	FL90-FL180 only available for domestic traffic
R237	UROBI-UU	OSPER-UU	Only available by ATC
R239	RANOK-EP	OTVOV-EY	Not available 0800-1500 Wed, Thu
R351	ARTUN-UE	MUNKE-UE	FL90-FL220 only available for domestic traffic
R351	BEKMI-UH	PEMID-UH	Domestic traffic only
R351	DEM-UE	ARTUN-UE	FL70-FL120 only available for domestic traffic

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
R351	LURES-UE	NEBAT-UE	FL90-FL140 only available for domestic traffic
R351	MUNKE-UE	LURES-UE	FL70-FL220 only available for domestic traffic
R351	NEBAT-UE	SUGON-UE	FL110-FL120 only available by ATC
R351	POKEP-UE	BEKMI-UH	FL70-FL180 only available for domestic traffic
R351	SUGON-UE	POKEP-UE	FL90-FL140 only available for domestic traffic
R351	SUKOR-UI	BRT-UI	FL130-FL150 NOT AVBL
R355	ALISA-UL	MZ-UL	Only available Sat, Sun and by ATC
R362	MISOR-US	DOSON-UN	Domestic traffic only
R362	XV-UN	LOREK-US	FL70-FL90 only available for domestic flights
R363	KUBOK-UK	ANIGI-UU	FL200 and below closed
R363	NIRIK-UU	TE-UU	FL70-FL250 only available by ATC
R364	PT-UU	TISOR-UU	FL50-FL410 only available by ATC
R364	TISOR-UU	GIRES-UW	FL80-FL150 only available by ATC
R367	PIRUS-EE	KERIS-UL	Only available by ATC
R368	KUBOK-UK	SOMUM-UU	FL200 and below closed
R368	SOMUM-UU	NIBNI-UU	FL110-FL250 only available by ATC
R369	KULEG-UU	ATRUN-UU	FL130-FL270 only available by ATC
R369	SUGIR-UU	KULEG-UU	FL70-FL270 only available by ATC
R371	BELIB-UU	KUBOK-UK	FL200 and below closed
R371	LUMAT-UK	LEMBO-UU	FL200 and below closed
R371	LUMAT-UK	LEMBO-UU	FL60-FL100 only available by ATC
R374	KANON-UR	SUGIR-UU	Only available by ATC
R374	KANON-UR	TUMIT-UU	FL200 and below closed
R385	ATLUD-UT	NMA-UT	MEA FL150 within UT(R)-127 lateral limits
R446	FI-UH	LIKON-UH	FL100-FL110 only available for domestic traffic
R446	FI-UH	LIKON-UH	FL120-FL160 NOT AVBL
R473	SIERA-VH	ZUH-ZG	Allocated flight levels for ZGGG DEPs overflying VHHK FIR: FL230, FL250

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
R473	SIERA-VH	ZUH-ZG	Allocated flight levels for ZGZU FIR overflights inbound VHHH: FL190, FL210, FL230
R474	TEBAK-VV	GYA-ZG	MAA FL310 for ZHHH, ZGHA, ZGKL, ZGGG, ZGSZ, ZUCK AND ZUTR ARRs
R478	BD-UI	AMUTA-ZM	Available 1500-0059 and by ATC
R479	BADAK-UU	KEMID-UU	FL140-FL200 only available by ATC
R479	TIMIG-UU	BADAK-UU	FL50-FL400 only available by ATC
R480	UTABI-US	ABALI-US	FL70-FL120 only available for domestic traffic
R487	MAMET-UU	RP-UU	FL90-FL270 only available by ATC
R490	LUMIN-RJ	PERUB-UH	Only available by ATC
R492	KUFIR-UL	MILPI-UL	FL70-FL130 only available by ATC
R492	TRAFU-UL	KUFIR-UL	FL110-FL240 only available by ATC
R493	DONUS-US	ABALI-US	FL150-FL260 only available by ATC
R493	GUPRI-US	ABALI-US	FL150-FL260 only available by ATC
R493	GUPRI-US	OLIKI-US	FL150-FL260 only available by ATC
R493	OLIKI-US	DONUS-US	FL130-FL260 only available by ATC
R494	SUBOS-UE	GANPA-UE	FL60-FL220 only available for domestic traffic
R494	UTS-UE	SUBOS-UE	FL60-FL120 only available for domestic traffic
R498	PIRUS-EE	GOLTI-UL	FL110-FL280 only available by ATC
R596	OKATO-ZS	SULEM-RC	Cross SULEM at FL240, FL280, FL340 (E-bound), FL250, FL290, FL370 (W-bound)
R661	DULAV-UB	DHN-OI	RNAV 5 above FL285
R703	LUMIT-UM	WKL-UL	FL120-FL130 only available by ATC
R704	ARNIS-UR	TUSUN-UR	FL390-FL410 NOT AVBL
R704	ARNIS-UR	TUSUN-UR	FL430-FL510 only available by ATC
R704	BUTRI-UU	ARNIS-UR	FL70-FL170 only available by ATC
R705	MELAM-UL	DOSON-UN	FL160-FL180 NOT AVBL
R709	PROZR-UR	LENIR-UR	FL170-FL280 only available by ATC
R710	UP-UR	ZG-UR	FL50-FL170 only available by ATC
R717	LITMA-US	LUNEP-US	FL70-FL110 only available for domestic traffic

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
R717	LUNEP-US	RULIK-US	FL60-FL100 only available for domestic traffic
R720	ABLOG-UR	MOR-UR	Only available Sun, Hol and by ATC
R720	ROS-UR	ABLOG-UR	FL60-FL300 only available by ATC
R800	KOLED-UU	FK-UU	FL80-FL160 only available by ATC
R800	OGUTA-UM	KOLED-UU	FL70-FL160 only available by ATC
R802	IN-UU	US-UU	FL70-FL240 only available by ATC
R802	US-UU	TE-UU	Only available by ATC
R804	BD-UU	NE-UU	Only available by ATC
R804	BIZEL-UU	BD-UU	FL80-FL140 only available by ATC
R804	PENUR-UU	BIZEL-UU	FL80-FL270 only available by ATC
R807	PNZ-UW	METOL-UR	Only available by ATC
R807	TONGI-UR	BEBMI-UR	FL150-FL260 only available by ATC
R808	FE-UU	TS-UU	Only available by ATC
R808	NIBNI-UU	KANON-UR	FL110-FL250 only available by ATC
R808	NIBNI-UU	KANON-UR	FL200 and below closed
R809	ABREN-UN	OTRIS-UN	FL90-FL270 only available for domestic traffic
R809	NELMA-UN	DINEP-UN	FL90-FL250 only available for domestic traffic
R809	OTRIS-UN	PTG-UN	FL80-FL270 only available for domestic traffic
R809	PTG-UN	NELMA-UN	FL80-FL250 only available for domestic traffic
R810	BAPMA-UH	RUDOS-UH	Only available by ATC
R810	KERET-UH	BAGOM-UH	FL250-FL320 NOT AVBL
R810	TD-UH	KERET-UH	FL250-FL290,FL290,FL380-FL410 NOT AVBL
R810	TD-UH	RUNUK-UH	FL430-FL530 only available by ATC
R811	OLGOR-UL	ROGDA-UL	FL60-FL120 only available for domestic traffic
R812	MISOR-US	BI-UN	Domestic traffic only
R813	AL-UN	GOPTA-UN	FL80-FL250 only available for domestic traffic
R813	GOPTA-UN	SOSNA-UI	FL90-FL250 only available for domestic traffic
R815	LUMAK-UU	RULEP-UL	FL210-FL300 only available by ATC
R815	ULGAM-UU	LUMAK-UU	FL150-FL200 only available by ATC

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
R816	LEBNA-UE	DEM-UE	FL60-FL120 only available for domestic traffic
R817	PTG-UN	AL-UN	FL80-FL250 only available for domestic traffic
R820	BAROD-UL	RONEB-UL	FL110-FL140 NOT AVBL
R822	BELUD-US	SH-US	FL60-FL150 only available for domestic traffic
R822	BEPOL-UL	METAT-UL	FL60-FL110 only available by ATC
R823	MOTIN-UN	BARIK-UN	FL90-FL190 only available for domestic traffic
R823	OKRIM-UN	MOTIN-UN	FL90-FL180 only available for domestic traffic
R833	KA-UR	LANIT-UU	Only available Sun, Hol and by ATC
R834	BESUN-UW	INTEP-UW	Only available by ATC
R900	OKUDI-UL	AJ-UU	Only available by ATC
R901	BEPOL-UL	RUDUT-UL	FL60-FL110 only available by ATC
R902	AGBON-UL	VESUR-UL	FL60-FL130 only available by ATC
R903	SUGIN-UL	NEROG-UU	Only available by ATC
R904	SUGIN-UL	KANET-UL	FL80-FL130 only available by ATC
R959	MOTUD-UL	OTLAS-UL	FL60-FL130 only available by ATC
R960	ASNOL-UL	PEBAS-UL	FL60-FL110 only available by ATC
R961	GENPA-UL	OKULO-UL	FL80-FL130 only available by ATC
R962	GENPA-UL	LANSO-UU	Only available by ATC
R963	TALER-UL	OBANA-UL	FL60-FL110 only available by ATC
R964	DITEL-UL	OBANA-UL	FL60-FL110 only available by ATC
R970	RUDAM-UL	MOVIT-UL	FL400-FL510 only available by ATC
R971	RUDAM-UL	KUMEL-UL	FL400-FL510 only available by ATC
RELAO	RELTO-UU	AO-UU	Only available by ATC
RELAO	RELTO-UU	AO-UU	Only available for UUUW TMA overflights
RO-BLAN	ALLEY-VH	GOBBI-VH	ZGSZ ARRrS cross GOBBI at FL110
SANJTG	SANLI-ZU	JTG-ZU	Break-away route for L888
SBXFA	SB-ZU	XFA-ZP	Break-away route for L888

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
SODUM	SODRU-UU	UM-UU	Only available by ATC
SODUM	SODRU-UU	UM-UU	Only available for UUUW TMA overflights
SWAR	SW-UU	AR-UU	FL60-FL200 only available by ATC
SWAR	SW-UU	AR-UU	Only available for UUUW TMA overflights
T1	EXTRA-RC	KAPLI-RC	During 2200-1600, Transit flights via KAPLI shall file airway W4 for n-bnd and airway B591 for s-bnd flights
T1	EXTRA-RC	KAPLI-RC	FL280 and below shall be approved by ATC
T1	EXTRA-RC	KAPLI-RC	This transition is for Taipei FIR departure only
T1	KADLO-RC	LASSO-RC	During 2200-1600, Transit flights via KAPLI shall file airway W4 for n-bnd and airway B591 for s-bnd flights
T52	RAVOK-UM	MNS-UM	CDR 1: FL305 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
T117	GRD-UM	OSMUS-UM	CDR 1: FL195 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
T174	RUDKA-EP	HOFTI-UM	CDR 1: FL295 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
T199	NIROV-UK	GAMLA-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
T219	VAPEL-UK	MIMKO-UK	CDR 1: FL165 and below. Actual availability in accordance with conditions published daily in AUP
T269	NATEV-EP	ROLKA-UK	CDR 1: FL245 and below. Alternate route: XIMBA-N195-DIBED
T344	BIGLU-UM	KEDUG-UM	CDR 1: FL295 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
T397	HOFTI-UM	KIZIR-UM	CDR 1: FL285 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
T425	MONOV-EP	USTIL-UK	CDR 1: FL245 and below
T490	TUREC-UK	AKUPO-LR	CDR 1. Alternate route: RUMUK-OBARA-OSTOV

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T491	REBLA-LR	EROMO-LR	CDR 1. Alternate route: REBLA-RUMUK
T504	BITRU-UK	RAPUL-UK	CDR 1: FL205 and below. Actual availability in accordance with conditions published daily in AUP
T504	BOGMA-UK	BITRU-UK	CDR 1: 9500' and below. Actual availability in accordance with conditions published daily in AUP
T515	LUKOL-UK	SOVOK-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
T515	RITED-UK	LUKOL-UK	CDR 1: FL265 and below. Actual availability in accordance with conditions published daily in AUP
T521	SOMIN-UW	BMK-UW	Only available by ATC
T535	PNK-UM	MABIR-UM	CDR 1: FL195-FL275, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
T536	OSKON-UH	BAKOL-UH	SLOP authorized
T537	LORKI-UH	TESMA-UH	SLOP authorized
T538	RAMKA-UH	TESMA-UH	SLOP authorized
T541	AJ-UU	RUNEP-UU	FL270 only available by ATC
T564	PAKLI-UH	RUSOR-UH	SLOP authorized
T565	ANIMO-RJ	URABI-UH	SLOP authorized
T567	ODIMA-UL	BLAGO-UL	FL270-FL350 only available by ATC
T567	ODIMA-UL	BLAGO-UL	FL390-FL530 only available by ATC
T568	SULUP-UU	DIGUS-UU	FL410-FL530 only available by ATC
T572	RITAK-UL	ANODI-UL	SLOP authorized
T575	TD-UH	LUNAD-UH	SLOP authorized
T577	GIKOS-UI	LUMES-UH	SLOP authorized
T632	RUTIN-UH	LOMRI-UH	SLOP authorized
T634	MAGIT-UH	ARNAP-UH	SLOP authorized
T656	DONIT-UE	RITAK-UL	SLOP authorized
T657	PAKLI-UH	ERNIK-UH	SLOP authorized
T659	KUTET-UL	MITKI-UN	SLOP authorized
T660	DOGOT-UL	KUTET-UL	SLOP authorized

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
T731	KAFEL-UK	OKROT-UK	CDR 1: FL420 and below. Actual availability in accordance with conditions published daily in AUP
T745	ARGES-LR	EROMO-LR	CDR1. Alternate route: ARGES-REBLA-RUMUK
T864	NA-UH	ASKIB-UH	SLOP authorized
T872	INTEP-UW	SURUL-UW	FL270-FL330 only available by ATC
TON-DUM	TONAX-ZL	DUMIN-ZL	Break-away route for L888
TU-SHAM	TUSLI-ZL	HAM-ZW	Break-away route for L888
V1	PIDOX-ZB	PAMDA-ZB	Only available 1600-2200
V1	PIDOX-ZB	PAMDA-ZB	Only available by ATC
V2	HSH-ZS	ODULO-ZS	Only available by ATC
V5	CON-ZG	BEMAG-ZG	Only available by ATC
V8	NTG-ZS	HSH-ZS	Only available by ATC
V9	AMVIK-ZB	ANRAT-ZY	Only available by ATC
V10	PANKI-ZB	TONIL-ZB	Only available by ATC
V10	SIKOU-VH	PECAN-VH	Only available for VHHK FIR overflights, VHHH, VMMC, ZGGG, ZGSZ DEPs
V11	PECAN-VH	IDOSI-VH	Only available for VHHK overflights, VHHH DEPs
V12	EPDOS-VH	PECAN-VH	Only available for VHHK overflights, VHHH DEPs
V12	NYB-ZJ	AGPOR-ZJ	Only available by ATC
V13	AGPOR-ZJ	MLT-ZJ	Only available by ATC
V14	NOBEM-ZS	PIMOL-ZS	Only available by ATC
V15	PANKI-ZB	LADIX-ZB	Only available by ATC
V17	GLN-ZG	ODOPI-ZG	Only available by ATC
V18	UBDOB-ZG	XEBUL-ZG	Only available by ATC
V19	LH-ZG	NLG-ZG	Only available by ATC
V20	BIGRO-ZG	UDUTI-ZG	Only available by ATC
V21	AVPAM-ZG	UJ-ZG	Only available by ATC
V25	AVPAM-ZG	UJ-ZG	Only available by ATC

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
V27	POMOK-ZS	HSH-ZS	Only available by ATC
V30	YQG-ZS	CG-ZB	Only available by ATC
V31	ALLEY-VH	IDOSI-VH	Only available for VHHK FIR overflights, VHHH, VMMC, ZGGG, ZGSZ DEPs
V31	YQG-ZS	LADIX-ZB	Only available by ATC
V32	ALLEY-VH	EPDOS-VH	Only available for VHHK FIR overflights, VHHH, VMMC, ZGGG, ZGSZ DEPs
V33	DUBAG-ZH	WXI-ZB	Only available by ATC
V34	NSH-ZL	ZNX-ZL	Only available by ATC
V35	DOTMI-ZG	JCS-ZG	Only available by ATC
V36	JCS-ZG	TEBON-ZS	Only available by ATC
V37	JCS-ZG	SWA-ZG	Only available by ATC
V38	GAO-ZU	ENH-ZH	Only available by ATC
V39	PEDNU-ZS	SEGPI-ZS	Only available by ATC
V41	RUNEG-ZJ	WL-ZJ	Only available by ATC
V43	DBL-ZY	POVAG-ZY	Only available by ATC
V44	KARPI-ZS	DBL-ZY	Only available by ATC
V45	ALARA-ZY	DBL-ZY	Only available by ATC
V46	UNSEK-ZY	DBL-ZY	Only available by ATC
V47	ANRAT-ZY	DBL-ZY	Only available by ATC
V48	CG-ZB	BIMEG-ZB	Only available by ATC
V49	HUN-ZS	NIXEM-ZS	Only available by ATC
V50	UNRIX-ZU	LAGEX-ZG	Only available by ATC
V53	YCH-ZS	PIKAS-ZS	Only available by ATC
V54	PUBOV-ZH	GUKNA-ZH	Only available by ATC
V55	KADUG-ZS	ENVEN-ZS	Only available by ATC
V56	OMDUS-ZY	PU-ZY	Only available by ATC
V57	OMDUS-ZY	GUMOD-ZY	Only available by ATC
V58	PU-ZY	TX410-ZY	Only available by ATC

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
V59	ISKEM-ZY	PU-ZY	Only available by ATC
V60	TOSID-ZY	PU-ZY	Only available by ATC
V61	TX557-ZY	TX560-ZY	Only available by ATC
V62	SEY-ZY	TX415-ZY	Only available by ATC
V63	CHG-ZY	KYU-ZY	Only available by ATC
V64	MAGLI-ZS	NOBEM-ZS	Only available by ATC
V65	IKUBA-ZH	LEBIK-ZS	Only available by ATC
V66	VEROK-ZG	LIG-ZG	Only available by ATC
V67	NUKTI-ZL	YBL-ZL	Only available by ATC
V68	TEKAM-ZS	DOBGA-ZY	Only available by ATC
V69	KDJ-ZU	WFX-ZU	Only available by ATC
V70	UNTAN-ZS	POMOK-ZS	Only available by ATC
V71	ENLET-ZS	CJ-ZS	Only available by ATC
V72	OVNEV-ZS	ELAGO-ZS	Only available by ATC
V73	MULOV-ZS	JTN-ZS	Only available by ATC
V74	PAMVU-ZS	BK-ZS	Only available by ATC
V75	OSIKI-ZS	YCH-ZS	Only available by ATC
V76	TXN-ZS	OSPAM-ZS	Only available by ATC
V77	WY-ZS	LURMA-ZS	Only available by ATC
V78	FYG-ZS	TUTKI-ZS	Only available by ATC
V79	SJW-ZB	HG-ZB	Only available by ATC
V80	ATKEV-ZB	DOVSU-ZB	Only available by ATC
V81	HRB-ZY	BUBDI-ZY	Only available by ATC
V82	GUXEN-ZY	IGADO-ZY	Only available by ATC
V83	VETEX-ZY	IGADO-ZY	Only available by ATC
V84	HRB-ZY	KETOV-ZY	Only available by ATC
V85	HRB-ZY	KETOV-ZY	Only available by ATC
V512	ENPET-VH	DOTMI-ZG	VHHH ARRs cross ENPET at FL260
V522	ENPET-VH	ELATO-RC	VHHH ARRs cross ENPET at FL260

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
V524	BETTY-VH	ELATO-RC	Not plannable. Only available by ATC
V531	DOVAR-VH	SONNY-VH	VHHH ARRrS cross SONNY at FL260
V541	DOVAR-VH	SONNY-VH	VHHH ARRrS cross SONNY at FL260
V542	SABNO-VH	BETTY-VH	Not plannable. Only available by ATC
V551	HOCKY-VH	CYBER-VH	VHHH ARRrS cross CYBER at FL260
V561	GAMBA-VH	MAPLE-VH	VHHH ARRrS cross MAPLE at FL260
V571	GAMBA-VH	MAPLE-VH	VHHH ARRrS cross MAPLE at FL260
V848	ALKIB-OA	PINAX-OA	MAA FL270 2000-2359, class E
V876	TAPIS-OA	EGPAN-OA	MAA FL270 2000-2359
VIKFKG	VIKOL-ZW	FKG-ZW	Break-away route for L888
W1	SZ-UN	OLGIM-UN	Domestic traffic only
W2	MANIV-UL	POKIB-UL	FL140-FL170 NOT AVBL
W2	NIBOM-UL	OKULO-UL	FL080-FL120 NOT AVBL
W2	OKULO-UL	MANIV-UL	FL140-FL150 NOT AVBL
W2	OSKOP-UL	UREPI-UL	Domestic traffic only
W2	RODUK-UL	MANIV-UL	FL140-FL150 NOT AVBL
W2	RODUK-UL	NIBOM-UL	FL140-FL150 NOT AVBL
W3	SOTIB-UL	VIDLA-UL	Domestic traffic only
W4	DHN-OI	DEBER-OI	RNAV 5 above FL285
W4	TAMIX-ZH	WXI-ZB	Strictly follow route centerline. Initiate turn at TAMIX from W4 to SQ to join B208
W4	VERTA-UL	ARGIP-UL	Domestic traffic only
W4	VERTA-UL	ARGIP-UL	FL110-FL130 NOT AVBL
W4	WXI-ZB	MUMUN-ZS	Strictly follow route centerline. Initiate turn at GULEK from W4 to join A461
W5	KUTEB-UU	GD-UU	Domestic traffic only
W5	KUTEB-UU	GD-UU	Only available by ATC
W6	BADAK-UU	NISOD-UU	Domestic traffic only
W6	BADAK-UU	NISOD-UU	FL50-FL100 only available by ATC

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W7	RELTO-UU	MB-UU	Only available by ATC
W7	RELTO-UU	OK-UU	Domestic traffic only
W8	TINUS-UU	BANEP-US	Domestic traffic only
W9	BADAK-UU	POGAS-UU	Domestic traffic only
W11	EKSIM-UU	ROKUR-UU	FL50-FL70 only available by ATC
W11	NASUL-UU	ARPAK-UU	FL50-FL400 only available by ATC
W11	NE-UU	GAMDI-UU	Domestic traffic only
W11	NE-UU	NASUL-UU	FL50-FL70 only available by ATC
W11	NE-UU	ROKUR-UU	FL50-FL70 only available by ATC
W14	TISOR-UU	DAFOS-UW	Domestic traffic only
W14	TISOR-UU	DAFOS-UW	Only available by ATC
W15	MF-UU	LANIL-US	Domestic traffic only
W15	MF-UU	LANIL-US	Only available by ATC
W17	ATMAG-UR	LEPTU-UR	Domestic traffic only
W17	ATMAG-UR	LEPTU-UR	Not plannable. Only available by ATC
W18	WGD-UR	MOR-UR	Domestic traffic only
W18	WGD-UR	MOR-UR	Only available by ATC
W19	UTS-UE	PLR-UE	Domestic traffic only
W20	GISUL-UW	GUBNA-UW	Domestic traffic only
W21	GITLU-UU	LEPES-US	Domestic traffic only
W22	UREPI-UL	ROGDA-UL	Domestic traffic only
W22	UREPI-UL	ROGDA-UL	Only available by ATC
W23	ROTAT-UU	UHT-UU	Domestic traffic only
W24	BDB-UI	GUPRA-UI	FL160,FL210-FL270 NOT AVBL
W24	LANAP-UN	IDELI-UE	Domestic traffic only
W24	RM-UI	BDB-UI	FL210-FL270 NOT AVBL
W25	GU-UH	NALEB-UH	FL190-FL250 NOT AVBL
W25	GU-UH	OGMUS-UE	Domestic traffic only
W26	BLZ-UL	ROGDA-UL	Domestic traffic only

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W26	BLZ-UL	ROGDA-UL	Only available by ATC
W27	NOR-UN	HTG-UN	Domestic traffic only
W28	MEPUT-VH	BETTY-VH	Not plannable. Only available by ATC
W30	NE-UU	CW-UU	Domestic traffic only
W30	NE-UU	VA-UU	FL60-FL400 only available by ATC
W31	LC-UH	BUMAT-UH	Domestic traffic only
W32	INTIK-ZB	PADSA-ZB	Traffic at or below FL266, ZBHH ARRs/DEPs route INTIK-A575-ERE-B458-TMR-G218-HET and vice versa
W33	ERBOG-UE	UTS-UE	Domestic traffic only
W36	SOTIS-UL	LKN-UL	Domestic traffic only
W37	ROKOT-UL	KM-UL	Domestic traffic only
W37	VIDLA-UL	KM-UL	Only available by ATC
W38	NOGRI-UW	PER-US	Domestic traffic only
W38	NOGRI-UW	PER-US	Only available by ATC
W39	ERBOG-UE	GISUN-UE	Domestic traffic only
W40	GUBOR-UR	TESMI-UR	Domestic traffic only
W40	GUBOR-UR	TESMI-UR	Only available by ATC
W41	RITOP-UW	SONOT-UW	Domestic traffic only
W42	PERAG-UU	ULKAM-UU	Domestic traffic only
W43	BILMI-UU	SH-US	Domestic traffic only
W44	ULKAM-UU	IGR-UN	Domestic traffic only
W46	OKEPA-UH	ARNAP-UH	Domestic traffic only
W47	OSKON-UH	BERUK-UE	FL290-FL320 NOT AVBL
W47	PEPAN-UH	RKN-UE	Domestic traffic only
W47	RELMI-UH	OSKON-UH	Below FL130 only available by ATC
W48	UHT-UU	LEBMI-US	Domestic traffic only
W50	LA-UH	KLODI-UH	Below FL130 only available by ATC
W50	LA-UH	NB-UH	Domestic traffic only
W51	SH-US	GIREP-US	Domestic traffic only

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W52	KUTET-UL	MELAM-UL	Domestic traffic only
W52	KUTET-UL	MELAM-UL	FL160-FL180 NOT AVBL
W54	NZ-UR	ALEGI-UR	Domestic traffic only
W54	NZ-UR	PELIR-UR	Only available by ATC
W56	RIGNI-UL	AMDOK-UL	Domestic traffic only
W56	RIGNI-UL	AMDOK-UL	FL110-FL180 NOT AVBL
W56	RIGNI-UL	AMDOK-UL	Only available by ATC
W57	KUMEL-UL	BAROD-UL	Domestic traffic only
W57	KUMEL-UL	BAROD-UL	Only available by ATC
W58	KULED-UR	PARAT-UR	Domestic traffic only
W59	AGNOK-US	LOMBI-US	Domestic traffic only
W61	NIPRA-US	UNISO-US	Domestic traffic only
W63	PER-US	IDKOM-US	Only available by ATC
W63	PER-US	SADER-US	Domestic traffic only
W67	LABEM-UE	ABUMI-UE	Domestic traffic only
W68	LULEN-UE	OLMIN-UE	Domestic traffic only
W68	TAMOT-VH	IDUMA-ZG	Allocated flight levels for VHHK FIR overflights inbound ZGGG: FL148 (primary), FL138 (secondary)
W69	TUNIR-UI	GARAK-UI	Domestic traffic only
W70	ANAKA-UR	ROS-UR	Domestic traffic only
W70	ANAKA-UR	ROS-UR	Only available by ATC
W72	SUMAT-UL	GUBAT-UU	Domestic traffic only
W72	SUMAT-UL	NENSI-UL	FL160-FL180 NOT AVBL
W73	MOR-UR	GAMTU-UR	Domestic traffic only
W74	AMEPU-UR	UH-UR	Domestic traffic only
W74	AMEPU-UR	UH-UR	Only available by ATC
W75	LUNAD-UH	PEMID-UH	Domestic traffic only
W76	RUBEK-UW	LURIP-UW	Domestic traffic only
W77	LARTU-US	GT-US	Only available by ATC

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W79	AMEPU-UR	BINOL-UR	Domestic traffic only
W79	AMEPU-UR	BINOL-UR	Only available by ATC
W80	BEKMI-UH	BE-UH	Domestic traffic only
W80	RARIK-UH	BE-UH	Below FL130 only available by ATC
W84	UKM-UA	Z-UA	Domestic traffic only
W84	UKM-UA	Z-UA	Only available by ATC
W85	MELAM-UL	KUTET-UL	Domestic traffic only
W85	MELAM-UL	KUTET-UL	FL160-FL180 NOT AVBL
W86	DZG-UA	ADABA-UA	Only available on PPR by ATC
W86	GASNI-UR	ADABA-UA	Domestic traffic only
W86	GASNI-UR	MKL-UR	Only available by ATC
W87	LIDUS-UR	ZG-UR	Domestic traffic only
W87	LIDUS-UR	ZG-UR	Only available by ATC
W88	LUNAD-UH	VATUL-UH	Domestic traffic only
W89	BAGEN-US	NURGI-US	Domestic traffic only
W91	BUGOT-UW	DEGEB-UW	Domestic traffic only
W93	XT-UR	NINOR-UR	Domestic traffic only
W93	XT-UR	NINOR-UR	Only available by ATC
W94	BEBIR-US	BANEP-US	Domestic traffic only
W95	US-UW	KUTOT-UW	Domestic traffic only
W95	US-UW	KUTOT-UW	Only available by ATC
W96	LUMAG-UH	OBENI-UE	Domestic traffic only
W97	PNZ-UW	KR-UW	Domestic traffic only
W97	PNZ-UW	KR-UW	Only available by ATC
W100	BAGEN-US	RIMAG-US	Domestic traffic only
W102	KR-UW	BW-UW	Domestic traffic only
W102	KR-UW	BW-UW	Only available by ATC
W103	GIMIR-US	NOR-UN	Domestic traffic only
W104	ANELI-UA	USUGA-UA	Domestic traffic only

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W105	ENS-UN	DEM-UE	Domestic traffic only
W106	METOL-UR	BW-UW	Domestic traffic only
W106	METOL-UR	BW-UW	Only available by ATC
W107	BUMAD-UE	MARAN-UH	Domestic traffic only
W107	TITOL-UH	MARAN-UH	FL160-FL170 NOT AVBL
W108	IGR-UN	VOLAS-UN	Domestic traffic only
W109	NALEB-UH	ARDIB-UE	Domestic traffic only
W109	NALEB-UH	RILTA-UE	FL120-FL160,FL160,FL210-FL250 NOT AVBL
W111	LURIP-UW	RD-UW	Domestic traffic only
W112	THN-UN	NOR-UN	Domestic traffic only
W113	ASMUT-UI	PEKUN-UI	Domestic traffic only
W114	OK-UU	PER-US	Domestic traffic only
W114	OK-UU	UPOLA-UW	Only available by ATC
W114	ROBDU-UW	INGEN-US	FL70-FL330 only available by ATC
W117	NIRBA-UE	GANPA-UE	Domestic traffic only
W118	NERKA-UI	LEBNA-UE	Domestic traffic only
W119	ENS-UN	BRT-UI	FL200-FL230 NOT AVBL
W119	ENS-UN	BRT-UI	Only available by ATC
W119	ENS-UN	RM-UI	Domestic traffic only
W120	OKRIM-UN	AL-UN	Domestic traffic only
W121	TELNI-UE	BUMAD-UE	Domestic traffic only
W122	INDIK-UE	RKN-UE	Domestic traffic only
W124	ASKIB-UH	BASAT-UH	FL160-FL180 NOT AVBL
W124	NELAG-UH	ASKIB-UH	FL140-FL170 NOT AVBL
W124	NELAG-UH	TURAN-UE	Domestic traffic only
W125	KUKEL-UH	SM-UH	Domestic traffic only
W126	UTS-UE	GIKSI-UE	Domestic traffic only
W127	GITEK-UW	ORN-UW	Domestic traffic only
W127	GITEK-UW	ORN-UW	Only available by ATC

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W128	BAGEN-US	TARSA-US	Domestic traffic only
W131	GAMRI-UL	DOSON-UN	Domestic traffic only
W131	GAMRI-UL	DOSON-UN	FL160-FL180 NOT AVBL
W133	KRN-UI	DEM-UE	Domestic traffic only
W133	KRN-UI	LUTEB-UE	FL160-FL180 NOT AVBL
W134	UPOLA-UW	GIMUN-US	Domestic traffic only
W135	ARNAP-UH	BEKMI-UH	Domestic traffic only
W136	FI-UH	SUTEK-UH	Domestic traffic only
W137	URABI-UH	BUMAT-UH	Domestic traffic only
W138	OLDEP-UE	UTS-UE	Domestic traffic only
W139	IDELI-UE	NRG-UE	Domestic traffic only
W140	BEKMI-UH	VATUL-UH	Domestic traffic only
W140	GIBAB-OI	RIKOP-OI	RNAV 5 above FL285
W141	AMERA-UH	FI-UH	Domestic traffic only
W141	AMERA-UH	FI-UH	Only available by ATC
W143	NOLBI-US	SOREB-UN	Domestic traffic only
W144	BOKSA-UW	AMDOK-UL	Domestic traffic only
W144	NRM-UL	AMDOK-UL	FL110-FL180 NOT AVBL
W145	USINA-UU	ARKUK-UU	Domestic traffic only
W146	RAMUG-UL	LURAM-UL	Domestic traffic only
W146	RAMUG-UL	LURAM-UL	Only available by ATC
W148	UHT-UU	BEBIR-US	Domestic traffic only
W149	KM-UL	GAMBI-UL	Domestic traffic only
W149	KM-UL	SORUT-UL	FL110-FL130 NOT AVBL
W150	MOVIT-UL	RONEB-UL	Domestic traffic only
W150	MOVIT-UL	SORUT-UL	FL110-FL130 NOT AVBL
W151	BILMI-UU	UHT-UU	Domestic traffic only
W152	PERAG-UU	GUPLI-US	Domestic traffic only
W153	NRM-UL	USINA-UU	Domestic traffic only

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W154	UHT-UU	INKUS-UU	Domestic traffic only
W155	MEDER-UU	GIMUT-UL	Domestic traffic only
W156	KUMEN-UL	ROKID-UL	Domestic traffic only
W156	KUMEN-UL	VERTA-UL	FL110-FL130,FL130,FL230-FL270 NOT AVBL
W156	VERTA-UL	KTL-UL	FL110-FL130 NOT AVBL
W158	RINOV-UL	NRM-UL	Domestic traffic only
W159	AMDOK-UL	BEBOS-UL	FL110-FL180 NOT AVBL
W159	AMDOK-UL	ULKAM-UU	Domestic traffic only
W160	LIGRI-US	NETLU-US	Domestic traffic only
W161	KUMEN-UL	MZ-UL	Domestic traffic only
W161	KUMEN-UL	MZ-UL	FL110 NOT AVBL
W162	SORUT-UL	OKSIM-UL	Domestic traffic only
W162	SORUT-UL	OKSIM-UL	Only available by ATC
W163	GOLRI-UU	SULUP-UU	FL410-FL530 only available by ATC
W163	LAMKO-UU	GOLRI-UU	FL300-FL320 only available by ATC
W163	RIKTA-UU	SULUP-UU	Domestic traffic only
W163	UMRAL-UU	LAMKO-UU	FL110-FL400 only available by ATC
W164	PT-UU	UDEMI-UW	Domestic traffic only
W164	PT-UU	UDEMI-UW	Only available by ATC
W165	ARGIP-UL	LKN-UL	Domestic traffic only
W165	ARGIP-UL	PINOD-UL	FL090-FL110 NOT AVBL
W165	ARGIP-UL	PINOD-UL	Only available by ATC
W168	MF-UU	CW-UU	Domestic traffic only
W169	ARDUG-UW	KZN-UW	FL80-FL330 only available by ATC
W169	UPOLA-UW	KZN-UW	Domestic traffic only
W169	UTOTI-UW	ARDUG-UW	FL70-FL330 only available by ATC
W170	BUNIB-UW	BMK-UW	Domestic traffic only
W171	RITEG-UW	BANAK-UW	Domestic traffic only
W172	KTN-UI	KU-UI	Domestic traffic only

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W172	KTN-UI	KU-UI	Only available by ATC
W173	NERKA-UI	KU-UI	Domestic traffic only
W174	RR-UN	KOTIB-UI	Domestic traffic only
W174	RR-UN	KOTIB-UI	Only available by ATC
W175	KUKON-UU	OSKUL-UU	Domestic traffic only
W176	ROVNO-UN	BD-UI	Domestic traffic only
W176	ROVNO-UN	RR-UN	Only available by ATC
W176	RR-UN	AKIRO-UN	FL150-FL170 NOT AVBL
W176	SUKOR-UI	BD-UI	FL100-FL270 only available by ATC
W177	OKTAP-UW	TOGRI-UW	Domestic traffic only
W179	AL-UU	UBELA-UU	Domestic traffic only
W180	AGBIR-UU	TEPLI-UU	FL140-FL200 only available by ATC
W180	GISET-UU	OSBUR-UU	FL50-FL70 only available by ATC
W180	OBADA-UU	OSBUR-UU	Domestic traffic only
W180	UNGAR-UU	GISET-UU	FL150-FL400 only available by ATC
W181	LIMKI-UI	CS-UI	Domestic traffic only
W182	BUMUR-US	REPSA-US	Domestic traffic only
W182	BUMUR-US	REPSA-US	Only available by ATC
W184	LURET-UE	BEMAD-UE	Domestic traffic only
W186	OLDEP-UE	ARELI-UE	Domestic traffic only
W187	DEM-UE	PLR-UE	Domestic traffic only
W188	BALOM-UE	INDIK-UE	Domestic traffic only
W189	TURMA-UN	RKN-UE	Domestic traffic only
W190	OLEMU-UE	SUBOS-UE	Domestic traffic only
W191	LURET-UE	OLMIN-UE	Domestic traffic only
W192	LANRI-UH	BAPMA-UH	Domestic traffic only
W193	UTS-UE	LURET-UE	Domestic traffic only
W194	NELAG-UH	MARAN-UH	FL130-FL170 NOT AVBL
W194	NIRBA-UE	MARAN-UH	Domestic traffic only

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W194	TONPI-UE	NELAG-UH	FL140-FL170 NOT AVBL
W195	PLR-UE	OLDEP-UE	Domestic traffic only
W196	NIRBA-UE	UTS-UE	Domestic traffic only
W198	KURAK-UE	ABATA-UE	Domestic traffic only
W199	GIKSI-UE	OLMIN-UE	Domestic traffic only
W200	NERPA-UE	LUMAG-UH	Domestic traffic only
W201	UTS-UE	LURET-UE	Domestic traffic only
W202	BURED-UE	ASKIB-UH	FL160-FL180 NOT AVBL
W202	UTS-UE	ASKIB-UH	Domestic traffic only
W203	NEBAT-UE	TURAN-UE	Domestic traffic only
W204	IPRAN-UE	SUBOS-UE	Domestic traffic only
W206	NRG-UE	ODANA-UE	Domestic traffic only
W209	RUNUK-UH	BEMOR-UH	Domestic traffic only
W209	RUNUK-UH	BEMOR-UH	Only available Sat, Sun, Hol and by ATC
W211	BL-UH	BG-UH	Domestic traffic only
W211	BL-UH	BG-UH	Only available Sat, Sun, Hol and by ATC
W212	LAMKA-UH	BEMOR-UH	Domestic traffic only
W212	LAMKA-UH	BEMOR-UH	FL160-FL170,FL170,FL250-FL290 NOT AVBL
W212	LAMKA-UH	BEMOR-UH	Only available Sat, Sun, Hol and by ATC
W213	LUMAG-UH	NS-UH	Domestic traffic only
W214	OGEMA-UH	NS-UH	Domestic traffic only
W215	BUMAT-UH	MK-UH	Domestic traffic only
W216	MOLOB-UH	TK-UH	Domestic traffic only
W218	BUMAT-UH	TK-UH	Domestic traffic only
W219	TIGBI-UH	SIPVA-UH	Domestic traffic only
W220	UMBOS-UH	NK-UH	Domestic traffic only
W221	KRN-UI	BDB-UI	FL120-FL150 NOT AVBL
W221	KRN-UI	NRG-UE	Domestic traffic only
W222	URABI-UH	OGEMA-UH	Domestic traffic only

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W223	BANIR-UH	FA-UH	Domestic traffic only
W223	BANIR-UH	FA-UH	Only available by ATC
W224	DOMON-UH	SIRVU-UH	Only available by ATC
W224	NALEB-UH	SIRVU-UH	Domestic traffic only
W225	KA-UI	GARAK-UI	Domestic traffic only
W225	KA-UI	GARAK-UI	FL110-FL270 only available by ATC
W226	DOMON-UH	BUMAD-UE	Domestic traffic only
W226	NELAG-UH	NODRO-UH	FL140-FL170 NOT AVBL
W226	OGUMI-UH	NELAG-UH	FL120-FL170 NOT AVBL
W227	LUREP-UH	NIMOR-UH	FL140-FL170 NOT AVBL
W227	NABUK-UH	DOMON-UH	FL120-FL170 NOT AVBL
W227	NABUK-UH	NIMOR-UH	Domestic traffic only
W227	TUSIP-UH	LUREP-UH	FL130-FL170 NOT AVBL
W228	AMUPI-UH	FA-UH	Domestic traffic only
W228	AMUPI-UH	SIRVU-UH	Only available by ATC
W230	LUKUT-UH	NIMOR-UH	Domestic traffic only
W230	LUKUT-UH	NIMOR-UH	FL130-FL170 NOT AVBL
W231	SONID-UH	NIMOR-UH	Domestic traffic only
W231	SONID-UH	NIMOR-UH	FL130-FL220 NOT AVBL
W233	VIBIR-UH	NASOD-UH	FL140-FL160 NOT AVBL
W233	VIBIR-UH	ODEPI-UH	Domestic traffic only
W235	HAB-UH	AKOLA-UH	Domestic traffic only
W235	HAB-UH	AKOLA-UH	Only available by ATC
W237	GV-UN	TOKMO-UN	Domestic traffic only
W237	GV-UN	TOKMO-UN	Only available by ATC
W238	TABOS-US	VOLAS-UN	Domestic traffic only
W239	KZL-UN	SUKOR-UI	Domestic traffic only
W240	KD-UN	KESED-UN	Domestic traffic only
W240	KD-UN	KESED-UN	Only available by ATC

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W241	KEDRA-UN	IKT-UI	Domestic traffic only
W241	KEDRA-UN	IKT-UI	Only available by ATC
W243	KA-UI	LUMIG-UI	Domestic traffic only
W243	KA-UI	LUMIG-UI	FL120-FL150 NOT AVBL
W245	RIPOK-UN	APRUS-UN	Domestic traffic only
W246	AL-UN	MOTIN-UN	Domestic traffic only
W247	AL-UN	BARIK-UN	Domestic traffic only
W249	MIKET-UN	KARSI-UN	Domestic traffic only
W250	INSOR-UN	BESUR-UN	Domestic traffic only
W253	LIGRI-US	UNISO-US	Domestic traffic only
W254	GUKTA-UU	NENUS-US	Domestic traffic only
W255	TUMOK-US	LUNEP-US	Domestic traffic only
W256	ROMNA-US	NJC-US	Domestic traffic only
W257	SH-US	GT-US	Domestic traffic only
W258	BANEP-US	BATRA-UN	Domestic traffic only
W259	TARSA-US	IGR-UN	Domestic traffic only
W260	BIMSA-US	REFRI-US	Domestic traffic only
W261	OKRIM-UN	BARIK-UN	Only available by ATC
W261	OKRIM-UN	TURMA-UN	Domestic traffic only
W262	IGR-UN	SAKUR-UN	Domestic traffic only
W263	PENAP-UN	BARIK-UN	Only available by ATC
W263	PENAP-UN	RITON-UN	Domestic traffic only
W264	IDRAN-UI	KOPUN-UI	FL160 NOT AVBL
W264	KTN-UI	KOPUN-UI	Domestic traffic only
W264	KTN-UI	RENGU-UI	FL140-FL160 NOT AVBL
W265	TATUR-UI	RM-UI	Domestic traffic only
W268	RINOP-UI	BDB-UI	Domestic traffic only
W269	GARAK-UI	BDB-UI	FL210-FL230 NOT AVBL
W269	TATUR-UI	OLDEP-UE	Domestic traffic only

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W270	INSOR-UN	BRT-UI	Domestic traffic only
W271	BRT-UI	LIMKI-UI	Domestic traffic only
W272	TURMA-UN	LUMIG-UI	Domestic traffic only
W273	LIMKI-UI	GARAK-UI	Domestic traffic only
W274	IKT-UI	BARAS-UI	Domestic traffic only
W275	CI-UI	BDB-UI	Domestic traffic only
W276	LUMIG-UI	GARAK-UI	FL120-FL160 NOT AVBL
W276	LUMIG-UI	IDRAN-UI	Domestic traffic only
W282	KA-UI	ERBOG-UE	Domestic traffic only
W282	KA-UI	KRN-UI	FL110-FL270 only available by ATC
W284	ABK-UN	SUKOR-UI	Domestic traffic only
W285	MALES-US	DEBRI-US	Domestic traffic only
W285	MALES-US	DEBRI-US	Only available by ATC
W286	LA-UH	AS-UH	Domestic traffic only
W286	LA-UH	DIMUR-UH	Below FL130 only available by ATC
W287	LANSU-UH	DL-UH	Domestic traffic only
W288	OLATU-UU	OSBUR-UU	FL50-FL70 only available by ATC
W288	SOROB-UU	CW-UU	Domestic traffic only
W289	DEM-UE	UTS-UE	Domestic traffic only
W290	UTS-UE	TURAN-UE	Domestic traffic only
W292	GILEB-UH	BEMOR-UH	Domestic traffic only
W292	GILEB-UH	BEMOR-UH	Only available Sat, Sun, Hol and by ATC
W293	BEMOR-UH	VELTA-UH	FL160-FL170,FL170,FL250-FL290 NOT AVBL
W293	DAGES-UH	AKOLA-UH	Domestic traffic only
W293	DAGES-UH	AKOLA-UH	Only available Sat, Sun, Hol and by ATC
W293	VELTA-UH	AKOLA-UH	FL250-FL290 NOT AVBL
W294	TD-UH	VELTA-UH	Domestic traffic only
W294	TD-UH	VELTA-UH	FL120-FL170 NOT AVBL
W294	TD-UH	VELTA-UH	Only available Sat, Sun, Hol and by ATC

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W295	BL-UH	BG-UH	Domestic traffic only
W295	BL-UH	BG-UH	Only available Sat, Sun, Hol and by ATC
W297	RIPOK-UN	ABK-UN	Domestic traffic only
W298	LUNEP-US	GT-US	Domestic traffic only
W299	NILUK-UH	MOLOB-UH	Domestic traffic only
W302	NIROB-US	GIMUN-US	Domestic traffic only
W303	TESLI-UU	ATLEK-US	Domestic traffic only
W304	KODUG-US	NIROB-US	Domestic traffic only
W305	UPOLA-UW	ALOPU-US	Domestic traffic only
W306	TUNIR-UI	KRN-UI	Domestic traffic only
W307	TD-UH	FI-UH	Domestic traffic only
W307	TD-UH	FI-UH	FL250-FL290 NOT AVBL
W307	TD-UH	FI-UH	Only available by ATC
W308	LULAN-UI	BARAS-UI	Domestic traffic only
W310	NILUK-UH	PEPAN-UH	Domestic traffic only
W311	TK-UH	OGEMA-UH	Domestic traffic only
W312	TDK-UA	GALSU-UA	Domestic traffic only
W313	GALSU-UA	AGZ-UA	Domestic traffic only
W316	ANAKA-UR	AMEPU-UR	Domestic traffic only
W316	ANAKA-UR	AMEPU-UR	Only available by ATC
W317	LUMAG-UH	LUNAD-UH	Domestic traffic only
W318	SIPVA-UH	RUGUD-UH	Domestic traffic only
W319	BUTRI-UU	RIKTA-UU	Domestic traffic only
W319	BUTRI-UU	RIKTA-UU	FL50-FL410 only available by ATC
W320	GIMAK-US	LUGIK-US	Domestic traffic only
W321	BANOT-UH	LC-UH	Domestic traffic only
W321	BANOT-UH	LC-UH	Only available by ATC
W322	KA-UR	OGONA-UR	Domestic traffic only
W322	KA-UR	OGONA-UR	Only available by ATC

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W325	OLEMU-UE	NITIM-UI	Domestic traffic only
W327	OSBAK-UL	VELUS-UL	Domestic traffic only
W328	AKOLI-UR	ELI-UR	Domestic traffic only
W328	AKOLI-UR	ELI-UR	Only available by ATC
W334	TERBO-UH	ODEPI-UH	Domestic traffic only
W337	PLR-UE	BELDO-UE	Domestic traffic only
W338	UTS-UE	BEPUS-UE	Domestic traffic only
W339	BARIK-UN	LANAP-UN	Domestic traffic only
W340	TERNU-UE	ASKIB-UH	FL130-FL180 NOT AVBL
W340	UTS-UE	ASKIB-UH	Domestic traffic only
W341	BANOT-UH	SW-UH	Domestic traffic only
W342	TR-UN	SUKOR-UI	Domestic traffic only
W343	ANAKA-UR	SM-UR	Domestic traffic only
W343	ANAKA-UR	SM-UR	Only available by ATC
W344	SOROD-UH	DABUR-UH	FL140-FL160 NOT AVBL
W344	SOROD-UH	OTLIK-UH	Domestic traffic only
W344	SOROD-UH	OTLIK-UH	Only available by ATC
W345	NIMOR-UH	NASAN-UH	Domestic traffic only
W345	NIMOR-UH	NASAN-UH	FL140-FL160 NOT AVBL
W345	NIMOR-UH	NASAN-UH	Only available by ATC
W346	AS-UN	LUGUN-UN	Domestic traffic only
W425	KSC-LZ	LASOT-UK	RNAV (RNAV 5) required above FL125
W534	UMSOT-UK	ROLOP-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP
W537	IVF-UK	LURIK-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
W538	DIMAB-UK	GANRA-UK	CDR 1: FL125 and below. Actual availability in accordance with conditions published daily in AUP
W545	TAKET-UK	POGER-UK	CDR 1: FL195 and below

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W546	DEKAD-UK	RUBES-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP
W546	RUBES-UK	KUBIR-UK	CDR 1: FL275 and below. Actual availability in accordance with conditions published daily in AUP
W567	ABDAR-UK	RUBES-UK	CDR 1: FL275 and below. Actual availability in accordance with conditions published daily in AUP
W567	ABDAR-UK	RUBES-UK	FL120 and below closed
W567	RUBES-UK	NIKAD-UK	CDR 1: FL165 and below. Actual availability in accordance with conditions published daily in AUP
W571	ILTUK-UK	PEMIR-UK	CDR 1: FL255 and below
W587	KOVUS-UK	GIDNO-UK	CDR 1: FL275 and below
W587	TETNA-UK	PEVUK-UK	CDR 1: FL255 and below
W613	VIN-UK	KOROP-UK	CDR 1: FL195 and below. Actual availability in accordance with conditions published daily in AUP
W614	TERBU-UK	IVF-UK	CDR 1: FL255 and below. Actual availability in accordance with conditions published daily in AUP
W617	BEVRO-UK	RS-UK	CDR 1: FL275 and below. Actual availability in accordance with conditions published daily in AUP
W617	ELBAM-UK	RUBES-UK	CDR 1: FL275 and below. Actual availability in accordance with conditions published daily in AUP
W617	RS-UK	SUMKA-UK	CDR 1: FL165 and below. Actual availability in accordance with conditions published daily in AUP
W617	RUBES-UK	DNP-UK	CDR 1: FL125 and below. Actual availability in accordance with conditions published daily in AUP
W624	ROKOX-UK	PEKIT-UK	CDR 1: FL105 and below
W633	RUBES-UK	BULIG-UK	CDR 1: FL165 and below. Actual availability in accordance with conditions published daily in AUP
W641	LAVDA-UK	LABOD-UK	CDR 1: 9500' and below. Actual availability in accordance with conditions published daily in AUP
W673	DNP-UK	TIRPU-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP
W900	REKRI-UU	BILMI-UU	Domestic traffic only
W902	LIDLA-UU	NILOL-UU	Domestic traffic only

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
W903	AKADA-UL	OGNUR-UU	Domestic traffic only
W904	LATMA-UH	BIKUR-UH	Domestic traffic only
W905	MOGIS-UH	KENOM-UH	Domestic traffic only
W906	TUNET-UH	NITIN-UH	Only available Sat, Sun, Hol and by ATC
W906	TUNET-UH	UTAGI-UH	Domestic traffic only
W907	BALET-UH	RUNUK-UH	Domestic traffic only
W907	BALET-UH	RUNUK-UH	Only available Sat, Sun, Hol and by ATC
W910	UROGA-UL	ADIBI-UU	Domestic traffic only
W914	AMRAD-UN	ARNUL-UN	Domestic traffic only
W915	ARNUL-UN	NOSPI-UN	Domestic traffic only
W916	ARNUL-UN	INDIT-UN	Domestic traffic only
W917	ORSOT-UL	AGBIR-UU	Domestic traffic only
XICSB	XIC-ZU	SB-ZU	Break-away route for L888
Y1	SADAN-ZW	OMBON-ZU	Navigation: RNP4, RNAV. Communication: Controller-Pilot Data Link Communication (CPDLC). Surveillance: Automatic Dependent Surveillance (ADS)
Y2	LUVAR-ZL	MEPEP-ZL	Navigation: RNP4, RNAV. Communication: Controller-Pilot Data Link Communication (CPDLC). Surveillance: Automatic Dependent Surveillance (ADS)
Y179	KOSAK-UK	RAPUL-UK	CDR 1: 9500' and below. Actual availability in accordance with conditions published daily in AUP
Y193	MOSOP-LB	BAGRI-UK	CDR 3. CDR 1 by NOTAM
Y344	ITVUL-EY	PODIL-EY	Expect rerouting at or below FL220 during EY(D)-9 activity
Y366	LAMPI-ES	RATLA-EF	CDR 1
Y367	IRGAL-ES	RATLA-EF	CDR 1
Z40	IGMON-RO	FUE-RJ	For CDR2 Applicable date, period and minimum applicable altitude are notified by NOTAM
Z317	PIGUM-UK	ORTUL-UK	CDR 1: FL405-FL575
Z367	SURUG-UM	IRFIL-UM	CDR 1: FL305 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC

EASTERN EUROPE

ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
Z401	IGMON-RO	POTET-RJ	Available only for N-bound via POTIB
Z401	IGMON-RO	POTET-RJ	For CDR1 Applicable date daily, applicable period 1840-220UTC and minimum applicable altitude MEA
Z402	RUDEN-UM	OSMUS-UM	CDR 1: FL175 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
Z860	RAVOK-UM	OGARA-UM	CDR 1: FL305 and below, 1800 Fri or the day before Hol-0300 Tue or the day after Hol. Expect rerouting by ATC
Z924	SUVUR-UK	BOGMA-UK	CDR 1: FL175 and below. Actual availability in accordance with conditions published daily in AUP

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

CROSSING OF RUSSIA/CHINA FIR BOUNDARY

Khabarovsk/Shenyang

During transfer of control the minimum longitudinal separation interval between the aircraft flying along the same route at the same flight level shall be at least 10 minutes.

When operating eastbound flights along the airway B451, G705 (BISUN) Khabarovsk FIR boundary shall be crossed at flight levels established for flights in the airspace of the Russian Federation. A change of flight level shall be carried out in Shenyang FIR.

When operating westbound flights along the airway B451, G705 (BISUN) Shenyang FIR boundary shall be crossed at flight levels established for flights in the airspace of the People's Republic of China. A change of flight level shall be carried out in Khabarovsk FIR at 30km before crossing Shenyang FIR boundary.

Flight levels for westbound flights:

Khabarovsk FIR	Shenyang FIR
FL510 (15550m)	15500m (FL509)
FL430 (13100m)	13100m (FL430)
FL380 (11600m) RVSM	11600m (FL381) RVSM
FL340 (10350m) RVSM	10400m (FL341) RVSM
FL320 (9750m) RVSM	9200m (FL301) RVSM
FL180 (5500m)	6000m (FL197) ¹
FL160 (4900m)	5400m (FL177) ¹

¹ FL are used only for flights along airway B451.

When operating eastbound flights along the airway G212, RNAV route N222, Khabarovsk FIR boundary shall be crossed via ARGUK at flight levels established for flights in the airspace of the Russian Federation. A change of flight level shall be carried out in Shenyang FIR.

When operating westbound flights along the airway B723, RNAV routes M151, T634, Shenyang FIR boundary shall be crossed via MAGIT at flight levels established for flights in the airspace of the People's Republic of China. A change of flight level shall be carried out in Khabarovsk FIR at 30km before crossing Shenyang FIR boundary.

Flight levels for westbound flights:

Khabarovsk FIR	Shenyang FIR
FL510 (15550m)	15500m (FL509)
FL470 (14350m)	14300m (FL469)
FL430 (13100m)	13100m (FL430)

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for westbound flights:	
FL400 (12200M) RVSM	12200m (FL401) RVSM
FL380 (11600m) RVSM	11600m (FL381) RVSM
FL360 (10950m) RVSM	11000m (FL361) RVSM
FL340 (10350m) RVSM	10400m (FL341) RVSM
FL320 (9750m) RVSM	9800m (FL321) RVSM
FL300 (9150m) RVSM	9200m (FL301) RVSM
FL280 (8550m)	8400m (FL276)
FL260 (7900m)	7800m (FL256) ¹
FL240 (7300m)	7200m (FL236) ¹
FL220 (6700m)	6600m (FL217) ¹
FL200 (6100m)	6000m (FL197) ¹
FL180 (5500m)	5400m (FL177) ¹

¹ FL is used only for flights along airway R723.

When operating flights along the airway G494, FIR boundary shall be crossed via SIMLI at flight levels established for flights in the airspace of the People's Republic of China. A change of flight level shall be carried out in Khabarovsk FIR at 30km before crossing Shenyang FIR boundary.

Flight levels for southbound flights:	
Khabarovsk FIR	Shenyang FIR
FL510 (15550m)	15500m (FL509)
FL470 (14350m)	14300m (FL469)
FL430 (13100m)	13100m (FL430)
FL400 (12200m) RVSM	12200m (FL401) RVSM
FL380 (11600m) RVSM	11600m (FL381) RVSM
FL360 (10950m) RVSM	11000m (FL361) RVSM
FL340 (10350m) RVSM	10400m (FL341) RVSM
FL320 (9750m) RVSM	9800m (FL321) RVSM
FL300 (9150m) RVSM	9200m (FL301) RVSM
FL280 (8550m)	8400m (FL276)
FL260 (7900m)	7800m (FL256)

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for southbound flights:

FL240 (7300m)	7200m (FL236)
FL220 (6700m)	6600m (FL217)
FL200 (6100m)	6000m (FL197)
FL180 (5500m)	5400m (FL177)
FL160 (4900m)	4800m (FL157)
FL140 (4250m)	4200m (FL138)
FL120 (3650m)	3600m (FL118)
FL100 (3050m)	3000m (FL98)
FL80 (2450m)	2400m (FL79)
FL60 (1850m)	1800m (FL59)

Flight levels for northbound flights:

Shenyang FIR	Khabarovsk FIR
16100m (FL529)	FL530 (16150m)
14900m (FL489)	FL490 (14950m)
13700m (FL449)	FL450 (13700m)
12500m (FL411) RVSM	FL410 (12500m) RVSM
11900m (FL391) RVSM	FL390 (11900m) RVSM
11300m (FL371) RVSM	FL370 (11300m) RVSM
10700m (FL351) RVSM	FL350 (10650m) RVSM
10100m (FL331) RVSM	FL330 (10050m) RVSM
9500m (FL311) RVSM	FL310 (9450m) RVSM
8900m (FL291) RVSM	FL290 (8850m) RVSM
8100m (FL266)	FL270 (8250m)
7500m (FL246)	FL250 (7600m)
6900m (FL226)	FL230 (7000m)
6300m (FL207)	FL210 (6400m)
5700m (FL187)	FL190 (5800m)
5100m (FL167)	FL170 (5200m)
4500m (FL148)	FL150 (4550m)

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for northbound flights:

3900m (FL128)	FL130 (3950m)
3300m (FL108)	FL110 (3350m)
2700m (FL89)	FL90 (2750m)
2100m (FL69)	FL70 (2150m)
1500m (FL49)	FL50 (1500m)

Novosibirsk/Urumqi

When operating flights along the airway B206, FIR boundary shall be crossed via GOPTO.

Portions of the designated ATS route extending for 75km from GOPTO to China and Russia are designated as transition zones. The aircraft must be in level flight for at least 75km up to reaching change-over point GOPTO.

During transfer of control the minimum longitudinal separation interval between the aircraft flying along the designated routes via GOPTO at the same flight level and in the same direction shall be at least 10 minutes.

Flight levels for eastbound flights:

Novosibirsk FIR	Urumqi FIR
FL390 (11900m) RVSM	11900m (FL391) RVSM
FL350 (10650m) RVSM	10700m (FL351) RVSM
FL310 (9450m) RVSM	9500m (FL311) RVSM

Flight levels for westbound flights:

Urumqi FIR	Novosibirsk FIR
11600m (FL381) RVSM	FL380 (11600m) RVSM
10400m (FL341) RVSM	FL340 (10350m) RVSM
9200m (FL301) RVSM	FL300 (9150m) RVSM

Chita/Hailar

When operating flights along the airways A810, G492, G495, FIR boundary shall be crossed via TELOK at flight levels established for flights in the airspace of the Russian Federation. A change of flight level shall be carried out in Hailar FIR.

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

CROSSING OF DPR OF KOREA/CHINA FIR BOUNDARY

Pyongyang/Shenyang

When operating westbound flights along the airways A345 and A575, Pyongyang FIR boundary shall be crossed via GOLOT at flight levels established for flights in the airspace of the People's Republic of China. A change of flight level shall be carried out in Pyongyang FIR 10.8NM before crossing Pyongyang FIR boundary.

When operating eastbound flights along the airways A345 and A575, Shenyang FIR boundary shall be crossed via GOLOT at flight levels established for flights in the airspace of People's Republic of China. A change of flight level shall be carried out in Pyongyang FIR 10.8NM after crossing Shenyang FIR boundary.

Flight levels for westbound flights:

Pyongyang FIR	Shenyang FIR
FL510 (15550m)	15500m (FL509)
FL470 (14350m)	14300m (FL469)
FL430 (13100m)	13100m (FL430)
FL400 (12200m) RVSM	12200m (FL401) RVSM
FL380 (11600m) RVSM	11600m (FL381) RVSM
FL360 (10950m) RVSM	11000m (FL361) RVSM
FL340 (10350m) RVSM	10400m (FL341) RVSM
FL320 (9750m) RVSM	9800m (FL321) RVSM
FL300 (9150m) RVSM	9200m (FL301) RVSM
FL280 (8550m)	8400m (FL276)
FL260 (7900m)	7800m (FL256)
FL240 (7300m)	7200m (FL236)
FL220 (6700m)	6600m (FL217)
FL200 (6100m)	6000m (FL197)
FL180 (5500m)	5400m (FL177)
FL160 (4900m)	4800m (FL157)
FL140 (4250m)	4200m (FL138)
FL120 (3650m)	3600m (FL118)
FL100 (3050m)	3000m (FL98)
FL80 (2450m)	2400m (FL79)

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for eastbound flights:

Shenyang FIR	Pyongyang FIR
14900m (FL489)	FL490 (14950m)
13700m (FL449)	FL450 (13700m)
12500m (FL411) RVSM	FL410 (12500m) RVSM
11900m (FL391) RVSM	FL390 (11900m) RVSM
11300m (FL371) RVSM	FL370 (11300m) RVSM
10700m (FL351) RVSM	FL350 (10650m) RVSM
10100m (FL331) RVSM	FL330 (10050m) RVSM
9500m (FL311) RVSM	FL310 (9450m) RVSM
8900m (FL291) RVSM	FL290 (8850m) RVSM
8100m (FL266)	FL270 (8250m)
7500m (FL246)	FL250 (7600m)
6900m (FL226)	FL230 (7000m)
6300m (FL207)	FL210 (6400m)
5700m (FL187)	FL190 (5800m)
5100m (FL167)	FL170 (5200m)
4500m (FL148)	FL150 (4550m)
3900m (FL128)	FL130 (3950m)
3300m (FL108)	FL110 (3350m)
2700m (FL89)	FL90 (2750m)

When operating northbound flights along the airway R224, Pyongyang FIR boundary shall be crossed via VASRO at flight levels established for flights in the airspace of the People's Republic of China. A change of flight level shall be carried out in Pyongyang FIR at 40km before crossing Pyongyang FIR boundary.

When operating southbound bound flights along the airway R224, Shenyang FIR boundary shall be crossed via VASRO at flight levels established for flights in the airspace of People's Republic of China. A change of flight level shall be carried out in Pyongyang FIR at 20km after crossing Shenyang FIR boundary.

Flight levels for northbound flights:

Pyongyang FIR	Shenyang FIR
FL510 (15550m)	15500m (FL509)

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for northbound flights:

FL470 (14350m) ¹	14300m (FL469)
FL430 (13100m)	13100m (FL430)
FL400 (12200m) RVSM ¹	12200m (FL401) RVSM
FL380 (11600m) RVSM	11600m (FL381) RVSM
FL360 (10950m) RVSM ¹	11000m (FL361) RVSM
FL340 (10350m) RVSM	10400m (FL341) RVSM
FL320 (9750m) RVSM ¹	9800m (FL321) RVSM
FL300 (9150m) RVSM	9200m (FL301) RVSM
FL280 (8550m) ¹	8400m (FL276)
FL260 (7900m)	7800m (FL256)
FL240 (7300m)	7200m (FL236)
FL220 (6700m)	6600m (FL217)
FL200 (6100m)	6000m (FL197)
FL180 (5500m)	5400m (FL177)
FL160 (4900m)	4800m (FL157)
FL140 (4250m)	4200m (FL138)
FL120 (3650m)	3600m (FL118)
FL100 (3050m)	3000m (FL98)
FL80 (2450m)	2400m (FL79)

¹ Main FLs, other FLs available after getting permission from ATC.

Flight levels for southbound flights:

Shenyang FIR	Pyongyang FIR
14900m (FL489)	FL490 (14950m) ¹
13700m (FL449)	FL450 (13700m)
12500m (FL411) RVSM	FL410 (12500m) RVSM
11900m (FL391) RVSM	FL390 (11900m) RVSM ¹
11300m (FL371) RVSM	FL370 (11300m) RVSM
10700m (FL351) RVSM	FL350 (10650m) RVSM ¹

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for southbound flights:	
10100m (FL331) RVSM	FL330 (10050m) RVSM
9500m (FL311) RVSM	FL310 (9450m) RVSM ¹
8900m (FL291) RVSM	FL290 (8850m) RVSM
8100m (FL266)	FL270 (8250m) ¹
7500m (FL246)	FL250 (7600m)
6900m (FL226)	FL230 (7000m)
6300m (FL207)	FL210 (6400m)
5700m (FL187)	FL190 (5800m)
5100m (FL167)	FL170 (5200m)
4500m (FL148)	FL150 (4550m)
3900m (FL128)	FL130 (3950m)
3300m (FL108)	FL110 (3350m)
2700m (FL89)	FL90 (2750m)

¹ Main FLs, other FLs available after getting permission from ATC.

Pyongyang/Dalian

When operating westbound flights along the airway B332, Pyongyang FIR boundary shall be crossed via TOMUK at flight levels established for flights in the airspace of the People's Republic of China. A change of flight level shall be carried out in Pyongyang FIR at 40km before crossing Pyongyang FIR boundary.

When operating eastbound flights along the airway B332, Shenyang FIR boundary shall be crossed via TOMUK at flight levels established for flights in the airspace of People's Republic of China. A change of flight level shall be carried out in Pyongyang FIR at 20km after crossing Dalian FIR boundary.

Flight levels for westbound flights:	
Pyongyang FIR	Dalian FIR
FL510 (15550m)	15500m (FL509)
FL470 (14350m)	14300m (FL469)
FL430 (13100m)	13100m (FL430)
FL400 (12200m) RVSM	12200m (FL401) RVSM
FL380 (11600m) RVSM	11600m (FL381) RVSM
FL360 (10950m) RVSM	11000m (FL361) RVSM

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for westbound flights:

FL340 (10350m) RVSM	10400m (FL341) RVSM
FL320 (9750m) RVSM	9800m (FL321) RVSM
FL300 (9150m) RVSM	9200m (FL301) RVSM
FL280 (8550m)	8400m (FL276)
FL260 (7900m)	7800m (FL256)
FL240 (7300m)	7200m (FL236)
FL220 (6700m)	6600m (FL217)
FL200 (6100m)	6000m (FL197)
FL180 (5500m)	5400m (FL177)
FL160 (4900m)	4800m (FL157)
FL140 (4250m)	4200m (FL138)
FL120 (3650m)	3600m (FL118)
FL100 (3050m)	3000m (FL98)
FL80 (2450m)	2400m (FL79)

Flight levels for eastbound flights:

Dalian FIR	Pyongyang FIR
14900m (FL489)	FL490 (14950m)
13700m (FL449)	FL450 (13700m)
12500m (FL411) RVSM	FL410 (12500m) RVSM
11900m (FL391) RVSM	FL390 (11900m) RVSM
11300m (FL371) RVSM	FL370 (11300m) RVSM
10700m (FL351) RVSM	FL350 (10650m) RVSM
10100m (FL331) RVSM	FL330 (10050m) RVSM
9500m (FL311) RVSM	FL310 (9450m) RVSM
8900m (FL291) RVSM	FL290 (8850m) RVSM
8100m (FL266)	FL270 (8250m)
7500m (FL246)	FL250 (7600m)
6900m (FL226)	FL230 (7000m)
6300m (FL207)	FL210 (6400m)

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for eastbound flights:

5700m (FL187)	FL190 (5800m)
5100m (FL167)	FL170 (5200m)
4500m (FL148)	FL150 (4550m)
3900m (FL128)	FL130 (3950m)
3300m (FL108)	FL110 (3350m)
2700m (FL89)	FL90 (2750m)

CROSSING OF RUSSIA/MONGOLIA FIR BOUNDARY

The aircraft operating flights along the airways A91, B161, B910, RNAV route N615 SULOK (G218, Y327 in Mongolia); A937, A938 BAMUK (A937 in Mongolia); A492, G917, R229, R372, R478 AMUTA (R372 in Mongolia) shall cross FIR boundary at flight levels established for flights in the airspace of the Russian Federation. A change of flight level shall be carried out in Ulaanbaatar.

The minimum longitudinal separation interval between the aircraft flying along the same route at the same flight level shall be at least 10 minutes without using the ATS surveillance system and at least 30km with using the ATS surveillance system.

Flight levels for southbound flights:

Airways A91, B161, B910, N615 SULOK (G218, Y327 in Mongolia)

Chita FIR	Ulaanbaatar FIR
FL470 (14350m)	14300m (FL469)
FL430 (13100m)	13100m (FL430)
FL400 (12200m) RVSM	12200m (FL401) RVSM
FL380 (11600m) RVSM	11600m (FL381) RVSM
FL360 (10950m) RVSM	11000m (FL361) RVSM
FL340 (10350m) RVSM	10400m (FL341) RVSM
FL320 (9750m) RVSM	9800m (FL321) RVSM
FL300 (9150m) RVSM	9200m (FL301) RVSM
FL280 (8550m)	8400m (FL276)
FL260 (7900m)	7800m (FL256)
FL240 (7300m)	7200m (FL236)
FL220 (6600m)	6600m (FL217)

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for northbound flights:

Airways A91, B161, B910, N615 SULOK (G218, Y327 in Mongolia)

Ulaanbaatar FIR	Chita FIR
13700m (FL449)	FL450 (13700m)
12500m (FL411) RVSM	FL410 (12500m) RVSM
11900m (FL391) RVSM	FL390 (11900m) RVSM
11300m (FL371) RVSM	FL370 (11300m) RVSM
10700m (FL351) RVSM	FL350 (10650m) RVSM
10100m (FL331) RVSM	FL330 (10050m) RVSM
9500m (FL311) RVSM	FL310 (9450m) RVSM
8900m (FL291) RVSM	FL290 (8850m) RVSM
8100m (FL266)	FL270 (8250m)
7500m (FL246)	FL250 (7600m)
6900m (FL226)	FL230 (7000m)
6300m (FL207)	FL210 (6400m)

Flight levels for northbound flights:

Airways A492, G917, R229, R372, R478 AMUTA (R372 in Mongolia)

Ulaanbaatar FIR	Irkutsk FIR
14300m (FL469)	FL470 (14350m)
13100m (FL430)	FL430 (13100m)
12200m (FL401) RVSM	FL400 (12200m) RVSM
11600m (FL381) RVSM	FL380 (11600m) RVSM
11000m (FL361) RVSM	FL360 (10950m) RVSM
10400m (FL341) RVSM	FL340 (10350m) RVSM
9800m (FL321) RVSM	FL320 (9750m) RVSM
9200m (FL301) RVSM	FL300 (9150m) RVSM
8400m (FL276)	FL280 (8550m)

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for southbound flights:

Airways A937, A938 BAMUK (A937 in Mongolia)

Irkutsk FIR	Ulaanbaatar FIR
FL240 (7300m)	7200m (FL236)
FL220 (6600m)	6600m (FL217)

Flight levels for northbound flights:

Airways A937, A938 BAMUK (A937 in Mongolia)

Ulaanbaatar FIR	Irkutsk FIR
7500m (FL246)	FL250 (7600m)
6900m (FL226)	FL230 (7000m)

The aircraft operating only eastbound flights along the airways A308, R104 and along RNAV route P865 (A308 in Mongolia) shall cross FIR boundary via GINOM at flight levels established for flights in the airspace of the Russian Federation. A change of flight level shall be carried out in Ulaanbaatar FIR.

The minimum longitudinal separation interval between the aircraft flying along the same route at the same flight level shall be at least 10 minutes without using the ATS surveillance system and at least 30km with using the ATS surveillance system.

Flight levels for eastbound flights:

Airways A308, R104, P865 GINOM (A308 in Mongolia)

Krasnoyarsk FIR	Ulaanbaatar FIR
FL450 (13700m)	13700m (FL449)
FL410 (12500m) RVSM	12500m (FL411) RVSM
FL390 (11900m) RVSM	11900m (FL391) RVSM
FL370 (11300m) RVSM	11300m (FL371) RVSM
FL350 (10650m) RVSM	10700m (FL351) RVSM
FL330 (10050m) RVSM	10100m (FL331) RVSM
FL310 (9450m) RVSM	9500m (FL311) RVSM
FL290 (8850m) RVSM	8900m (FL291) RVSM
FL270 (8250m)	8100m (FL266)
FL250 (7600m)	7500m (FL246)

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for eastbound flights:

Airways A308, R104, P865 GINOM (A308 in Mongolia)

FL230 (7000m)	6900m (FL226)
FL210 (6400m)	6300m (FL207)

The aircraft operating flights along the airways A489, B330, B716, B951, G122, G808 and along RNAV routes P864, P983 (B330, B928 in Mongolia) shall cross FIR boundary via NIGOR at flight levels established for flights in the airspace of the Russian Federation. A change of flight level shall be carried out in Ulaanbaatar FIR.

The minimum longitudinal separation interval between the aircraft flying along the same route at the same flight level shall be at least 10 minutes without using the ATS surveillance system and at least 30km with using the ATS surveillance system.

Flight levels for eastbound flights:

Airways A489, B330, B716, B951, G122, G808, P864, P983 NIGOR (B330, B928 in Mongolia)

Krasnoyarsk FIR	Ulaanbaatar FIR
FL450 (13700m)	13700m (FL449)
FL410 (12500m) RVSM	12500m (FL411) RVSM
FL390 (11900m) RVSM	11900m (FL391) RVSM
FL370 (11300m) RVSM	11300m (FL371) RVSM
FL350 (10650m) RVSM	10700m (FL351) RVSM
FL330 (10050m) RVSM	10100m (FL331) RVSM
FL310 (9450m) RVSM	9500m (FL311) RVSM
FL290 (8850m) RVSM	8900m (FL291) RVSM
FL270 (8250m)	8100m (FL266)
FL250 (7600m)	7500m (FL246)

Flight levels for westbound flights:

Airways A489, B330, B716, B951, G122, G808, P864, P983 NIGOR (B330, B928 in Mongolia)

Ulaanbaatar FIR	Krasnoyarsk FIR
14300m (FL469)	FL470 (14350m)
13100m (FL430)	FL430 (13100m)
12200m (FL401) RVSM	FL400 (12200m) RVSM
11600m (FL381) RVSM	FL380 (11600m) RVSM

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for westbound flights:

Airways A489, B330, B716, B951, G122, G808, P864, P983 NIGOR (B330, B928 in Mongolia)

11000m (FL361) RVSM	FL360 (10950m) RVSM
10400m (FL341) RVSM	FL340 (10350m) RVSM
9800m (FL321) RVSM	FL320 (9750m) RVSM
9200m (FL301) RVSM	FL300 (9150m) RVSM
8400m (FL276)	FL280 (8550m)
7800m (FL256)	FL260 (7900m)
7200m (FL236)	FL240 (7300m)
6600m (FL217)	FL220 (6700m)
6000m (FL197)	FL200 (6100m)
5400m (FL177)	FL180 (5500m)
4800m (FL157)	FL160 (4900m)

The aircraft operating flights along the airways A809, A823, A935, G909, G910 LETBI (B480 in Mongolia); A310, A815, A822, G490, R497, RNAV route M153 SERNA (A310, B339, Y345, Y520 in Mongolia); A575, B715, P982 DARN0 (A575 in Mongolia) shall cross FIR boundary at flight levels established for flights in the airspace of Mongolia. A change of flight level shall be carried out in Krasnoyarsk FIR (DARN0), Irkutsk FIR (LETBI, SERNA) at 30km before crossing Ulaanbaatar FIR boundary.

The minimum longitudinal separation interval between the aircraft flying along the same route at the same flight level shall be at least 10 minutes without using the ATS surveillance system and at least 30km with using the ATS surveillance system.

Flight levels for southbound flights:

Airway A809, A823, A935, G909, G910 LETBI (B480 in Mongolia)

Irkutsk FIR	Ulaanbaatar FIR
FL450 (13700m)	13700m (FL449)
FL410 (12500m) RVSM	12500m (FL411) RVSM
FL390 (11900m) RVSM	11900m (FL391) RVSM
FL370 (11300m) RVSM	11300m (FL371) RVSM
FL350 (10650m) RVSM	10700m (FL351) RVSM
FL330 (10050m) RVSM	10100m (FL331) RVSM
FL310 (9450m) RVSM	9500m (FL311) RVSM

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for southbound flights:

Airway A809, A823, A935, G909, G910 LETBI (B480 in Mongolia)

FL290 (8850m) RVSM	8900m (FL291) RVSM
FL270 (8250m)	8100m (FL266)
FL250 (7600m)	7500m (FL246)

Flight levels for northbound flights:

Airway A809, A823, A935, G909, G910 LETBI (B480 in Mongolia)

Ulaanbaatar FIR	Irkutsk FIR
14300m (FL469)	FL470 (14350m)
13100m (FL430)	FL430 (13100m)
12200m (FL401) RVSM	FL400 (12200m) RVSM
11600m (FL381) RVSM	FL380 (11600m) RVSM
11000m (FL361) RVSM	FL360 (10950m) RVSM
10400m (FL341) RVSM	FL340 (10350m) RVSM
9800m (FL321) RVSM	FL320 (9750m) RVSM
9200m (FL301) RVSM	FL300 (9150m) RVSM
8400m (FL276)	FL280 (8550m)
7800m (FL256)	FL260 (7900m)

Flight levels for southbound flights:

Airways A310, A815, A822, G490, R497, M153 SERNA (A310, B339, Y345, Y520 in Mongolia)

IrkutskFIR	Ulaanbaatar FIR
FL450 (13700m)	13700m (FL449)
FL410 (12500m) RVSM	12500m (FL411) RVSM
FL390 (11900m) RVSM	11900m (FL391) RVSM
FL370 (11300m) RVSM	11300m (FL371) RVSM
FL350 (10650m) RVSM	10700m (FL351) RVSM
FL330 (10050m) RVSM	10100m (FL331) RVSM
FL310 (9450m) RVSM	9500m (FL311) RVSM
FL290 (8850m) RVSM	8900m (FL291) RVSM

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for southbound flights:

Airways A310, A815, A822, G490, R497, M153 SERNA (A310, B339, Y345, Y520 in Mongolia)

FL270 (8250m)	8100m (FL266)
FL250 (7600m)	7500m (FL246)
FL230 (7000m)	6900m (FL226)
FL210 (6400m)	6300m (FL207)

Flight levels for northbound flights:

Airways A310, A815, A822, G490, R497, M153 SERNA (A310, B339, Y345, Y520 in Mongolia)

Ulaanbaatar FIR	Irkutsk FIR
14300m (FL469)	FL470 (14350m)
13100m (FL430)	FL430 (13100m)
12200m (FL401) RVSM	FL400 (12200m) RVSM
11600m (FL381) RVSM	FL380 (11600m) RVSM
11000m (FL361) RVSM	FL360 (10950m) RVSM
10400m (FL341) RVSM	FL340 (10350m) RVSM
9800m (FL321) RVSM	FL320 (9750m) RVSM
9200m (FL301) RVSM	FL300 (9150m) RVSM
8400m (FL276)	FL280 (8550m)
7800m (FL256)	FL260 (7900m)
7200m (FL236)	FL240 (7300m)
6600m (FL217)	FL220 (6700m)

Flight levels for eastbound flights:

Airways A575, B715, P982 DARNO (A575 in Mongolia)

Krasnoyarsk FIR	Ulaanbaatar FIR
FL530 (16150m)	16100m (FL529)
FL490 (14950m)	14900m (FL489)
FL450 (13700m)	13700m (FL449)
FL410 (12500m) RVSM	12500m (FL411) RVSM

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for eastbound flights:

Airways A575, B715, P982 DARNO (A575 in Mongolia)

FL390 (11900m) RVSM	11900m (FL391) RVSM
FL370 (11300m) RVSM	11300m (FL371) RVSM
FL350 (10650m) RVSM	10700m (FL351) RVSM
FL330 (10050m) RVSM	10100m (FL331) RVSM
FL310 (9450m) RVSM	9500m (FL311) RVSM
FL290 (8850m) RVSM	8900m (FL291) RVSM
FL270 (8250m)	8100m (FL266)
FL250 (7600m)	7500m (FL246)
FL230 (7000m)	6900m (FL226)
FL210 (6400m)	6300m (FL207)

Flight levels for westbound flights:

Airways A575, B715, P982 DARNO (A575 in Mongolia)

Ulaanbaatar FIR	Krasnoyarsk FIR
14300m (FL469)	FL470 (14350m)
13100m (FL430)	FL430 (13100m)
12200m (FL401) RVSM	FL400 (12200m) RVSM
11600m (FL381) RVSM	FL380 (11600m) RVSM
11000m (FL361) RVSM	FL360 (10950m) RVSM
10400m (FL341) RVSM	FL340 (10350m) RVSM
9800m (FL321) RVSM	FL320 (9750m) RVSM
9200m (FL301) RVSM	FL300 (9150m) RVSM
8400m (FL276)	FL280 (8550m)
7800m (FL256)	FL260 (7900m)
7200m (FL236)	FL240 (7300m)
6600m (FL217)	FL220 (6700m)

The aircraft operating flights along the airway R366 NOPUS (R366, G230 in Mongolia) shall cross FIR boundary at flight levels established for flights in the airspace of the Russian Federation. A change of flight level shall be carried out in Ulaanbaatar FIR.

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

The minimum longitudinal separation interval between the aircraft flying along the same route at the same flight level shall be at least 10 minutes.

Flight levels for eastbound flights:	
Airways R366 NOPUS (R366, G230 in Mongolia)	
Novosibirsk FIR	Ulaanbaatar FIR
FL450 (13700m)	13700m (FL449)
FL410 (12500m) RVSM	12500m (FL411) RVSM
FL390 (11900m) RVSM	11900m (FL391) RVSM
FL370 (11300m) RVSM	11300m (FL371) RVSM
FL350 (10650m) RVSM	10700m (FL351) RVSM
FL330 (10050m) RVSM	10100m (FL331) RVSM
FL310 (9450m) RVSM	9500m (FL311) RVSM
FL290 (8850m) RVSM	8900m (FL291) RVSM
FL270 (8250m)	8100m (FL266)
FL250 (7600m)	7500m (FL246)
FL230 (7000m)	6900m (FL226)
FL210 (6400m)	6300m (FL207)
FL190 (5800m)	5700m (FL187)

Flight levels for westbound flights:	
Airways R366 NOPUS (R366, G230 in Mongolia)	
Ulaanbaatar FIR	Novosibirsk FIR
14300m (FL469)	FL470 (14350m)
13100m (FL430)	FL430 (13100m)
12200m (FL401) RVSM	FL400 (12200m) RVSM
11600m (FL381) RVSM	FL380 (11600m) RVSM
11000m (FL361) RVSM	FL360 (10950m) RVSM
10400m (FL341) RVSM	FL340 (10350m) RVSM
9800m (FL321) RVSM	FL320 (9750m) RVSM
9200m (FL301) RVSM	FL300 (9150m) RVSM
8400m (FL276)	FL280 (8550m)

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for westbound flights:	
Airways R366 NOPUS (R366, G230 in Mongolia)	
7800m (FL256)	FL260 (7900m)
7200m (FL236)	FL240 (7300m)
6600m (FL217)	FL220 (6600m)
6000m (FL197)	FL200 (6100m)

CROSSING OF KAZAKHSTAN/CHINA FIR BOUNDARY

Aircraft operating flights between Kazakhstan and China should cross the state border at waypoints RULAD and SARIN at flight levels used in China. The change of flight level should be made within Kazakhstan airspace by ATC instructions on following airways:

- A124, between BARUR and LAGUK
- A360, between GASBU and BERTO
- A368, between TOLKI and AGUSA
- B142, between GASBU and BERTO
- G155, between BURID and GILAK
- G270, between BASPI and BERTO

or other airway segments as instructed by ATC, but in any case not closer than 30km to the state border.

CROSSING OF KYRGYZ REPUBLIC/CHINA FIR BOUNDARY

When operating flights on airways B351, L147, L728 and L141, the FIR boundary shall be crossed via KAMUD at flight levels established for flights within the airspace of People’s Republic of China.

A change of flight level shall be carried out on segment not less than 30km in Bishkek FIR by the ATC controller’s instruction as follows:

- for westbound flights - after crossing boundary of Urumqi FIR;
- for eastbound flights - before crossing boundary of Urumqi FIR.

The rate of climb or descent to the assigned altitude shall not be less than 500ft/min or 2.5 m/sec unless otherwise instructed by ATC.

Flight levels for westbound flights:	
Urumqi FIR	Bishkek FIR
13100m (FL430)	FL430 (13100m)
12200m (FL401)	FL400 (12200m)

**EASTERN EUROPE
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for westbound flights:

11600m (FL381)	FL380 (11600m)
11000m (FL361)	FL360 (10950m)
10400m (FL341)	FL340 (10350m)
9800m (FL321)	FL320 (9750m)
9200m (FL301)	FL300 (9150m)

Flight levels for eastbound flights:

Bishkek FIR	Urumqi FIR
FL410 (12500m)	12500m (FL411)
FL390 (11900m)	11900m (FL391)
FL370 (11300m)	11300m (FL371)
FL350 (10650m)	10700m (FL351)
FL330 (10050m)	10100m (FL331)
FL310 (9450m)	9500m (FL311)
FL290 (8850m)	8900m (FL291)



Enroute

Enroute Data - China

CHINA
ADIZ FLIGHTS PROCEDURES

PROCEDURES FOR CHINA ADIZ FLIGHTS

Aircraft flying in the East China Sea ADIZ:

- a. should report the flight plans to the Ministry of Foreign Affairs of the People's Republic of China or the Civil Aviation Administration of China;
- b. must maintain two-way radio communication and respond in a timely and accurate manner to the identification inquiries from the administrative organ of the East China Sea ADIZ or the unit authorized by the organ;
- c. if equipped with secondary radar transponder, should keep the transponder working throughout the entire flight;
- d. must clearly mark their nationalities and the logo of their registration identification in accordance with related international treaties.

The Ministry of National Defense of the People's Republic of China is the administrative organ of the East China Sea ADIZ.

Civil aviation scheduled flights, and any non-scheduled flights including extra scheduled flights, chartered flights, ferry flights and business flights shall submit flight plan to Air Traffic Control Department of CAAC.

Besides the flights mentioned above, other flights should submit flight plan to the Ministry of Foreign Affairs of People's Republic of China.

The flight plan shall be submitted in the format of FPL to the address of Air Traffic Control Department:

ZBBBZGZX, ZSACZQZX.

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES

ROUTE CODE	ROUTING VIA
AGAVO-POLHO	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 CG W34 LADIX B339 POLHO
AGAVO-KAMUD	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 CG W34 VYK B215 YHD W199 YBL B330 GOBIN W66 NUKTI B215 XKC A468 KAMUD
AGAVO-W112-PURPA	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 CG W34 VYK B215 YHD W199 YBL B330 GOBIN W66 NUKTI B215 IBANO W187 TUSLI W112 PURPA
NIXAL-SADLI	NIXAL B208 CGO W129 KAMAD W128 FYG B208 HFE R343 PK W116 JTN G327 LAMEN A593 SADLI
SGMRN-G470/L888-VHHH	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/GOPTO B206 ADPET W188 DAK-PA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/MORIT B330 KWE W181 DUDIT A599 POU R473 SIERA/RULAD A460 XKC L888 PEXUN B213 WFX B330 KWE W181 DUDIT A599 POU R473 SIERA/NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
SGMRK-G470/Y1-VHHH	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/GOPTO B206 ADPET W188 DAK-PA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/MORIT B330 KWE W181 DUDIT A599 POU R473 SIERA/RULAD A460 XKC L888 SADAN Y1 OMBON B330 KWE W181 DUDIT A599 POU R473 SIERA/KAMUD W186 SADAN Y1 OMBON B330 KWE W181 DUDIT A599 POU R473 SIERA
BEKOL-G470/Y1-SGMRN	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 QTV W190 ADPET B206 GOPTO/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 OMBON Y1 SADAN L888 XKC A460 RULAD/BEKOL A461 HOK W56 OBMEP B208 NIXAL
SGMN-G470-VHHH	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/GOPTO B206 ADPET W188 DAK-PA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/MORIT B330 KWE W181 DUDIT A599 POU R473 SIERA/NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
SG-G470-TAMOT	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/GOPTO B206 ADPET W188 DAKPA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT
SG-G470-VHHH	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/GOPTO B206 ADPET W188 DAKPA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA
SM-G470-TAMOT	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/MORIT B330 KWE W181 DUDIT A599 POU B330 TAMOT
SM-AGAVO	SIMLI A588 CHI W107 SANKO A326 DONVO G597 AGAVO/MAGIT R213 JMU G212 HRB A588 CHI W107 SANKO A326 DONVO G597 AGAVO
SIMLI-TAMOT	SIMLI A588 HRB G212 VYK W37 HOK A461 LIG R473 WYN W18 TAMOT
TEBAK-SADLI	TEBAK R474 GYA A599 POU G471 PLT A599 JTN G327 LAMEN A593 SADLI
TEBAK-VMMC	TEBAK R474 GYA B330 POU W7 SAREX W6 LATOP
TEBAK-TOMUK	TEBAK R474 WUY R343 LKO A461 HOK W56 VYK W34 VAPGU W100 ORAVA W201 UNSEK A326 SANKO B332 TOMUK
TEBAK-INTIK	TEBAK R474 WUY R343 LKO A461 HOK W56 OBMEP B208 HET W32 INTIK
TEBAK-WHA-SADLI	TEBAK R474 WUY R343 PK W116 JTN G327 LAMEN A593 SADLI
TEBUS-SARIN	TEBUS G588 FKG A368 SARIN
SGMN-VHHH	SARIN A368 FKG W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU R473 SIERA/GOPTO B206 ADPET W188 DAKPA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/MORIT B330 KWE W181 DUDIT A599 POU R473 SIERA/NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
BEKOL-G470-SGMN	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 QTV W190 ADPET B206 GOPTO/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT/BEKOL A461 HOK W56 OBMEP B208 NIXAL
SAGAG-RULAD	SAGAG A581 SGM W144 KAKMI G212 JTG B330 GOBIN W66 NUKTI B215 POSOT A343 RULAD
SAGAG-G470-RULAD	SAGAG A581 SGM W144 KAKMI G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG B215 POSOT A343 RULAD
SAGAG-G470-SARIN	SAGAG A581 SGM W144 KAKMI G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN
SAGAG-Y1-RULAD	SAGAG A581 SGM W144 KAKMI G212 JTG B330 OMBON Y1 SADAN L888 XKC A460 RULAD
SAGAG-SADLI	SAGAG A581 WHA R343 PK W116 JTN G327 LAMEN A593 SADLI
SAGAG-NIXAL	SAGAG A581 WHA W88 HOK W56 OBMEP B208 NIXAL
SARIN-TEBUS	SARIN A368 FKG G588 TEBUS
SARIN-SAGAG	SARIN A368 FKG W188 GOVSA W66 GOBIN B330 ZYG W24 HX G212 XFA A581 SAGAG
SARIN-G470-SAGAG	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 ZYG W24 HX G212 XFA A581 SAGAG
SGM-VHHH	SARIN A368 FKG W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU R473 SIERA/GOPTO B206 ADPET W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU R473 SIERA/MORIT B330 KWE W181 DUDIT A599 POU R473 SIERA
SGM-G470-TAMOT	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/GOPTO B206 ADPET W188 DAKPA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/MORIT B330 KWE W181 DUDIT A599 POU B330 TAMOT
SGM-G470-VHHH	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/GOPTO B206 ADPET W188 DAKPA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/MORIT B330 KWE W181 DUDIT A599 POU R473 SIERA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
SGMRK-G470-VHHH	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/GOPTO B206 ADPET W188 DAK-PA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/MORIT B330 KWE W181 DUDIT A599 POU R473 SIERA/RULAD A343 POSOT B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/KAMUD A468 XKC B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA
SGMRK-G470/Y1-TAMOT	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/GOPTO B206 ADPET W188 DAK-PA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/MORIT B330 KWE W181 DUDIT A599 POU B330 TAMOT/RULAD A460 XKC L888 SADAN Y1 OMBON B330 KWE W181 DUDIT A599 POU B330 TAMOT/KAMUD W186 SADAN Y1 OMBON B330 KWE W181 DUDIT A599 POU B330
PURPA-GOPTO	PURPA B215 FKG G588 NIRAV B206 GOPTO
PURPA-W112-AGAVO	PURPA W112 TUSLI W187 IBANO B215 NUKTI W66 DKO W69 HUR B339 LADIX W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
PURPA-W112-VHHH	PURPA W112 TUSLI W187 IBANO B215 NUKTI W66 GOBIN B330 KWE W181 DUDIT A599 POU R473 SIERA
MN-TAMOT	MORIT B330 KWE W181 DUDIT A599 POU B330 TAMOT/NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 TAMOT
PURPA-W112-SA-GAG	PURPA W112 TUSLI W187 IBANO B215 NUKTI W66 GOBIN B330 ZYG W24 HX G212 XFA A581 SAGAG
PURPA-L888-SA-GAG	PURPA W112 NOLEP L888 BIDRU A581 SAGAG
RULAD-TEBUS	RULAD A343 POSOT B215 FKG G588 TEBUS
MN-VHHH	MORIT B330 KWE W181 DUDIT A599 POU R473 SIERA/NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
BEKOL-MN	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT/BEKOL A461 HOK W56 OBMEP B208 NIXAL

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
BEKOL-G470/Y1-SGMRK	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 QTV W190 ADPET B206 GOPTO/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 OMBON Y1 SADAN L888 XKC A460 RULAD/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 OMBON Y1 SADAN
BEKOL-G470-KA-MUD	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG B215 XKC A468 KAMUD
BEKOL-G470-RU-LAD	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG B215 POSOT A343 RULAD
BEKOL-Y1-KAMUD	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 OMBON Y1 SADAN W186 KAMUD
BISUN-VHHH	BISUN B451 WQG G341 TGO G212 VYK W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
GOLOT-VMMC	GOLOT A345 BIDIB A575 CHG G332 MUDAM G212 VYK W37 HOK A461 LIG R473 NOLON W90 POU W7 SAREX W6
GOPTO-TAMOT	GOPTO B206 ADPET W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU B330 TAMOT
GOPTO-VHHH	GOPTO B206 ADPET W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU R473 SIERA
GOPTO-PURPA	GOPTO B206 NIRAV G588 FKG B215 PURPA
INTIK-SADLI	INTIK W32 HET B208 CGO W129 KAMDA W128 FYG B208 HFE R343 PK W116 JTN G327 LAMEN A593 SADLI
KAMUD-VHHH	KAMUD A468 XKC B215 FKG W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU R473 SIERA
KAMUD-G470-VHHH	KAMUD A468 XKC B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA
KAMUD-TAMOT	KAMUD A468 XKC B215 FKG W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU B330 TAMOT

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
KAMUD-Y1-TAMOT	KAMUD W186 SADAN Y1 OMBON B330 KWE W181 DUDIT A599 POU B330 TAMOT
LINSO-SADLI	LINSO A599 POU G471 PLT A599 JTN G327 LAMEN A593 SADLI
LINSO-VMMC	LINSO A599 POU W7 SAREX W6 LATOP
LINSO-WHA-SADLI	LINSO A599 SGM A581 WHA R343 PK W116 JTN G327 LAMEN A593 SADLI
MPSMS-TAMOT	MAGIT R213 JMU G212 VYK W37 HOK A461 LIG R473 WYN W18 TAMOT/POLHO G218 TMR B458 DADGA W37 HOK A461 LIG R473 WYN W18 TAMOT/SIMLI A588 HRB G212 VYK W37 HOK A461 LIG R473 WYN W18 TAMOT/MORIT B330 KWE W181 DUDIT A599 POU B330 TAMOT/SADLI A593 PUD A599 PLT W19 NOMAR W18 TAMOT
MAGOG-SADLI	MAGOG A470 TOL A599 JTN G327 LAMEN A593 SADLI
MORIT-TAMOT	MORIT B330 KWE W181 DUDIT A599 POU B330 TAMOT
MORIT-LINSO	MORIT B330 ZYG W24 HX G212 XFA A581 SGM A599 LINSO
RULAD-G470-TAMOT	RULAD A343 POSOT B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT
RULAD-Y1-TAMOT	RULAD A460 XKC L888 SADAN Y1 OMBON B330 KWE W181 DUDIT A599 POU B330 TAMOT
RULAD-VHHH	RULAD A343 POSOT B215 FKG W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU R473 SIERA
BEKOL-G470/L888-SGMRK	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 QTV W190 ADPET B206 GOPTO/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC W530 ZW W531 CZH B213 PEXUN L888 XKC A460 RULAD/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 OMBON Y1 SADAN
SGMRK-G470/L888-VHHH	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/GOPTO B206 ADPET W188 DAK-PA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/MORIT B330 KWE W181 DUDIT A599 POU R473 SIERA/RULAD A460 XKC L888 PEXUN B213 WFX B330 KWE W181 DUDIT A599 POU R473 SIERA/KAMUD W186 SADAN Y1 OMBON B330 KWE W181 DUDIT A599 POU R473 SIERA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
SGMRK-G470/ L888-TAMOT	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/GOPTO B206 ADPET W188 DAK-PA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/MORIT B330 KWE W181 DUDIT A599 POU B330 TAMOT/RULAD A460 XKC L888 PEXUN B213 WFX B330 KWE W181 DUDIT A599 POU B330 TAMOT/KAMUD W186 SADAN Y1 OMBON B330 KWE W181 DUDIT A599 POU B330
SGMRN-G470/ L888-TAMOT	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/GOPTO B206 ADPET W188 DAK-PA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/MORIT B330 KWE W181 DUDIT A599 POU B330 TAMOT/RULAD A460 XKC L888 PEXUN B213 WFX B330 KWE W181 DUDIT A599 POU B330 TAMOT/NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 TAMOT
KAMUD-G470-TA- MOT	KAMUD A468 XKC B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT
TOMUK-TAMOT	TOMUK B332 SANKO A326 UNSEK W55 CG W34 VYK W37 HOK A461 LIG R473 WYN W18 TAMOT
TOMUK-TEBAK	TOMUK B332 SANKO A326 UNSEK W55 CG W34 VYK W37 HOK A461 LKO R343 WUY R474 TEBAK
VASRO-TELOK	VASRO R224 YNJ W39 UGABI B451 HLD A345 TELOK
VMMC-SADLI	ZAO GLN W22 SHL G471 PLT A599 JTN G327 LAMEN A593 SADLI
VMMC-GOLOT	ZAO GLN W21 NUSLA W22 YIN A461 HOK W56 VYK W34 OTBUL W35 CHG A575 BIDIB A345 GOLOT
VMMC-ARGUK	ZAO GLN W21 NUSLA W22 YIN A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G212 ARGUK
TEBUS-RULAD	TEBUS G588 FKG B215 POSOT A343 RULAD
TELOK-GOLOT	TELOK A345 GOLOT
VMMC-RULAD	ZAO GLN W21 NUSLA W22 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG B215 POSOT A343 RULAD
SADLI-WHA-LINSO	SADLI A593 PK R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WHA A581 SGM A599 LINSO
SADLI-VMMC	SADLI A593 PUD A599 PLT W19 MABAG W20 NOLON W90 POU W7 SAREX W6 LATOP

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
SAGAG-SARIN	SAGAG A581 SGM W144 KAKMI G212 JTG B330 GOBIN W66 NUKTI B215 FKG A368 SARIN
SGM-TAMOT	SARIN A368 FKG W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU B330 TAMOT/GOPTO B206 ADPET W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU B330 TAMOT/MORIT B330 KWE W181 DUDIT A599 POU B330 TAMOT
SGMRK-G470-TAMOT	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/GOPTO B206 ADPET W188 DAKPA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/MORIT B330 KWE W181 DUDIT A599 POU B330 TAMOT/RULAD A343 POSOT B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/KAMUD A468 XKC B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT
SM-G470-VHHH	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/MORIT B330 KWE W181 DUDIT A599 POU R473 SIERA
TEBAK-SARIN	TEBAK R474 WUY R343 LBN W2 SJG B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 FKG A368 SARIN
TEBAK-NIXAL	TEBAK R474 WUY R343 LKO A461 HOK W56 OBMEP B208 NIXAL
TEBAK-AGAVO	TEBAK R474 WUY R343 PK A593 AKARA A326 IKEKA A591 AGAVO
TELOK-VASRO	TELOK A345 HLD B451 UGABI W39 YNJ R224 VASRO
BEKOL-SADLI	BEKOL A461 SHL G471 PLT A599 JTN G327 LAMEN A593 SADLI
BEKOL-TOMUK	BEKOL A461 HOK W56 VYK W34 VAPGU W100 ORAVA W201 UNSEK A326 SANKO B332 TOMUK
BEKOL-SGM	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 FKG A368 SARIN/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 HAM W99 QTV W190 ADPET B206 GOPTO/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT
BEKOL-G470-SGM	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 QTV W190 ADPET B206 GOPTO/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
GOPTO-TEBAK	GOPTO B206 ADPET W188 GOVSA W66 GOBIN B330 SJG W2 LBN R343 WUY R474 TEBAK
INTIK-TEBAK	INTIK W32 HET B208 SQ W45 ML W118 ONIXO W37 HOK A461 LKO R343 WUY R474 TEBAK
KAMUD-AGAVO	KAMUD A468 XKC B215 FKG W188 GOVSA W66 DKO W69 HUR B339 LADIX W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
VMMC-TEBAK	ZUH R200 LH R339 WUY R474 TEBAK
MPSMS-VHHH	MAGIT R213 JMU G212 VYK W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA/POLHO G218 TMR B458 DADGA W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA/SIMLI A588 HRB G212 VYK W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA/MORIT B330 KWE W181 DUDIT A599 POU R473 SIERA/SADLI A593 PUD A599 PLT W19 NOMAR W18 NLG W23 ZUH R473 SIERA
NIXAL-TEBAK	NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LKO R343 WUY R474 TEBAK
NIXAL-SAGAG	NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK W88 WHA A581 SAGAG
RULAD-TAMOT	RULAD A343 POSOT B215 FKG W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU B330 TAMOT
RULAD-L888-VHHH	RULAD A460 XKC L888 PEXUN B213 WFX B330 KWE W181 DUDIT A599 POU R473 SIERA
RULAD-VMMC	RULAD A343 POSOT B215 FKG W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU W7 SAREX W6 LATOP
RULAD-Y1-SAGAG	RULAD A460 XKC L888 SADAN Y1 OMBON B330 ZYG W24 HX G212 XFA A581 SAGAG
SADLI-LINSO	SADLI A593 PUD A599 LINSO
SADLI-NIXAL	SADLI A593 PK R343 HFE B208 NIXAL
AGAVO-TEBAK	AGAVO A591 IKEKA A326 AKARA A593 PK R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WUY R474 TEBAK
AGAVO-VHHH	AGAVO A591 IKEKA A326 AKARA A593 PUD A599 PLT W19 NOMAR W18 NLG W23 ZUH R473 SIERA
AGAVO-TAMOT	AGAVO A591 IKEKA A326 AKARA A593 PUD A599 PLT W19 NOMAR W18 TAMOT

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
AGAVO-TELOK	AGAVO G597 DONVO A326 SANKO W107 CHI A588 BIDIB A345 TELOK
AGAVO-AS	AGAVO G597 DONVO A326 SANKO W107 CHI A588 HRB G212 AR-GUK/AGAVO G597 DONVO A326 SANKO W107 CHI A588 SIMLI
BEKOL-AGAVO	BEKOL A461 SHL G471 PLT A599 PUD A593 AKARA A326 IKEKA A591 AGAVO
BEKOL-APSMS	BEKOL A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G212 ARGUK/BEKOL A461 HOK W56 OBMEP B208 HET G218 POLHO/ BEKOL A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G212 HRB A588 SIMLI/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT/BEKOL A461 SHL G471 PLT A599 JTN G327 LAMEN
BEKOL-BISUN	BEKOL A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G341 WQG B451 BISUN
BEKOL-SARIN	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 FKG A368 SARIN
BEKOL-GOPTO	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 HAM W99 QTV W190 ADPET B206 GOP-TO
BEKOL-KAMUD	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 XKC A468 KAMUD
BEKOL-RULAD	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 POSOT A343 RULAD
BEKOL-G470-SARIN	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN
BEKOL-G470-SM	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT
RULAD-SAGAG	RULAD A343 POSOT B215 FKG W188 GOVSA W66 GOBIN B330 ZYG W24 HX G212 XFA A581 SAGAG
RULAD-G470-SAGAG	RULAD A343 POSOT B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 ZYG W24 HX G212 XFA A581 SAGAG
RULAD-L888-SAGAG	RULAD A460 XKC L888 BIDRU A581 SAGAG

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
SADLI-INTIK	SADLI A593 PK R343 HFE B208 HET W32 INTIK
SADLI-M503-MA-GOG	SADLI A593 DUMET W114 LASAN W13 BEGMO M503 LAPUG R200 BE-BEM A470 MAGOG
SADLI-MAGOG	SADLI A593 PUD A599 TOL A470 MAGOG
SADLI-WHA-TE-BAK	SADLI A593 PK R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WUY R474 TEBAK
SADLI-SAGAG	SADLI A593 PK R343 WHA A581 SAGAG
SADLI-VHHH	SADLI A593 PUD A599 PLT W19 NOMAR W18 NLG W23 ZUH R473 SI-ERA
SADLI-TEBAK	SADLI A593 PUD A599 GYA R474 TEBAK
SADLI-TAMOT	SADLI A593 PUD A599 PLT W19 NOMAR W18 TAMOT
SAGAG-L888-RU-LAD	SAGAG A581 BIDRU L888 XKC A460 RULAD
SAGAG-L888-PUR-PA	SAGAG A581 BIDRU L888 NOLEP W112 PURPA
BEKOL-G470/L888-SGMRN	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 QTV W190 ADPET B206 GOPTO/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC W530 ZW W531 CZH B213 PEXUN L888 XKC A460 RULAD/BEKOL A461 HOK W56 OBMEP B208 NIXAL
SGMN-G470-TA-MOT	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/GOPTO B206 ADPET W188 DAK-PA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/MORIT B330 KWE W181 DUDIT A599 POU B330 TAMOT/NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 TAMOT
SGMRN-G470/Y1-TAMOT	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/GOPTO B206 ADPET W188 DAK-PA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/MORIT B330 KWE W181 DUDIT A599 POU B330 TAMOT/RULAD A460 XKC L888 SADAN Y1 OMBON B330 KWE W181 DUDIT A599 POU B330 TAMOT/NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 TAMOT

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
SGMRN-G470/Y1-VHHH	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/GOPTO B206 ADPET W188 DAK-PA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/MORIT B330 KWE W181 DUDIT A599 POU R473 SIERA/RULAD A460 XKC L888 SADAN Y1 OMBON B330 KWE W181 DUDIT A599 POU R473 SIERA/NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
SGMRN-G470-VHHH	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/GOPTO B206 ADPET W188 DAK-PA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/MORIT B330 KWE W181 DUDIT A599 POU R473 SIERA/RULAD A343 POSOT B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA/NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
SGMN-TAMOT	SARIN A368 FKG W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU B330 TAMOT/GOPTO B206 ADPET W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU B330 TAMOT/MORIT B330 KWE W181 DUDIT A599 POU B330 TAMOT/NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 TAMOT
SGMRN-G470-TAMOT	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/GOPTO B206 ADPET W188 DAK-PA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/MORIT B330 KWE W181 DUDIT A599 POU B330 TAMOT/RULAD A343 POSOT B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT/NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 TAMOT
BEKOL-G470-SGMRN	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 QTV W190 ADPET B206 GOPTO/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG B215 POSOT A343 RULAD/BEKOL A461 HOK W56 OBMEP B208 NIXAL

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
BEKOL-G470-SGMRK	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 QTV W190 ADPET B206 GOPTO/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG B215 POSOT A343 RULAD/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG B215 XKC A468 KAMUD
BEKOL-SGMN	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 FKG A368 SARIN/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 HAM W99 QTV W190 ADPET B206 GOPTO/BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT/BEKOL A461 HOK W56 OBMEP B208 NIXAL
AGAVO-SARIN	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 CG W34 VYK B215 YHD W199 YBL B330 GOBIN W66 NUKTI B215 FKG A368 SARIN
AGAVO-RULAD	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 CG W34 VYK B215 YHD W199 YBL B330 GOBIN W66 NUKTI B215 POSOT A343 RULAD
TEBAK-BISUN	TEBAK R474 WUY R343 LKO A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G341 WQG B451 BISUN
SARIN-AGAVO	SARIN A368 FKG W188 GOVSA W66 DKO W69 HUR B339 LADIX W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
NIXAL-VHHH	NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
NIXAL-TAMOT	NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 TAMOT
POLHO-VHHH	POLHO G218 TMR B458 DADGA W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
POLHO-AGAVO	POLHO W33 UKDUM W201 UNSEK A326 DONVO G597 AGAVO
INTIK-TAMOT	INTIK W32 HET B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 TAMOT
MAGIT-VHHH	MAGIT R213 JMU G212 VYK W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
MAGIT-TAMOT	MAGIT R213 JMU G212 VYK W37 HOK A461 LIG R473 WYN W18 TAMOT
RULAD-SADLI	RULAD A343 POSOT B215 FKG W188 GOVSA W66 DKO W69 HUR B339 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 PK W116 JTN G327 LAMEN A593 SADLI
VMMC-TOMUK	ZAO GLN W21 NUSLA W22 YIN A461 HOK W56 VYK W34 VAPGU W100 ORAVA W201 UNSEK A326 SANKO B332 TOMUK
SADLI-RULAD	SADLI A593 DALIM W157 VYK G212 SOTMU B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 POSOT A343 RULAD
SIMLI-VHHH	SIMLI A588 HRB G212 VYK W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
TEBAK-GOLOT	TEBAK R474 WUY R343 LKO A461 HOK W56 VYK W34 OTBUL W35 CHG A575 BIDIB A345 GOLOT
TEBAK-ARGUK	TEBAK R474 WUY R343 LKO A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G212 ARGUK
TOMUK-VMMC	TOMUK B332 SANKO A326 UNSEK W55 CG W34 VYK W37 HOK A461 LIG R473 NOLON W90 POU W7 SAREX W6 LATOP
BEKOL-ARGUK	BEKOL A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G212 ARGUK
BEKOL-SIMLI	BEKOL A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G212 HRB A588 SIMLI
BEKOL-POLHO	BEKOL A461 HOK W56 OBMEP B208 HET G218 POLHO
BEKOL-INTIK	BEKOL A461 HOK W56 OBMEP B208 HET W32 INTIK
BEKOL-NIXAL	BEKOL A461 HOK W56 OBMEP B208 NIXAL
BISUN-TEBAK	BISUN B451 WQG G341 TGO G212 BUMDU W47 ASAVA W45 VIGIS R343 WUY R474 TEBAK
GOLOT-TEBAK	GOLOT A345 BIDIB A575 CHG G332 MUDAM G212 BUMDU W47 ASAVA W45 VIGIS R343 WUY R474 TEBAK
INTIK-VHHH	INTIK W32 HET B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
MAGIT-TEBAK	MAGIT R213 JMU G212 BUMDU W47 ASAVA W45 VIGIS R343 WUY R474 TEBAK

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
RULAD-AGAVO	RULAD A343 POSOT B215 FKG W188 GOVSA W66 DKO W69 HUR B339 LADIX W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
MORIT-VMMC	MORIT B330 KWE W181 DUDIT A599 POU W7 SAREX W6 LATOP
VMMC-MORIT	ZAO GLN W21 NUSLA W22 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT
SIKOU-SARIN	SIKOU R339 BSE A599 SGM W144 KAKMI G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN
MORIT-KATBO	MORIT B330 ZYG W24 HX G212 XFA A581 SGM A599 ADBAG R471 KATBO
KATBO-MORIT	KATBO R471 ADBAG A599 SGM W144 KAKMI G212 JTG B330 MORIT
SIKOU-ASSAD	SIKOU A202 ASSAD
SIKOU-LINSO	SIKOU R339 BSE A599 LINSO
SIKOU-TEBAK	SIKOU R339 WUY R474 TEBAK
TEBAK-VHHH	TEBAK R474 GYA B330 POU R473 SIERA
TEBAK-TAMOT	TEBAK R474 GYA B330 TAMOT
TEBAK-GOPTO	TEBAK R474 WUY R343 LBN W2 SJG B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG G588 NIRAV B206 GOPTO
SAGAG-MORIT	SAGAG A581 SGM W144 KAKMI G212 JTG B330 MORIT
SARIN-VHHH	SARIN A368 FKG W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 POU R473 SIERA
SARIN-G470-TEBAK	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 SJG W2 LBN R343 WUY R474 TEBAK
SARIN-G470-TAMOT	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU B330 TAMOT
SARIN-G470-VHH	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA
PURPA-RULAD	PURPA B215 XKC A460 RULAD
MORIT-SAGAG	MORIT B330 ZYG W24 HX G212 XFA A581 SAGAG
BEKOL-MORIT	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OVERFLYING ROUTES (continued)

ROUTE CODE	ROUTING VIA
BEKOL-L888-RU-LAD	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC W530 ZW W531 CZH B213 PEXUN L888 XKC A460 RULAD
BISUN-AGAVO	BISUN B451 WQG G341 LJB A588 CHI W107 SANKO A326 DONVO G597 AGAVO
GOLOT-TELOK	GOLOT A345 TELOK
KAMUD-Y1-VHHH	KAMUD W186 SADAN Y1 OMBON B330 KWE W181 DUDIT A599 POU R473 SIERA
LINSO-TAMOT	LINSO A599 POU B330 TAMOT
LINSO-VHHH	LINSO A599 POU R473 SIERA
MAGIT-AGAVO	MAGIT R213 JMU G212 HRB A588 CHI W107 SANKO A326 DONVO G597 AGAVO
MORIT-VHHH	MORIT B330 KWE W181 DUDIT A599 POU R473 SIERA
RULAD-G470-VHHH	RULAD A343 POSOT B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA
TELOK-BISUN	TELOK A345 HLD B451 BISUN
BISUN-TELOK	BISUN B451 HLD A345 TELOK
SIMLI-AGAVO	SIMLI A588 CHI W107 SANKO A326 DONVO G597 AGAVO
BEKOL-Y1-RULAD	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 OMBON Y1 SADAN L888 XKC A460 RULAD
VMMC-LINSO	ZUH R200 LH R339 BSE A599 LINSO
RULAD-L888-TAMOT	RULAD A460 XKC L888 PEXUN B213 WFX B330 KWE W181 DUDIT A599 POU B330 TAMOT
AGAVO-ARGUK	AGAVO G597 DONVO A326 SANKO W107 CHI A588 HRB G212 ARGUK
AGAVO-BISUN	AGAVO G597 DONVO A326 SANKO W107 CHI A588 LJB G341 WQG B451 BISUN
AGAVO-SIMLI	AGAVO G597 DONVO A326 SANKO W107 CHI A588 SIMLI
ASSAD-SIKOU	ASSAD A202 SIKOU
RULAD-Y1-VHHH	RULAD A460 XKC L888 SADAN Y1 OMBON B330 KWE W181 DUDIT A599 POU R473 SIERA
RULAD-PURPA	RULAD A460 XKC B215 PURPA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES

ROUTE CODE	ROUTING VIA
RCBS-ZBTJ-01	SULEM R596 BZ A470 DPX A593 DALIM W157 AVBOX
RCBS-ZLXY-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 TYN W87 GODON W43 GUTRU W47 LOVRA
RCBS-ZPPP-01	OLDID R200 LH R339 BSE A599 LXI
RCFN-ZBTJ-01	SULEM R596 BZ A470 DPX A593 DALIM W157 AVBOX
RCKH-ZBAA-01	SULEM R596 BZ A470 DPX A593 DALIM W157 AVBOX
RCKH-ZBSJ-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 OBMEP W56 ORODO W62
RCKH-ZBTJ-01	SULEM R596 BZ A470 DPX A593 DALIM W157 AVBOX
RCKH-ZBYN-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 ANPIG
RCKH-ZGGG-01	OLDID R200 GLN W22 SHL
RCKH-ZGHA-01	BEKOL A461 LIG
RCKH-ZGKL-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP W523 Y
RCKH-ZGNN-01	OLDID R200 LH R339 WUY
RCKH-ZGOW-01	OLDID R200 BEBEM A470 SWA
RCKH-ZGSZ-01	OLDID R200 GLN
RCKH-ZHCC-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 FYG W596 UNTEL
RCKH-ZHHH-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 MADUK W51 LEGIV W164 ADGOL W50
RCKH-ZHHH-02	BEKOL A461 LKO
RCKH-ZJHK-01	OLDID R200 BIGRO G221 GIVIV W605 DOMGO
RCKH-ZJSY-01	OLDID R200 BIGRO G221 WL
RCKH-ZLXY-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 TYN W87 GODON W43 GUTRU W47 LOVRA
RCKH-ZPPP-01	OLDID R200 LH R339 BSE A599 LXI
RCKH-ZSAM-01	OLDID R200 BEBEM A470 TEBON
RCKH-ZSCN-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 MADUK W51 LEGIV W164 ADGOL W50 XSH W105 NCH
RCKH-ZSCN-02	BEKOL A461 SHL G471 PLT W19 NCH

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
RCKH-ZSFZ-01	SULEM R596 DST B221 LJG
RCKH-ZSFZ-02	OLDID R200 BEBEM A470 FQG
RCKH-ZSFZ-03	SULEM R596 OKATO M503 PONEN W122 FOC
RCKH-ZSHC-01	SULEM R596 BZ A470 TOL W508 WY
RCKH-ZSJM-01	SULEM R596 BZ A470 DPX A593 ABTUB
RCKH-ZSNB-01	SULEM R596 DST B221 SHZ W58 BK
RCKH-ZSNJ-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 GOSRO
RCKH-ZSOF-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 MADUK
RCKH-ZSPD-01	SULEM R596 DST B221 SHZ W58 XSY
RCKH-ZSQD-01	SULEM R596 OKATO W13 PINOT B221 XDX
RCKH-ZSSS-01	SULEM R596 DST B221 SHZ G204 JTN
RCKH-ZSTX-01	SULEM R596 BZ A470 UGAGO G204 TXN
RCKH-ZSWZ-01	SULEM R596 DST
RCKH-ZSXZ-01	SULEM R596 BZ A470 DPX W126 DO
RCKH-ZSYT-01	KASKA B591 MIGOL A326 IKEKA W4 FZ
RCKH-ZUCK-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP B330 ELKAL W179 SU-MUN W3 QJG
RCKH-ZUGY-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP B330 ESNIB
RCKH-ZUUU-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC
RCKH-ZYCC-01	KASKA B591 MIGOL A326 SANKO W107 CHI A588 LJB
RCKH-ZYHB-01	KASKA B591 MIGOL A326 SANKO W107 CHI A588 NULRA W206 LAR-UN
RCKH-ZYTL-01	KASKA B591 MIGOL A326 SANKO W579 RUPID
RCKH-ZYTX-01	KASKA B591 MIGOL A326 SANKO W107 CHI A588 TOSID
RCMQ-ZBTJ-01	SULEM R596 BZ A470 DPX A593 DALIM W157 AVBOX
RCMQ-ZBYN-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 ANPIG
RCMQ-ZGSZ-01	OLDID R200 GLN
RCMQ-ZJHK-01	OLDID R200 BIGRO G221 GIVIV W605 DOMGO

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
RCMQ-ZJSY-01	OLDID R200 BIGRO G221 WL
RCMQ-ZLXY-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 TYN W87 GODON W43 GUTRU W47 LOVRA
RCMQ-ZPPP-01	OLDID R200 LH R339 BSE A599 LXI
RCMQ-ZSJM-01	SULEM R596 BZ A470 DPX A593 ABTUB
RCMQ-ZSNJ-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 GOSRO
RCMQ-ZSOF-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 MADUK
RCMQ-ZSPD-01	SULEM R596 DST B221 SHZ W58 XSY
RCMQ-ZSQD-01	SULEM R596 OKATO W13 PINOT B221 XDX
RCMQ-ZSSS-01	SULEM R596 DST B221 SHZ G204 JTN
RCMQ-ZUCK-01	OLDID R200 GLN W22 SHL A461 YIN G586 SJG B330 ELKAL W179 SU- MUN W3 QJG
RCMQ-ZUUU-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC
RCMQ-ZYCC-01	KASKA B591 MIGOL A326 SANKO W107 CHI A588 LJB
RCMQ-ZYHB-01	KASKA B591 MIGOL A326 SANKO W107 CHI A588 NULRA W206 LAR- UN
RCNN-ZBTJ-01	SULEM R596 BZ A470 DPX A593 DALIM W157 AVBOX
RCNN-ZHHH-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 MADUK W51 LEGIV W164 ADGOL W50
RCQC-ZHHH-01	BEKOL A461 LKO
RCQC-ZLXY-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 TYN W87 GODON W43 GUTRU W47 LOVRA
RCSS-ZBTJ-01	SULEM R596 BZ A470 DPX A593 DALIM W157 AVBOX
RCSS-ZSAM-01	OLDID R200 BEBEM A470 TEBON
RCSS-ZSFZ-01	SULEM R596 DST B221 LJG
RCSS-ZSFZ-02	SULEM R596 OKATO M503 PONEN W122 FOC
RCSS-ZSPD-01	SULEM R596 DST B221 SHZ W58 XSY
RCSS-ZSSS-01	SULEM R596 DST B221 SHZ G204 JTN
RCSS-ZUCK-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP B330 ELKAL W179 SU- MUN W3 QJG

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
RCSS-ZUUU-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC
RCTP-ZBAA-01	SULEM R596 BZ A470 DPX A593 DALIM W157 AVBOX
RCTP-ZBHH-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 TODAM
RCTP-ZBLA-01	KASKA B591 MIGOL A326 SANKO W107 CHI A588 BIDIB A345 HLD
RCTP-ZBSJ-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 OBMEP W56 ORODO W62
RCTP-ZBTJ-01	SULEM R596 BZ A470 DPX A593 DALIM W157 AVBOX
RCTP-ZBYN-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 ANPIG
RCTP-ZGDY-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WHA A581 LIN W141 DYG
RCTP-ZGGG-01	OLDID R200 GLN W22 SHL
RCTP-ZGHA-01	BEKOL A461 LIG
RCTP-ZGKL-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP W523 Y
RCTP-ZGNN-01	OLDID R200 LH R339 WUY
RCTP-ZGOW-01	OLDID R200 BEBEM A470 SWA
RCTP-ZGSZ-01	OLDID R200 GLN
RCTP-ZHCC-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 FYG W596 UNTEL
RCTP-ZHHH-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 MADUK W51 LEGIV W164 ADGOL W50
RCTP-ZJHK-01	OLDID R200 BIGRO G221 GIVIV W605 DOMGO
RCTP-ZJSY-01	OLDID R200 BIGRO G221 WL
RCTP-ZLIC-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 TYN W87 GODON B215 APOGO W218 TUTGO W220 NIRUV W199 YHD
RCTP-ZLXN-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 XIXAN W111 UPVOP
RCTP-ZLXY-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 TYN W87 GODON W43 GUTRU W47 LOVRA
RCTP-ZPLJ-01	OLDID R200 LH R339 BSE A599 GULOT W146 BUBSU W162 CEH

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
RCTP-ZPPP-01	OLDID R200 LH R339 BSE A599 LXI
RCTP-ZSAM-01	OLDID R200 BEBEM A470 TEBON
RCTP-ZSCN-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 MADUK W51 LEGIV W164 ADGOL W50 XSH W105 NCH
RCTP-ZSFZ-01	SULEM R596 DST B221 LJG
RCTP-ZSFZ-02	SULEM R596 OKATO M503 PONEN W122 FOC
RCTP-ZSHC-01	SULEM R596 BZ A470 TOL W508 WY
RCTP-ZSJM-01	SULEM R596 BZ A470 DPX A593 ABTUB
RCTP-ZSNB-01	SULEM R596 DST B221 SHZ W58 BK
RCTP-ZSNJ-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 GOSRO
RCTP-ZSNT-01	SULEM R596 DST B221 SHZ G204 JTN W116 PK G330 XIREM W591 NTG
RCTP-ZSOF-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 MADUK
RCTP-ZSPD-01	SULEM R596 DST B221 SHZ W58 XSY
RCTP-ZSQD-01	SULEM R596 OKATO W13 PINOT B221 XDX
RCTP-ZSSH-01	SULEM R596 BZ A470 OF W178 LAGAL W525 HUN
RCTP-ZSSS-01	SULEM R596 DST B221 SHZ G204 JTN
RCTP-ZSTX-01	SULEM R596 BZ A470 UGAGO G204 TXN
RCTP-ZSWZ-01	SULEM R596 DST
RCTP-ZSXZ-01	SULEM R596 BZ A470 DPX W126 DO
RCTP-ZSYA-01	SULEM R596 OKATO W13 PINOT B221 GORPI W113 YCH W185 NIXEM
RCTP-ZSYT-01	KASKA B591 MIGOL A326 IKEKA W4 FZ
RCTP-ZUCK-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP B330 ELKAL W179 SU- MUN W3 QJG
RCTP-ZUGY-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP B330 ESNIB
RCTP-ZUUU-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC
RCTP-ZYCC-01	KASKA B591 MIGOL A326 SANKO W107 CHI A588 LJB
RCTP-ZYHB-01	KASKA B591 MIGOL A326 SANKO W107 CHI A588 NULRA W206 LAR- UN

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
RCTP-ZYTL-01	KASKA B591 MIGOL A326 SANKO W579 RUPID
RCTP-ZYTX-01	KASKA B591 MIGOL A326 SANKO W107 CHI A588 TOSID
RCYU-ZBAA-01	SULEM R596 BZ A470 DPX A593 DALIM W157 AVBOX
RCYU-ZBSJ-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 OBMEP W56 ORODO W62
RCYU-ZBTJ-01	SULEM R596 BZ A470 DPX A593 DALIM W157 AVBOX
RCYU-ZBYN-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 ANPIG
RCYU-ZGGG-01	OLDID R200 GLN W22 SHL
RCYU-ZGHA-01	BEKOL A461 LIG
RCYU-ZGKL-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP W523 Y
RCYU-ZGNN-01	OLDID R200 LH R339 WUY
RCYU-ZGSZ-01	OLDID R200 GLN
RCYU-ZHCC-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 FYG W596 UNTEL
RCYU-ZHHH-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 MADUK W51 LEGIV W164 ADGOL W50
RCYU-ZJHK-01	OLDID R200 BIGRO G221 GIVIV W605 DOMGO
RCYU-ZJSY-01	OLDID R200 BIGRO G221 WL
RCYU-ZLXY-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 TYN W87 GODON W43 GUTRU W47 LOVRA
RCYU-ZPPP-01	OLDID R200 LH R339 BSE A599 LXI
RCYU-ZSAM-01	OLDID R200 BEBEM A470 TEBON
RCYU-ZSCN-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 MADUK W51 LEGIV W164 ADGOL W50 XSH W105 NCH
RCYU-ZSFZ-01	SULEM R596 DST B221 LJG
RCYU-ZSHC-01	SULEM R596 BZ A470 TOL W508 WY
RCYU-ZSJM-01	SULEM R596 BZ A470 DPX A593 ABTUB
RCYU-ZSNB-01	SULEM R596 DST B221 SHZ W58 BK
RCYU-ZSNJ-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 GOSRO

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
RCYU-ZSOF-01	SULEM R596 BZ A470 CJ W555 KAKIS W554 LUPVI R343 MADUK
RCYU-ZSPD-01	SULEM R596 DST B221 SHZ W58 XSY
RCYU-ZSQD-01	SULEM R596 OKATO W13 PINOT B221 XDX
RCYU-ZSSS-01	SULEM R596 DST B221 SHZ G204 JTN
RCYU-ZSTX-01	SULEM R596 BZ A470 UGAGO G204 TXN
RCYU-ZSWZ-01	SULEM R596 DST
RCYU-ZSXZ-01	SULEM R596 BZ A470 DPX W126 DO
RCYU-ZSYT-01	KASKA B591 MIGOL A326 IKEKA W4 FZ
RCYU-ZUCK-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP B330 ELKAL W179 SU-MUN W3 QJG
RCYU-ZUGY-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP B330 ESNIB
RCYU-ZUUU-01	OLDID R200 GLN W22 SHL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC
RCYU-ZYCC-01	KASKA B591 MIGOL A326 SANKO W107 CHI A588 LJB
RCYU-ZYHB-01	KASKA B591 MIGOL A326 SANKO W107 CHI A588 NULRA W206 LAR-UN
RCYU-ZYTL-01	KASKA B591 MIGOL A326 SANKO W579 RUPID
RCYU-ZYTX-01	KASKA B591 MIGOL A326 SANKO W107 CHI A588 TOSID
VHHH-ZBAA-01	BEKOL A461 HOK W56 DUGEB
VHHH-ZBDS-01	BEKOL A461 HOK W56 OBMEP B208 TYN W87 GODON B215 LEBOM W104 OMDIS
VHHH-ZBHH-01	BEKOL A461 HOK W56 OBMEP B208 TODAM
VHHH-ZBLA-01	BEKOL A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO W27 IKITI A345 HLD
VHHH-ZBSJ-01	BEKOL A461 HOK W56 ORODO W62 IGDID
VHHH-ZBTJ-01	BEKOL A461 HOK W56 GUVRI W85 OMDEK
VHHH-ZBYN-01	BEKOL A461 HOK W56 OBMEP B208 ANPIG
VHHH-ZGBH-01	SIKOU R339 BHY
VHHH-ZGDY-01	BEKOL A461 PAVTU W46 LLC W138 DYG
VHHH-ZGGG-01	BEKOL A461 SHL

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
VHHH-ZGHA-01	BEKOL A461 LIG
VHHH-ZGKL-01	BEKOL A461 YIN G586 QP W523 Y
VHHH-ZGNN-01	SIKOU R339 WUY
VHHH-ZGOW-01	MAGOG A470 DOTMI
VHHH-ZGSZ-01	BEKOL KEVAR
VHHH-ZHCC-01	BEKOL A461 HOK W56 IGMIG
VHHH-ZHHH-01	BEKOL A461 LKO
VHHH-ZJHK-01	SIKOU A202 ISBIG W605 DOMGO
VHHH-ZJSY-01	SIKOU A202 SAMAS G221 WL
VHHH-ZLLL-01	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 BESMI
VHHH-ZLXY-01	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 NSH
VHHH-ZPPP-01	SIKOU R339 BSE A599 LXI
VHHH-ZSAM-01	MAGOG A470 TEBON
VHHH-ZSCN-01	BEKOL A461 SHL G471 PLT W19 NCH
VHHH-ZSFZ-01	MAGOG A470 FQG
VHHH-ZSHC-01	MAGOG A470 TOL W508 WY
VHHH-ZSJM-01	BEKOL A461 HOK W56 VADMO W4 GULEK
VHHH-ZSNB-01	MAGOG A470 LJG B221 SHZ W58 BK
VHHH-ZSNJ-01	MAGOG A470 CJ W555 KAKIS W554 GOSRO
VHHH-ZSNT-01	MAGOG A470 LJG B221 SHZ G204 JTN W116 PK G330 XIREM W591 NTG
VHHH-ZSOF-01	BEKOL A461 LKO R343 MIDOX
VHHH-ZSPD-01	MAGOG A470 LJG B221 SHZ W58 XSY
VHHH-ZSPD-02	LELIM M503 OKATO R596 DST B221 SHZ W58 XSY
VHHH-ZSQD-01	MAGOG A470 LJG B221 DST W117 BEGMO W13 PINOT B221 XDX
VHHH-ZSQD-02	LELIM M503 BEGMO W13 PINOT B221 XDX
VHHH-ZSQZ-01	MAGOG A470 XLN
VHHH-ZSSH-01	MAGOG A470 OF W178 LAGAL W525 HUN

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
VHHH-ZSSS-01	MAGOG A470 LJG B221 SHZ G204 JTN
VHHH-ZSTX-01	BEKOL A461 SHL G471 PLT A599 ELNEX G204 TXN
VHHH-ZSWZ-01	MAGOG A470 LJG B221 DST
VHHH-ZSXZ-01	MAGOG A470 DPX W126 DO
VHHH-ZSYW-01	MAGOG A470 OSPAM W536 YEU
VHHH-ZUCK-01	BEKOL A461 YIN G586 QP B330 ELKAL W179 SUMUN W3 QJG
VHHH-ZUGY-01	BEKOL A461 YIN G586 QP B330 ESNIB
VHHH-ZUUU-01	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC
VHHH-ZWWW-01	BEKOL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 QTV W99 FKG B215 WUR
VHHH-ZYCC-01	BEKOL A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G341 LJB
VHHH-ZYHB-01	BEKOL A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G212 RUSBO W203 PIGAM
VHHH-ZYTL-01	BEKOL A461 HOK W56 VADMO W4 HCH W173 NIXEP
VHHH-ZYTL-02	MAGOG A470 LJG B221 DST W117 BEGMO W13 PINOT B221 XDX W174 FD W172 IGDEG W173
VHHH-ZYTL-03	LELIM M503 BEGMO W13 PINOT B221 XDX W174 FD W172 IGDEG W173 NIXEP
VHHH-ZYTX-01	BEKOL A461 HOK W56 VYK W34 OTBUL W35 CHG A575 OMDUS
VMMC-ZBAA-01	ZAO GLN W21 NUSLA W22 YIN A461 HOK W56 DUGEB
VMMC-ZBTJ-01	ZAO GLN W21 NUSLA W22 YIN A461 HOK W56 GUVRI W85 OMDEK
VMMC-ZBYN-01	ZAO GLN W21 NUSLA W22 YIN A461 HOK W56 OBMEP B208 ANPIG
VMMC-ZGGG-01	ZAO GLN W22 SHL
VMMC-ZGHA-01	ZAO GLN W21 NUSLA W22 YIN A461 LIG
VMMC-ZGKL-01	ZAO GLN W21 NUSLA W22 YIN G586 QP W523 Y
VMMC-ZGNN-01	ZUH R200 LH R339 WUY
VMMC-ZGOW-01	MAGOG A470 DOTMI
VMMC-ZGSZ-01	LATOP W6 NLG

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
VMMC-ZHCC-01	ZAO GLN W21 NUSLA W22 YIN A461 HOK W56 IGMIG
VMMC-ZHHH-01	ZAO GLN W21 NUSLA W22 YIN A461 LKO
VMMC-ZJHK-01	SIKOU A202 ISBIG W605 DOMGO
VMMC-ZJSY-01	SIKOU A202 SAMAS G221 WL
VMMC-ZLLL-01	ZAO GLN W21 NUSLA W22 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330
VMMC-ZLXY-01	ZAO GLN W21 NUSLA W22 YIN G586 QP B330 SJG W102 SHX
VMMC-ZPPP-01	ZUH R200 LH R339 BSE A599 LXI
VMMC-ZSAM-01	MAGOG A470 TEBON
VMMC-ZSCN-01	ZAO GLN W22 SHL G471 PLT W19 NCH
VMMC-ZSFZ-01	MAGOG A470 FQG
VMMC-ZSHC-01	MAGOG A470 TOL W508 WY
VMMC-ZSNB-01	MAGOG A470 LJG B221 SHZ W58 BK
VMMC-ZSNJ-01	MAGOG A470 CJ W555 KAKIS W554 GOSRO
VMMC-ZSOF-01	ZAO GLN W21 NUSLA W22 YIN A461 LKO R343 MIDOX
VMMC-ZSOF-02	MAGOG A470 CJ W555 KAKIS W554 LUPVI R343 MADUK
VMMC-ZSPD-01	MAGOG A470 LJG B221 SHZ W58 XSY
VMMC-ZSPD-02	LELIM M503 OKATO R596 DST B221 SHZ W58 XSY
VMMC-ZSQD-01	MAGOG A470 LJG B221 DST W117 BEGMO W13 PINOT B221 XDX
VMMC-ZSQD-02	LELIM M503 BEGMO W13 PINOT B221 XDX
VMMC-ZSSS-01	MAGOG A470 LJG B221 SHZ G204 JTN
VMMC-ZSWZ-01	MAGOG A470 LJG B221 DST
VMMC-ZUCK-01	ZAO GLN W21 NUSLA W22 YIN G586 QP B330 ELKAL W179 SUMUN W3 QJG
VMMC-ZUCK-02	ZAO GLN W22 SHL A461 YIN G586 QP B330 ELKAL W179 SUMUN W3 QJG
VMMC-ZUGY-01	ZAO GLN W21 NUSLA W22 YIN G586 QP B330 ESNIB
VMMC-ZUUU-01	ZAO GLN W21 NUSLA W22 YIN G586 QP B330 ELKAL W179 XYO W25 FJC

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
VMMC-ZWWW-01	ZAO GLN W21 NUSLA W22 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 QTV W99 FKG B215 WUR
VMMC-ZYHB-01	ZAO GLN W21 NUSLA W22 YIN A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G212 RUSBO W203 PIGAM
VMMC-ZYTX-01	ZAO GLN W21 NUSLA W22 YIN A461 HOK W56 VYK W34 OTBUL W35 CHG A575 OMDUS
ZBAA-RCKH-01	ELKUR W40 YQG W142 DALIM A593 PK W116 JTN G327 BOLEX B591 KASKA
ZBAA-RCTP-01	ELKUR W40 YQG W142 DALIM A593 PK W116 JTN G327 BOLEX B591 KASKA
ZBAA-RCYU-01	ELKUR W40 YQG W142 DALIM A593 PK W116 JTN G327 BOLEX B591 KASKA
ZBAA-VHHH-01	RUSDO W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZBAA-VMMC-01	RUSDO W45 ML W118 ONIXO W37 HOK A461 LIG R473 NOLON W90 POU W7 SAREX W6 LATOP
ZBDS-VHHH-01	OMDIS W104 LEBOM B215 GODON W87 TYN B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZBHH-RCTP-01	TODAM B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596
ZBHH-VHHH-01	TODAM B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZBLA-RCTP-01	HLD A345 BIDIB A588 CHI W107 SANKO A326 MIGOL B591 KASKA
ZBLA-VHHH-01	HLD A345 IKITI W27 TGO G212 VYK W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZBLA-ZYJD-01	HLD J108 JGD
ZBSJ-RCKH-01	UKMIS W624 OTKAB W37 GUTOV B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZBSJ-RCTP-01	UKMIS W624 OTKAB W37 GUTOV B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZBSJ-RCYU-01	UKMIS W624 OTKAB W37 GUTOV B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
ZBSJ-VHHH-01	UKMIS W624 OTKAB W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZBTJ-RCBS-01	ELKUR W40 YQG W142 DALIM A593 PK W116 JTN G327 BOLEX B591 KASKA
ZBTJ-RCFN-01	ELKUR W40 YQG W142 DALIM A593 PK W116 JTN G327 BOLEX B591 KASKA
ZBTJ-RCKH-01	ELKUR W40 YQG W142 DALIM A593 PK W116 JTN G327 BOLEX B591 KASKA
ZBTJ-RCMQ-01	ELKUR W40 YQG W142 DALIM A593 PK W116 JTN G327 BOLEX B591 KASKA
ZBTJ-RCNN-01	ELKUR W40 YQG W142 DALIM A593 PK W116 JTN G327 BOLEX B591 KASKA
ZBTJ-RCSS-01	ELKUR W40 YQG W142 DALIM A593 PK W116 JTN G327 BOLEX B591 KASKA
ZBTJ-RCTP-01	ELKUR W40 YQG W142 DALIM A593 PK W116 JTN G327 BOLEX B591 KASKA
ZBTJ-RCYU-01	ELKUR W40 YQG W142 DALIM A593 PK W116 JTN G327 BOLEX B591 KASKA
ZBTJ-VHHH-01	OMDEK W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZBTJ-VMMC-01	OMDEK W37 HOK A461 LIG R473 NOLON W90 POU W7 SAREX W6 LATOP
ZBYN-RCKH-01	BISAL W175 BIVAT W210 PADNO B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZBYN-RCMQ-01	BISAL W175 BIVAT W210 PADNO B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZBYN-RCTP-01	BISAL W175 BIVAT W210 PADNO B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZBYN-RCYU-01	BISAL W175 BIVAT W210 PADNO B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZBYN-VHHH-01	BISAL W175 BIVAT W210 URBIL W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZBYN-VMMC-01	BISAL W175 BIVAT W210 URBIL W45 ML W118 ONIXO W37 HOK A461 LIG R473 NOLON W90 POU W7 SAREX W6 LATOP

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
ZGDY-RCTP-01	DYG W141 LIN A581 WHA R343 UPLEL W95 SAPIN A470 BZ R596 SU-LEM
ZGDY-VHHH-01	DYG W138 LLC W46 PAVTU A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZGGG-RCKH-01	VIBOS R473 SIERA
ZGGG-RCTP-01	VIBOS R473 SIERA
ZGGG-RCYU-01	VIBOS R473 SIERA
ZGGG-VHHH-01	VIBOS R473 SIERA
ZGGG-VMMC-01	POU W7 SAREX W6 LATOP
ZGHA-RCKH-01	NIVEM R473 WYN W18 TAMOT
ZGHA-RCTP-01	NIVEM R473 WYN W18 TAMOT
ZGHA-RCYU-01	NIVEM R473 WYN W18 TAMOT
ZGHA-VHHH-01	NIVEM R473 WYN W18 NLG W23 ZUH R473 SIERA
ZGHA-VMMC-01	NIVEM R473 NOLON W90 POU W7 SAREX W6 LATOP
ZGKL-RCKH-01	Y W523 QP B330 POU G471 SHL W22 GLN R200 OLDID
ZGKL-RCTP-01	Y W523 QP B330 POU G471 SHL W22 GLN R200 OLDID
ZGKL-RCYU-01	Y W523 QP B330 POU G471 SHL W22 GLN R200 OLDID
ZGKL-VHHH-01	Y W523 QP B330 POU R473 SIERA
ZGKL-VMMC-01	Y W523 QP B330 POU W7 SAREX W6 LATOP
ZGNN-RCKH-01	WUY R474 GYA A599 POU G471 SHL W22 GLN R200 OLDID
ZGNN-RCTP-01	WUY R474 GYA A599 POU G471 SHL W22 GLN R200 OLDID
ZGNN-RCYU-01	WUY R474 GYA A599 POU G471 SHL W22 GLN R200 OLDID
ZGNN-VHHH-01	WUY R474 GYA A599 POU R473 SIERA
ZGNN-VMMC-01	WUY R474 GYA A599 POU W7 SAREX W6 LATOP
ZGOW-RCKH-01	SWA A470 BEBEM R200 OLDID
ZGOW-RCTP-01	SWA A470 BEBEM R200 OLDID
ZGOW-VHHH-01	DOTMI A470 MAGOG
ZGOW-VMMC-01	DOTMI A470 MAGOG
ZGSZ-RCKH-01	GLN R200 OLDID

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
ZGSZ-RCMQ-01	GLN R200 OLDID
ZGSZ-RCTP-01	GLN R200 OLDID
ZGSZ-RCYU-01	GLN R200 OLDID
ZGSZ-VHHH-01	NLG W23 ZUH R473 SIERA
ZGSZ-VMMC-01	NLG W6 LATOP
ZHCC-RCKH-01	RUMGU W594 EPGOS W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZHCC-RCTP-01	RUMGU W594 EPGOS W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZHCC-RCYU-01	RUMGU W594 EPGOS W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZHCC-VHHH-01	DUDBI W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZHCC-VMMC-01	DUDBI W37 HOK A461 LIG R473 NOLON W90 POU W7 SAREX W6 LA- TOP
ZHHH-RCKH-01	BIVIP R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZHHH-RCKH-02	LKO A461 LIG R473 WYN W18 TAMOT
ZHHH-RCNN-01	BIVIP R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZHHH-RCQC-01	LKO A461 LIG R473 WYN W18 TAMOT
ZHHH-RCTP-01	BIVIP R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZHHH-RCYU-01	BIVIP R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZHHH-VHHH-01	LKO A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZHHH-VMMC-01	LKO A461 LIG R473 NOLON W90 POU W7 SAREX W6 LATOP
ZJHK-RCKH-01	MLT SAMAS A202 SIKOU
ZJHK-RCMQ-01	MLT SAMAS A202 SIKOU
ZJHK-RCTP-01	MLT SAMAS A202 SIKOU
ZJHK-RCYU-01	MLT SAMAS A202 SIKOU
ZJHK-VHHH-01	MLT SAMAS A202 SIKOU
ZJHK-VMMC-01	MLT SAMAS A202 SIKOU
ZJSY-RCKH-01	WL G221 SAMAS A202 SIKOU
ZJSY-RCMQ-01	WL G221 SAMAS A202 SIKOU

**CHINA
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REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
ZJSY-RCTP-01	WL G221 SAMAS A202 SIKOU
ZJSY-RCYU-01	WL G221 SAMAS A202 SIKOU
ZJSY-VHHH-01	WL G221 SAMAS A202 SIKOU
ZJSY-VHHH-02	VEGDO W170 SAVNO W171 LENKO A1 IKELA
ZJSY-VMMC-01	WL G221 SAMAS A202 SIKOU
ZLIC-RCTP-01	YHD W217 UPKUN W218 APOGO B215 GODON W87 TYN B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZLLL-VHHH-01	BESMI B330 KWE W181 DUDIT A599 POU R473 SIERA
ZLXN-RCTP-01	UPVOP W111 XIXAN B330 KWE W181 DUDIT A599 POU G471 SHL W22 GLN R200 OLDID
ZLXY-RCBS-01	WJC G212 EXORI B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZLXY-RCKH-01	WJC G212 EXORI B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZLXY-RCMQ-01	WJC G212 EXORI B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZLXY-RCQC-01	WJC G212 EXORI B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZLXY-RCTP-01	WJC G212 EXORI B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZLXY-RCYU-01	WJC G212 EXORI B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZLXY-VHHH-01	NSH G212 JTG B330 KWE W181 DUDIT A599 POU R473 SIERA
ZPLJ-RCTP-01	CEH W162 BUBSU W146 GULOT A599 POU G471 SHL W22 GLN R200 OLDID
ZPPP-RCBS-01	LXI A599 POU G471 SHL W22 GLN R200 OLDID
ZPPP-RCKH-01	LXI A599 POU G471 SHL W22 GLN R200 OLDID
ZPPP-RCMQ-01	LXI A599 POU G471 SHL W22 GLN R200 OLDID
ZPPP-RCTP-01	LXI A599 POU G471 SHL W22 GLN R200 OLDID
ZPPP-RCYU-01	LXI A599 POU G471 SHL W22 GLN R200 OLDID
ZPPP-VHHH-01	LXI A599 POU R473 SIERA

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REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
ZPPP-VMMC-01	LXI A599 POU W7 SAREX W6 LATOP
ZSAM-RCKH-01	NUSPA W597 IKATA A470 BEBEM R200 OLDID
ZSAM-RCSS-01	NUSPA W597 IKATA A470 BEBEM R200 OLDID
ZSAM-RCTP-01	NUSPA W597 IKATA A470 BEBEM R200 OLDID
ZSAM-RCYU-01	NUSPA W597 IKATA A470 BEBEM R200 OLDID
ZSAM-VHHH-01	NUSPA W597 IKATA A470 MAGOG
ZSAM-VMMC-01	NUSPA W597 IKATA A470 MAGOG
ZSCN-RCKH-01	NCH W105 XSH W50 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZSCN-RCKH-02	NCH W19 NOMAR W18 TAMOT
ZSCN-RCTP-01	NCH W105 XSH W50 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZSCN-RCYU-01	NCH W105 XSH W50 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZSCN-VHHH-01	NCH W19 NOMAR W18 NLG W23 ZUH R473 SIERA
ZSCN-VMMC-01	NCH W19 MABAG W20 NOLON W90 POU W7 SAREX W6 LATOP
ZSFZ-RCKH-01	LJG B221 DST R596 SULEM
ZSFZ-RCKH-02	FQG A470 BEBEM R200 OLDID
ZSFZ-RCSS-01	LJG B221 DST R596 SULEM
ZSFZ-RCTP-01	LJG B221 DST R596 SULEM
ZSFZ-RCYU-01	LJG B221 DST R596 SULEM
ZSFZ-VHHH-01	FQG A470 MAGOG
ZSFZ-VMMC-01	FQG A470 MAGOG
ZSHC-RCKH-01	WY W508 TOL A470 BZ R596 SULEM
ZSHC-RCTP-01	WY W508 TOL A470 BZ R596 SULEM
ZSHC-RCYU-01	WY W508 TOL A470 BZ R596 SULEM
ZSHC-VHHH-01	WY W508 TOL A470 MAGOG
ZSHC-VMMC-01	WY W508 TOL A470 MAGOG
ZSJM-RCKH-01	ABTUB A593 PK W116 JTN G327 BOLEX B591 KASKA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
ZSJN-RCMQ-01	ABTUB A593 PK W116 JTN G327 BOLEX B591 KASKA
ZSJN-RCTP-01	ABTUB A593 PK W116 JTN G327 BOLEX B591 KASKA
ZSJN-RCYU-01	ABTUB A593 PK W116 JTN G327 BOLEX B591 KASKA
ZSJN-VHHH-01	GULEK W4 EKORO W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZSNB-RCKH-01	BK W58 SHZ B221 DST R596 SULEM
ZSNB-RCTP-01	BK W58 SHZ B221 DST R596 SULEM
ZSNB-RCYU-01	BK W58 SHZ B221 DST R596 SULEM
ZSNB-VHHH-01	BK W58 SHZ B221 LJG A470 MAGOG
ZSNB-VMMC-01	BK W58 SHZ B221 LJG A470 MAGOG
ZSNJ-RCKH-01	TESIG A470 BZ R596 SULEM
ZSNJ-RCMQ-01	TESIG A470 BZ R596 SULEM
ZSNJ-RCTP-01	TESIG A470 BZ R596 SULEM
ZSNJ-RCYU-01	TESIG A470 BZ R596 SULEM
ZSNJ-VHHH-01	TESIG A470 MAGOG
ZSNJ-VMMC-01	TESIG A470 MAGOG
ZSNT-RCTP-01	NTG W591 XIREM G330 PK W116 JTN A599 TOL A470 BZ R596 SULEM
ZSNT-VHHH-01	NTG W591 XIREM G330 PK W116 JTN A599 TOL A470 MAGOG
ZSOF-RCKH-01	MADUK R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZSOF-RCMQ-01	MADUK R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZSOF-RCTP-01	MADUK R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZSOF-RCYU-01	MADUK R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZSOF-VHHH-01	IKUBA W50 SAGUD R343 LKO A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZSOF-VMMC-01	MADUK R343 UPLEL W95 SAPIN A470 MAGOG
ZSPD-RCKH-01	BOLEX B591 KASKA
ZSPD-RCMQ-01	BOLEX B591 KASKA
ZSPD-RCSS-01	BOLEX B591 KASKA
ZSPD-RCTP-01	BOLEX B591 KASKA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
ZSPD-RCYU-01	BOLEX B591 KASKA
ZSPD-VHHH-01	PONAB W13 BEGMO W117 DST B221 LJG A470 MAGOG
ZSPD-VHHH-02	PONAB W13 BEGMO M503 LELIM
ZSPD-VMMC-01	PONAB W13 BEGMO W117 DST B221 LJG A470 MAGOG
ZSPD-VMMC-02	PONAB W13 BEGMO M503 LAPUG R200 BEBEM A470 MAGOG
ZSPD-VMMC-03	PONAB W13 BEGMO M503 LELIM
ZSQD-RCKH-01	ABVER W209 LATUX W108 MATNU W115 PINOT W13 LASAN G327 BOLEX B591 KASKA
ZSQD-RCMQ-01	ABVER W209 LATUX W108 MATNU W115 PINOT W13 LASAN G327 BOLEX B591 KASKA
ZSQD-RCTP-01	ABVER W209 LATUX W108 MATNU W115 PINOT W13 LASAN G327 BOLEX B591 KASKA
ZSQD-RCYU-01	ABVER W209 LATUX W108 MATNU W115 PINOT W13 LASAN G327 BOLEX B591 KASKA
ZSQD-VHHH-01	ABVER W209 LATUX W108 MATNU W115 PINOT W13 BEGMO M503 LELIM
ZSQD-VHHH-02	ABVER W209 LATUX W108 MATNU W115 PINOT W13 BEGMO W117 DST B221 LJG A470 MAGOG
ZSQD-VMMC-01	ABVER W209 LATUX W108 MATNU W115 PINOT W13 BEGMO M503 LAPUG R200 BEBEM A470 MAGOG
ZSQD-VMMC-02	ABVER W209 LATUX W108 MATNU W115 PINOT W13 BEGMO W117 DST B221 LJG A470 MAGOG
ZSQD-VMMC-03	ABVER W209 LATUX W108 MATNU W115 PINOT W13 BEGMO M503 LELIM
ZSQZ-VHHH-01	NUSPA W597 IKATA A470 MAGOG
ZSSH-RCTP-01	HUN W525 LAGAL W178 OF A470 BZ R596 SULEM
ZSSH-VHHH-01	HUN W525 LAGAL W178 OF A470 MAGOG
ZSSS-RCKH-01	NXD A599 TOL A470 BZ R596 SULEM
ZSSS-RCMQ-01	NXD A599 TOL A470 BZ R596 SULEM
ZSSS-RCSS-01	NXD A599 TOL A470 BZ R596 SULEM
ZSSS-RCSS-02	BOLEX B591 KASKA

**CHINA
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REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
ZSSS-RCTP-01	NXD A599 TOL A470 BZ R596 SULEM
ZSSS-RCYU-01	NXD A599 TOL A470 BZ R596 SULEM
ZSSS-VHHH-01	NXD A599 TOL A470 MAGOG
ZSSS-VMMC-01	NXD A599 TOL A470 MAGOG
ZSTX-RCKH-01	TXN G204 UGAGO A470 BZ R596 SULEM
ZSTX-RCTP-01	TXN G204 UGAGO A470 BZ R596 SULEM
ZSTX-RCYU-01	TXN G204 UGAGO A470 BZ R596 SULEM
ZSTX-VHHH-01	TXN G204 ELNEX A599 PLT W19 NOMAR W18 NLG W23 ZUH R473 SI- ERA
ZSWZ-RCKH-01	DST R596 SULEM
ZSWZ-RCTP-01	DST R596 SULEM
ZSWZ-RCYU-01	DST R596 SULEM
ZSWZ-VHHH-01	DST B221 LJG A470 MAGOG
ZSWZ-VMMC-01	DST B221 LJG A470 MAGOG
ZSXZ-RCKH-01	DO W126 DPX A470 BZ R596 SULEM
ZSXZ-RCTP-01	DO W126 DPX A470 BZ R596 SULEM
ZSXZ-RCYU-01	DO W126 DPX A470 BZ R596 SULEM
ZSXZ-VHHH-01	DO W126 DPX A470 MAGOG
ZSYA-RCTP-01	NIXEM W185 YCH W113 SOSMA W108 MATNU W115 PINOT W13 LA- SAN G327 BOLEX B591 KASKA
ZSYT-RCKH-01	FZ W4 IKEKA A326 MIGOL B591 KASKA
ZSYT-RCTP-01	FZ W4 IKEKA A326 MIGOL B591 KASKA
ZSYT-RCYU-01	FZ W4 IKEKA A326 MIGOL B591 KASKA
ZSYW-VHHH-01	YEU W536 OSPAM A470 MAGOG
ZUCK-RCKH-01	UNRIX W180 LIDMA W182 LAGEX G586 SJG B330 POU G471 SHL W22 GLN R200 OLDID
ZUCK-RCMQ-01	UNRIX W180 LIDMA W182 LAGEX G586 SJG B330 POU G471 SHL W22 GLN R200 OLDID
ZUCK-RCSS-01	UNRIX W180 LIDMA W182 LAGEX G586 SJG B330 POU G471 SHL W22 GLN R200 OLDID

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REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
ZUCK-RCTP-01	UNRIX W180 LIDMA W182 LAGEX G586 SJG B330 POU G471 SHL W22 GLN R200 OLDID
ZUCK-RCYU-01	UNRIX W180 LIDMA W182 LAGEX G586 SJG B330 POU G471 SHL W22 GLN R200 OLDID
ZUCK-VHHH-01	UNRIX W180 LIDMA W182 LAGEX G586 SJG B330 POU R473 SIERA
ZUCK-VMMC-01	UNRIX W180 LIDMA W182 LAGEX G586 SJG B330 POU W7 SAREX W6 LATOP
ZUGY-RCKH-01	UGUGU W182 LAGEX G586 SJG B330 POU G471 SHL W22 GLN R200 OLDID
ZUGY-RCTP-01	UGUGU W182 LAGEX G586 SJG B330 POU G471 SHL W22 GLN R200 OLDID
ZUGY-RCYU-01	UGUGU W182 LAGEX G586 SJG B330 POU G471 SHL W22 GLN R200 OLDID
ZUGY-VHHH-01	UGUGU W182 LAGEX G586 SJG B330 POU R473 SIERA
ZUGY-VMMC-01	UGUGU W182 LAGEX G586 SJG B330 POU W7 SAREX W6 LATOP
ZUUU-RCKH-01	ZYG B330 KWE W181 DUDIT A599 POU G471 SHL W22 GLN R200 OLDID
ZUUU-RCMQ-01	ZYG B330 KWE W181 DUDIT A599 POU G471 SHL W22 GLN R200 OLDID
ZUUU-RCSS-01	ZYG B330 KWE W181 DUDIT A599 POU G471 SHL W22 GLN R200 OLDID
ZUUU-RCTP-01	ZYG B330 KWE W181 DUDIT A599 POU G471 SHL W22 GLN R200 OLDID
ZUUU-RCYU-01	ZYG B330 KWE W181 DUDIT A599 POU G471 SHL W22 GLN R200 OLDID
ZUUU-VHHH-01	ZYG B330 KWE W181 DUDIT A599 POU R473 SIERA
ZUUU-VMMC-01	ZYG B330 KWE W181 DUDIT A599 POU W7 SAREX W6 LATOP
ZWWW-RCTP-01	WUR W190 ADPET W188 GOVSA W66 DKO W64 NUTLO B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 BZ R596 SULEM
ZWWW-VHHH-01	WUR W190 ADPET W188 DAKPA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU R473 SIERA

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REGIONAL FLIGHT ROUTES (continued)

ROUTE CODE	ROUTING VIA
ZWWW-VMMC-01	WUR W190 ADPET W188 DAKPA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU W7 SAREX W6 LATOP
ZYCC-RCKH-01	LJB A588 CHI W107 SANKO A326 MIGOL B591 KASKA
ZYCC-RCMQ-01	LJB A588 CHI W107 SANKO A326 MIGOL B591 KASKA
ZYCC-RCTP-01	LJB A588 CHI W107 SANKO A326 MIGOL B591 KASKA
ZYCC-RCYU-01	LJB A588 CHI W107 SANKO A326 MIGOL B591 KASKA
ZYCC-VHHH-01	LJB G341 TGO G212 VYK W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZYHB-RCKH-01	DUKIR W205 NULRA A588 CHI W107 SANKO A326 MIGOL B591 KASKA
ZYHB-RCMQ-01	DUKIR W205 NULRA A588 CHI W107 SANKO A326 MIGOL B591 KASKA
ZYHB-RCTP-01	DUKIR W205 NULRA A588 CHI W107 SANKO A326 MIGOL B591 KASKA
ZYHB-RCYU-01	DUKIR W205 NULRA A588 CHI W107 SANKO A326 MIGOL B591 KASKA
ZYHB-VHHH-01	LEGAG W204 RUSBO G212 VYK W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZYHB-VMMC-01	LEGAG W204 RUSBO G212 VYK W37 HOK A461 LIG R473 NOLON W90 POU W7 SAREX W6 LATOP
ZYJD-ZBLA-01	JGD J108 HLD
ZYTL-RCKH-01	POVAG A326 MIGOL B591 KASKA
ZYTL-RCTP-01	POVAG A326 MIGOL B591 KASKA
ZYTL-RCYU-01	POVAG A326 MIGOL B591 KASKA
ZYTL-VHHH-01	KARPI W5 HCH W4 EKORO W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZYTX-RCKH-01	TOSID A588 CHI W107 SANKO A326 MIGOL B591 KASKA
ZYTX-RCTP-01	TOSID A588 CHI W107 SANKO A326 MIGOL B591 KASKA
ZYTX-RCYU-01	TOSID A588 CHI W107 SANKO A326 MIGOL B591 KASKA
ZYTX-VHHH-01	OMDUS A575 CHG G332 MUDAM G212 VYK W37 HOK A461 LIG R473 WYN W18 NLG W23 ZUH R473 SIERA
ZYTX-VMMC-01	OMDUS A575 CHG G332 MUDAM G212 VYK W37 HOK A461 LIG R473 NOLON W90 POU W7 SAREX W6 LATOP

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZBAA-AGA-VO-01	CYUL CYVR CYYZ KBFI KDAL KDFW KDTW KEWR KIAD KJFK KLAS KLAX KLGA KMDW KMEM KORD KPAE KPWK KSEA KSFO KSJC KYIP MMTJ NZAA PAED PANC PGSN PGUA PGUM PHNL RJAA RJBB RJCC RJCH RJCO RJEC RJFF RJGG RJNA RJOO RJTT RKJB RKJJ RKPC RPKP RKPM RKSI RKSM RKSS RKTN RKTU ROAH RONA YBBN YSSY	MUGLO W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
ZBAA-AR-GUK-01	CYUL CYVR CYYC CYYZ KAGC KBFI KBOS KDAL KDFW KDTW KEWR KHIO KIAD KIAH KJFK KLAS KLAX KLGA KMDW KMEM KORD KPAE KPDX KPHL KPIT KPWK KSEA KSFO KSJC KYIP MMTJ PA- ED PANC PGUA PGUM PHNL UHHH UHPP	DOTRA B334 TGO G212 ARGUK
ZBAA-BI-SUN-01	RJAA RJBB RJOO RJTT UHSS UHWW	DOTRA B334 TGO G341 WQG B451 BISUN
ZBAA-GO-LOT-01	ZKPY	DOTRA B334 KAKAT W31 CHG A575 BIDIB A345 GOLOT
ZBAA-INTIK-01	DAAA DAAG EBBR EDDB EDDF EDDL EDDM EDDT EDDV EDFH EFHK EGCC EGGW EGKK EGLL EGPH EGSS EHAM EIDW EKCH ELLX ENGM EPWA ESSA ESSB HLLT KBHM KGGW LEBL LEMD LERS LETO LFPB LFPG LFPO LFPS LGAV LHBP LIJB LIMB LIMC LIML LIPZ LIRF LKPR LOWW LPPT LRBB LROP LSGG LSZH LYBE UAAA UACC UHPP UIII UIUU UKBB UKBU UKKK UKKM ULLI ULLL UMMS UNKL UNNT UNOO URKK URSS USCC USSS UDD UUEE UUMO UUWW UWUU ZMUB	IDKEX B339 ASILA A575 INTIK

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZBAA-KA-MUD-01	FNLU HSSS LLBG OIIE OIII OIIX OTBD UAFF UAFM UAFO UAFU UBBB UTAU UTDD UTTT	IDKEX B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 XKC A468 KAMUD
ZBAA-LA-MEN-01	CYUL CYVR CYYZ KBFI KDAL KDFW KDTW KEWR KIAD KJFK KLAS KLAX KLGA KMDW KMEM KOAK KORD KPAE KPWK KSEA KSFO KSJC KYIP KZOA MMTJ NZAA PAED PANC PGSN PGUA PGUM PHNL ROAH RONA	ELKUR W40 YQG W142 DALIM A593 PK W116 JTN G327 LAMEN
ZBAA-LIN-SO-01	FAJS FSIA FVHA HAAB HKJK HLLT OPKC OPRN VABB VABF VIDF VIDP VRMM	RUSDO W45 ML W118 ONIXO W37 HOK W88 WHA A581 SGM A599 LIN- SO
ZBAA-POL-HO-01	CYUL CYVR CYYC CYYZ EDDF EFHK KBFI KBOS KDAL KDFW KDTW KEWR KHIO KIAD KIAH KJFK KLAS KLAX KLGA KMDW KMEM KORD KPAE KPDY KPHL KPWK KSEA KSFO KSJC KYIP LFPB LFPG LFPO LFPS MMTJ PA- ED PANC PGUA PGUM PHNL	IDKEX B339 POLHO
ZBAA-PUR-PA-01	EBBR FNLU HAAB HSSS LTBA LTFJ OBBI OERK OERY OKAD OKBK OMAA OMAD OMDB OMDW OMSJ OOMS OPKC OPLA OPRN ORAA ORBB OTBD VIDF VIDP	IDKEX B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 IBANO W187 DSC B215 PURPA
ZBAA-PUR-PA-02	EBBR FNLU HAAB HSSS LTBA LTFJ OBBI OERK OERY OKAD OKBK OMAA OMAD OMDB OMDW OMSJ OOMS OPKC OPLA OPRN ORAA ORBB OTBD VIDF VIDP	IDKEX B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 IBANO W187 TUSLI W112 PURPA
ZBAA-RU-LAD-01	HEGN HESN LLBG LTBA LTFJ OIIE OIII OIIX OTBD UAAA UAFF UAFM UAFU	IDKEX B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 POSOT A343 RULAD
ZBAA-RU-LAD-02	UAII UTTT	IDKEX B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 XKC A460 RULAD

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZBAA-SA-GAG-01	VLIV VLVV	RUSDO W45 ML W118 ONIXO W37 HOK W88 WHA A581 SAGAG
ZBAA-SAR-IN-01	EDDF EDDM ELLX HECA HLLT HSSS LFPB LFPG LFPO LFPS LIPZ LLBG LOWW LSZH LTBA LTFJ OEJN OIIE OIII OIIX OMAA OMAD OMDB OMDW ORBB UAAA UACC UAFF UAFM UAFU UBBB UKBB UKBB UKBU UKKK UKKM	IDKEX B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 FKG A368 SARIN
ZBAA-SIMLI-01	CYUL CYVR CYYZ KAGC KBFJ KBOS KDAL KDFW KDTW KEWR KHIO KIAD KIAH KJFK KLAS KLAX KLGA KMDW KMEM KORD KPAE KPDY KPHL KPIT KPWK KSEA KSFO KSJC KYIP MMTJ PAED PANC PGUA PGUM PHNL UEEE	DOTRA B334 TGO G212 HRB A588 SIMLI
ZBAA-TA-MOT-01	NZAA RPLL RPMM RPKV RPVM VDSR WADD WAMM WBKK WBSB WIHH WIII WIIX WMFC WMKJ WMKK WSJC WSSL WSSS YBBN YMML YSSY	RUSDO W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 TA- MOT
ZBAA-TE-BAK-01	FIMP VCBI VCCC VCRI VDPP VDSR VRMM VTBD VTBS VTCC VTSG VTSP VVCI VVCR VVDN VVNB VVPQ VVTS	RUSDO W45 ML W118 ONIXO W37 HOK A461 LKO R343 WUY R474 TE- BAK
ZBAA-TE-LOK-01	UIAA	DOTRA B334 TGO W27 IKITI A345 TE- LOK
ZBDS-INTIK-01	UIII	ALGOV W101 VALNI W64 UBRAG W84 HET W32 INTIK
ZBDS-KAT-BO-01	VVCR	YLX W193 WJC G212 XFA A581 SGM A599 ADBAG R471 KATBO
ZBDS-MOR-IT-01	EDFH UNNT	ALGOV W193 EGILO W69 DKO W66 GOBIN B330 MORIT
ZBDS-NIX-AL-01	ZMUB	ALGOV W101 VALNI W64 UBRAG W84 HET B208 NIXAL

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZBDS-SA-GAG-01	VDSR VTBD VTBS VTSP	YLX W193 WJC G212 SUBUL W29 WFX B330 ZYG W24 HX G212 XFA A581 SAGAG
ZBHH-AGA-VO-01	RJGG RJNA RKPC RKPM RKSI RKSM RKSS	LUGVU W69 HUR B339 LADIX W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
ZBHH-INTIK-01	UIII UDD UUEE UUMO UUWW ZMUB	TMR B458 LHT A575 INTIK
ZBHH-NIX-AL-01	UIBB ULLI ULLL UNNT	TMR G343 NIXAL
ZBHH-SAR-IN-01	UDD UUEE UUMO UUWW	DUDIL W69 DKO W66 NUKTI B215 FKG A368 SARIN
ZBHH-TA-MOT-01	VVCR	TODAM B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 TAMOT
ZBLA-SAR-UL-01	ZMCD ZMUB	HLD A345 KAGAK G338 SARUL
ZBLA-TE-LOK-01	UIAA UIII UIUU	HLD A345 TELOK
ZBMZ-SAR-UL-01	ZMUB	MZL W606 IKARU G338 SARUL
ZBMZ-TE-LOK-01	UIAA UIII UIUU UNAA UNBB UNKL UNNT	MZL W539 MANLI A345 TELOK
ZBOW-AGA-VO-01	RKPC RKPM	BAV W193 OMGEL W64 UBRAG W84 TOREL W69 HUR B339 LADIX W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
ZBSJ-AGA-VO-01	RJBB RJFS RJGG RJJG RJNA RJNS RJOO RKPC RKPK RKPM RKSI RKSM RKSS RKTU	BELAX G212 VYK W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
ZBSJ-INTIK-01	UIII UNKL	ADBES B215 EKETA B208 HET W32 INTIK
ZBSJ-LA-MEN-01	RORS	UKMIS W562 OVNUG W40 YQG W142 DALIM A593 PK W116 JTN G327 LA-MEN

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZBSJ-NIXAL-01	EETN UNNT UUDD UUEE UUMO UUWW	ADBES B215 EKETA B208 NIXAL
ZBTJ-AGA- VO-01	KLAX NZAA PAED PANC PGSN PGUA PGUM RJAA RJAH RJBB RJBD RJCB RJCC RJCH RJCO RJEC RJFF RJFR RJFS RJFU RJGG RJJG RJNA RJNS RJNT RJOO RJSA RJTT RKJB RKNW RKNY RKPC RKPM RKPS RKSI RKSM RKSS RKTN ROAH RONA YSSY	MUGLO W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
ZBTJ-AR- GUK-01	CYVR KAGC KEWR KJFK KLGA KMDW KORD KPIT KPWK PAED PANC UHHH	MUGLO W34 VAPGU W100 ORAVA W201 UNSEK A326 MAKNO W106 UDETI A588 HRB G212 ARGUK
ZBTJ-BISUN-01	UHWW	MUGLO W34 VAPGU W100 ORAVA W201 UNSEK A326 MAKNO W106 UDETI A588 LJB G341 WQG B451 BI- SUN
ZBTJ-INTIK-01	EBBR EBLG EDDF EDDM EDFH EETN EGCC EGGW EGKK EGLL EGSS EHAM EKCH ELLX ESSA ESSB EYKA LEMD LERS LETO LEZG LFBO LFPB LFPG LFPO LFPS LIMB LIMC LIML LOWW UIBB UIII UKBB UKBU UKKK UKKM UNBB UNKL UNNT USSS UUDD UUEE UUMO UUWW UWLW UWWW ZMUB	IDKEX B339 ASILA A575 INTIK
ZBTJ-KA- MUD-01	UAFO UTSA UTTT	IDKEX B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 XKC A468 KAMUD
ZBTJ-PUR- PA-01	OMAA OMAD OMDB OMDW OMSJ	IDKEX B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 IBANO W187 DSC B215 PURPA
ZBTJ-PUR- PA-02	OMAA OMAD OMDB OMDW OMSJ	IDKEX B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 IBANO W187 TUSLI W112 PURPA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZBTJ-RU-LAD-01	UAAA	IDKEX B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 XKC A460 RULAD
ZBTJ-SA-GAG-01	VTCA VTCC VTCT VYYY	OMDEK W37 HOK W88 WHA A581 SAGAG
ZBTJ-SARIN-01	EBBR LEMD LERS LETO UACC UKBB UKBU UKKK UKKM	IDKEX B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 FKG A368 SARIN
ZBTJ-SIMLI-01	CYVR KAGC KEWR KJFK KLGA KPIT	MUGLO W34 VAPGU W100 ORAVA W201 UNSEK A326 MAKNO W106 UDET1 A588
ZBTJ-TA-MOT-01	NZAA RPVK RPVP VVCR WADD WAMM WBKK WMFC WMKK WSJC WSSL WSSS YSSY	OMDEK W37 HOK A461 LIG R473 WYN W18 TAMOT
ZBTJ-TE-BAK-01	FMEE VDPP VDSR VDSV VTBD VTBS VTBU VTSG VTSP VVCI VVCR VVDL VVDN VVPQ WIDD	OMDEK W37 HOK A461 LKO R343 WUY R474 TEBAK
ZBTJ-TO-MUK-01	ZKPY	MUGLO W34 VAPGU W100 ORAVA W201 UNSEK A326 SANKO B332 TO- MUK
ZBYN-AGA-VO-01	RJBB RJJG RJNS RJOO RJSN RKJB RKPC RKPM RKSI RKSM RKSS	TYN W87 PARTU G212 VYK W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
ZBYN-BI-SUN-01	UHWW	TYN B208 HET G218 TMR W86 KA- KAT B334 TGO G341 WQG B451 BI- SUN
ZBYN-NIX-AL-01	CYYZ UUDD UUEE UUMO UUWW	TYN B208 NIXAL
ZBYN-SA-GAG-01	VTBD VTBS VTBU VTSG	TYN W87 GODON W43 ATERI W193 WJC G212 XFA A581 SAGAG
ZBYN-TA-MOT-01	VVDN WADD WSJC WSSL WSSS	BISAL W175 BIVAT W210 URBIL W45 ML W118 ONIXO W37 HOK A461 LIG R473 WYN W18 TAMOT
ZBYN-TE-BAK-01	VDSR VTSP VVCR VVDN	BISAL W175 BIVAT W210 URBIL W45 ML W118 ONIXO W37 HOK A461 LKO R343 WUY R474 TEBAK

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZGBH-BUN-TA-01	VVCR VVDN	BHY W70 NYB G221 BUNTA
ZGBH-TE-BAK-01	VDSR VTBD VTBS VVNB	BHY R339 WUY R474 TEBAK
ZGDY-KAT-BO-01	VVNB VVTS	DYG W140 HUY A581 SGM A599 AD-BAG R471 KATBO
ZGDY-LA-MEN-01	RJBB RJFF RJOO RKJB RKP RKTN RKTU	DYG W141 LIN A581 WHA R343 PK W116 JTN G327 LAMEN
ZGDY-TE-BAK-01	VTBD VTBS VVNB WMFC WMKK WMKP	DYG W138 LLC R343 WUY R474 TE-BAK
ZGGG-AR-GUK-01	CYVR KBFI KEWR KIND KJFK KLAX KLGA KMEM KPAE KSEA KSFO PAED PANC UHHH	YIN A461 HOK W56 VYK G212 SOT-MU B339 HUR B334 TGO G212 AR-GUK
ZGGG-AS-SAD-01	FIMP FMEE HKJK VCBI VCCC VDPP VDSR VDSV VLIV VLVT VRMM VTBD VTBS VTBU VTSB VTSG VTSM VTSP VVPQ WMKL WSJC WSSL WSSS	VIBOS R473 ZUH R200 BIGRO G221 SAMAS A202 ASSAD
ZGGG-AS-SAD-02	HKJK VTBD VTBS VTSG VVNB	VIBOS R473 SIERA SIKOU A202 AS-SAD
ZGGG-BUN-TA-01	VVDN	VIBOS R473 SIERA IKELA A1 BUNTA
ZGGG-INTIK-01	UIII	YIN A461 HOK W56 OBMEP B208 HET W32 INTIK
ZGGG-KA-MUD-01	OIIE OIII OIIX UTDD UTSA UTTT	YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IP-MUN W192 FKG B215 XKC A468 KA-MUD
ZGGG-LA-MEN-01	CYVR CYYZ KBFI KEWR KIND KJFK KLAX KLGA KMEM KPAE KSEA KSFO PAED PANC RJAA RJAH RJBB RJCC RJCO RJFF RJGG RJNA RJOO RJTT RKP RKPK RKPM RCSI RKSM RKSS ROAH RONA	LMN G471 PLT A599 JTN G327 LA-MEN

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZGGG-LIN-SO-01	DAAG EDDF FMEE FNLU FVHA HAAB HECA HKJK LLBG LTBA LTFJ OEJN OERK OERY OIIE OIII OIIIX OMAA OMAD OMDB OMDW OMSJ OOMS OPLA ORAA ORER OTBD VABB VABF VECC VEGG VGHS VIDF VIDP VLIV VLVT VNKT VOHS VYMD	VIBOS R473 ZUH R200 LH R339 BSE A599 LINSO
ZGGG-MOR-IT-01	EBBR EDDF EFHK EGCC EGGW EGKK EGLL EGSS EHAM LEMD LERS LETO LFPB LFPG LFPO LFPS LIMB LIMC LIML	YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT
ZGGG-NIX-AL-01	EDDF EFHK EGCC EGGW EGKK EGLL EGSS EHAM LEMD LERS LE- TO LFPB LFPG LFPO LFPS LIJB LIMB LIMC LIML LIRF LOWW UIII ULLI ULLL UNAA UNKL UNNT USSS UUDD UUEE UUMO UUWW ZMUB	YIN A461 HOK W56 OBMEP B208 NIX- AL
ZGGG-POL-HO-01	CYYZ KBFI KEWR KIND KJFK KLAX KLGA KMEM KPAE KSEA KSFO PAED PANC	YIN A461 HOK W56 OBMEP B208 HET G218 POLHO
ZGGG-RU-LAD-01	UAAA UAFF UAFM UAFU	YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IP- MUN W192 FKG B215 XKC A460 RU- LAD
ZGGG-RU-LAD-02	UAFF UAFM UAFU	YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IP- MUN W192 FKG B215 POSOT A343 RULAD
ZGGG-SAR-IN-01	EBBR EDDF EDDK EFHK EGCC EGGW EGKK EGLL EGSS EHAM LEMD LERS LETO LFPB LFPG LFPO LFPS LGAV LIJB LIMB LIMC LIML LIRF LLBG LOWW LTBA LTFJ UACC UUDD UUEE UUMO UUWW	YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IP- MUN W192 FKG A368 SARIN

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZGGG-SAR- IN-02	EBBR EGCC LLBG UUDD UUEE UUMO UUWW	YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 FKG A368 SARIN
ZGGG-SI- ERA-01	HAAB KSFO NFFN NZAA NZCH PGSN RKSI RKSM RKSS ROAH RONA RPLB RPLC RPLI RPLL RPMM RPVE RPVK RPVM VDPP VDSR VDSV VVCR VVDN VVTS WADD WAMM WBKK WBSB WIDD WIHH WIII WIIX WMFC WMKJ WMKK WMKL WMKM WMKP WRSJ WSJC WSSL WSSS YBBN YBCS YMML YPAD YPPH YSSY	VIBOS R473 SIERA
ZGGG-SIM- LI-01	CYVR CYYZ KBFI KEWR KIND KJFK KLAX KLGA KMEM KPAE KSEA KSFO PAED PANC	YIN A461 HOK W56 VYK G212 SOT- MU B339 HUR B334 TGO G212 HRB A588 SIMLI
ZGGG-TE- BAK-01	OTBD VIDF VIDP VLIV VLLB VLVT VTCA VTCC VTCT VVCI VVDN VVNB VYYY	VIBOS R473 ZUH R200 LH R339 WUY R474 TEBAK
ZGHA-AGA- VO-01	RKSI RKSM RKSS	DAPRO A461 HOK W56 VADMO W4 IKEKA A591 AGAVO
ZGHA-AR- GUK-01	KLAX KSFO PAED PANC	DAPRO A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G212 ARGUK
ZGHA-LA- MEN-01	PAED PANC RJAA RJAH RJBB RJBD RJOO RJTT RPKK RKSI RKSM RKSS	DAPRO A461 LKO R343 PK W116 JTN G327 LAMEN
ZGHA-NIX- AL-01	EBBR EDDF ULLI ULLL UUDD UUEE UUMO UUWW	DAPRO A461 HOK W56 OBMEP B208 NIXAL
ZGHA-TA- MOT-01	NZAA PGSN RPLC RPLL RPMM RPVE RPVK RPVM VVCR VVDN VVTS WADD WADL WAMM WBKK WBSB WIDD WMFC WMKJ WMKK WMKL WMKP WSJC WSSL WSSS YMML YSSY	NIVEM R473 WYN W18 TAMOT

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZGHA-TE-BAK-01	HKJK VDPP VDSR VDSV VLIV VLLB VLVT VTBD VTBS VTBU VTCA VTCC VTCT VTSB VTSG VTSP VVCR VVNB	PUKAD R343 WUY R474 TEBAK
ZGKL-LA-MEN-01	RJBB RJFF RJOO RKSI RKSM RKSS	Y VQ R343 PK W116 JTN G327 LA-MEN
ZGKL-TA-MOT-01	WADD	Y W523 QP B330 TAMOT
ZGKL-TE-BAK-01	VDSR VTBD VTBS VTSG VVTS WIHH WIII WIIX WMFC WMKK WSJC WSSL WSSS	JW W2 LBN R343 WUY R474 TEBAK
ZGNN-BUN-TA-01	WADD	WUY R339 BHY W70 NYB G221 BUN-TA
ZGNN-LA-MEN-01	RJAA RJBB RJJG RJNS RJOO RJTT RKPC RKPM RKSI RKSM RKSS	WUY R343 PK W116 JTN G327 LA-MEN
ZGNN-LIN-SO-01	VYYY	WUY R339 BSE A599 LINSO
ZGNN-TA-MOT-01	RPLL RPMM	WUY R474 GYA B330 TAMOT
ZGNN-TE-BAK-01	VDPP VDSR VLIV VLVT VTBD VTBS VTBU VTCC VTSG VTSP VVCR VVDN VVNB VVTS VYYY WIHH WIII WIIX WMFC WMKK WSJC WSSL WSSS	WUY R474 TEBAK
ZGOW-LA-MEN-01	RJBB RJGG RJJG RJNA RJNS RJOO RKPC RKPM RKSI RKSM RKSS RORS	VETIB W155 TEBON A470 TOL A599 JTN G327 LAMEN
ZGOW-MA-GOG-01	RPLL RPMM RPKV RPVM VDSR VDSV VTBD VTBS VTSG VTSP VVDN WADD WBKK WBSB WMFC WMKK WMKP WSJC WSSL WSSS	DOTMI A470 MAGOG
ZGSD-SI-ERA-01	RPMD	ZUH R473 SIERA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZGSZ-AR-GUK-01	CYVR KBFI KBOS KEWR KJFK KLAX KLGA KPAE KSEA	MIPAG W21 NUSLA W22 YIN A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G212 ARGUK
ZGSZ-AS-SAD-01	FIMP VLIV VLVT VOMM VRMM VTBD VTBS VTCA VTCC VTCT VTSB VTSG VTSP WMKP	NLG W23 ZUH R473 SIERA SIKOU A202 ASSAD
ZGSZ-AS-SAD-02	FAJS VDPP VDSV VTBD VTBS VTBU VTSP	NLG W23 ZUH R200 BIGRO G221 SA- MAS A202 ASSAD
ZGSZ-GOP-TO-01	ELLX	MIPAG W21 NUSLA W22 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG G588 NIRAV B206 GOPTO
ZGSZ-GOP-TO-02	ELLX	MIPAG W21 NUSLA W22 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 QTV W190 ADPET B206 GOPTO
ZGSZ-INTIK-01	UIII	MIPAG W21 NUSLA W22 YIN A461 HOK W56 OBMEP B208 HET W32 IN- TIK
ZGSZ-LA-MEN-01	CYVR KBFI KLAX KMEM KPAE KSEA PAED PANC RJAA RJAH RJBB RJCC RJCO RJFS RJGG RJJG RJNA RJNS RJOO RJSS RJTT RKPC RKPM RKSI RKSM RKSS	KEVAR W501 IDUMA W22 SHL G471 PLT A599 JTN G327 LAMEN
ZGSZ-LA-MEN-02	KBFI KPAE KSEA	GLN R200 BEBEM A470 LJJ B221 DST W117 BEGMO W13 LASAN G327 LAMEN
ZGSZ-LIN-SO-01	HECA HKJK OBBI OERK OERY OIIE OIII OIIX OMDB OMDW OMSJ OPKC OPLA VABB VABF VECC VGHS VIDF VIDP VNKT VOMM VYMD	NLG KIBAS R200 LH R339 BSE A599 LINSO

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZGSZ-LKC-01	RJCC RJCO RPLB RPLC RPLL RPMM VVTS WBKK WIHH WIII WIIX WMFC WMKK WMKP WMSA WSJC WSSL WSSS YMML YSSY	ZGSZ LKC
ZGSZ-MOR-IT-01	EBBR EDDF EGGW EGKK EGLL EGSS EIDW GMMN LEBL LEMD LERS LETO LFPB LFPG LFPO LFPS LIJB LIRF LOWW LSZH	MIPAG W21 NUSLA W22 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT
ZGSZ-NIX-AL-01	EDDF EHAM EIDW LIJB LIRF ULLI ULLL UNAA UNKL JUDD UJEE UUMO UUWW UWLW	MIPAG W21 NUSLA W22 YIN A461 HOK W56 OBMEP B208 NIXAL
ZGZS-POL-HO-01	KBOS KEWR KJFK KLGA	MIPAG W21 NUSLA W22 YIN A461 HOK W56 OBMEP B208 HET G218 POLHO
ZGSZ-RU-LAD-01	UAAA	MIPAG W21 NUSLA W22 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG B215 XKC A460 RULAD
ZGSZ-SAR-IN-01	EBBR EDDF EGGW EGKK EGLL EGSS EIDW GMMN HECA HKJK LEBL LEMD LERS LETO LFPB LFPG LFPO LFPS LGAV LIJB LIRF LKPR LLBG LOWW LSGG LSZH LTBA LTFJ LTFJ UAKK JUDD UJEE UUMO UUWW	MIPAG W21 NUSLA W22 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN
ZGSZ-SAR-IN-02	UTTT	KEVAR W501 IDUMA W22 SHL A461 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IP- MUN W192 FKG A368 SARIN
ZGSZ-SAR-IN-03	EGGW EGKK EGLL EGSS GMMN HECA HKJK LEBL LEMD LERS LE- TO LFPB LFPG LFPO LFPS LOWW LSZH OIIE OIII OIIX	MIPAG W21 NUSLA W22 YIN G586 QP B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 FKG A368 SARIN

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZGSZ-SI-ERA-01	NZAA NZCH PAED PANC PGSN RJBB RJCC RJCO RJOO RKSI RKSM RKSS RPLB RPLC RPLI RPLL RPMM RPVE RPVK RPVM RPVP VDPP VDSR VVCR VVDN VVPQ VVTS WADD WAMM WBGG WBKK WBKK WBSB WIDD WIHH WIII WIIX WMFC WMKJ WMKK WMKL WMKP WMSA WSJC WSSL WSSS YBBN YBCS YMML YPDN YSSY	NLG W23 ZUH R473 SIERA
ZGSZ-SIMLI-01	KBOS	MIPAG W21 NUSLA W22 YIN A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G212 HRB A588 SIMLI
ZGSZ-TE-BAK-01	VLLB VVCI VVNB VVVD VYMD VYNT VYYY	NLG KIBAS R200 LH R339 WUY R474 TEBAK
ZHCC-AGA-VO-01	CYVR KLAX PAED PANC RJBB RJNK RJOO RKSI RKSM RKSS RKTN	OKTOX W56 VADMO W4 IKEKA A591 AGAVO
ZHCC-AR-GUK-01	CYVR KLAX PAED PANC UHHH	OKTOX W56 VYK G212 SOTMU B339 HUR B334 TGO G212 ARGUK
ZHCC-LA-MEN-01	KLAX PAED PANC RJAA RJBB RJFR RJGG RJJG RJNA RJNS RJOO RJTT RKJB RKNY RKPC RKPM	RUMGU W594 EPGOS W128 FYG B208 HFE R343 PK W116 JTN G327 LAMEN
ZHCC-LIN-SO-01	VABB VABF VGHS VIDF VIDP VYMD	DUDBI W37 HOK W88 WHA A581 SGM A599 LINSO
ZHCC-NIX-AL-01	EBBR EDDF EDDP EDFH EDOP EGGW EGKK EGLL EGSS EHAM ELLX LEMD LERS LETO LHBP LIMB LIMC LIML LKPR ULLI ULLL UNKL UNNT USSS UUDD UUEE UUMO UUWW	NOPIN B208 NIXAL
ZHCC-SAR-IN-01	LEMD LERS LETO UAAA UBBB UUDD UUEE UUMO UUWW	NOPIN B208 LAXAG W28 ATBUG W66 NUKTI B215 FKG A368 SARIN
ZHCC-SIMLI-01	KEWR KJFK KLGA PAED PANC	OKTOX W56 VYK G212 SOTMU B339 HUR B334 TGO G212 HRB A588 SIMLI

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZHCC-TA-MOT-01	RPLL RPMM RPVE VVCR VVTS WADD WAMM WBKK WBSB WIDD WSJC WSSL WSSS YMML YSSY	DUDBI W37 HOK A461 LIG R473 WYN W18 TAMOT
ZHCC-TE-BAK-01	VVDSR VDSV VTBD VTBS VTBU VTCC VTSB VTSB VTSM VTSP VVCR VVDN VVNB WMFC WMKK WSJC WSSL WSSS	DUDBI W37 HOK A461 LKO R343 WUY R474 TEBAK
ZHHH-AGA-VO-01	RKSI RKSM RKSS	UBGIV W56 VADMO W4 IKEKA A591 AGAVO
ZHHH-AR-GUK-01	KSFO PAED PANC	UBGIV W56 VYK G212 SOTMU B339 HUR B334 TGO G212 ARGUK
ZHHH-KA-MUD-01	UAFF UAFM UAFU	UBGIV W56 OBMEP B208 LAXAG W28 ATBUG W66 NUKTI B215 XKC A468 KAMUD
ZHHH-LA-MEN-01	KEWR KJFK KLGA KSFO PAED PANC RJAA RJBB RJCC RJCO RJFF RJFR RJGG RJJG RJNA RJNS RJOB RJOO RJTT RKJB RKNY RKPC RKPM RKSI RKSM RKSS RKTU	BIVIP R343 PK W116 JTN G327 LA- MEN
ZHHH-LIN-SO-01	HKJK OMDB OMDW VABB VABF VGHS VIDF VIDP VOMM VYMD VYYY	GUGAM A581 SGM A599 LINSO
ZHHH-NIX-AL-01	EBLG EGGW EGKK EGLL EGSS ELLX LFPB LFPG LFPO LFPS LIJB LIRF ULLI ULLL UNNT UDD UUEE UUMO UUWW	ESDOS A461 ZHO B208 NIXAL
ZHHH-POL-HO-01	KEWR KJFK KLGA	UBGIV W56 OBMEP B208 HET G218 POLHO
ZHHH-RU-LAD-01	UAAA	UBGIV W56 OBMEP B208 LAXAG W28 ATBUG W66 NUKTI B215 POSOT A343 RULAD
ZHHH-SA-GAG-01	VTCC	GUGAM A581 SAGAG

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZHHH-SAR- IN-01	UACC UAKK UATT UGGG UGTB UTAK	UBGIV W56 OBMEP B208 LAXAG W28 ATBUG W66 NUKTI B215 FKG A368 SARIN
ZHHH-SIMLI-01	KEWR KJFK KLGA	UBGIV W56 VYK G212 SOTMU B339 HUR B334 TGO G212 HRB A588 SIMLI
ZHHH-TA- MOT-01	RPLL RPMM RPVE RPKV RPVM VVCR VVDL VVTS WADD WAMM WBKK WIDD WIHH WIII WIIX WSJC WSSL WSSS YBCG YMML YSSY	LKO A461 LIG R473 WYN W18 TA- MOT
ZHHH-TE- BAK-01	FIMP VDPP VDSR VDSV VLIV VLLB VLVT VTBD VTBS VTBU VTCA VTCT VTSB VTSG VTSP VVDN VVNB VVPB WMFC WMKK WMKP	LKO R343 WUY R474 TEBAK
ZJHK-AS- SAD-01	OIIE OIII OIIX VDSV VLIV VLLB VLVT VTBD VTBS VTBU VTCA VTCC VTCT VVCI VYMD VYYY WMFC WMKK WMKL WMKP WSJC WSSL WSSS	MLT SAMAS A202 ASSAD
ZJHK-BUN- TA-01	VDPP VDSR VDSV VTBU VTSP VVCR VVDN VVTS WARR WBGG WBKK WBSB WIHH WIII WIIX WIMM WMFC WMKJ WMKK WMKL WMKP WSJC WSSL WSSS	NYB G221 BUNTA
ZJHK-LA- MEN-01	RJBB RJOO RKSJ RKSM RKSS	MLT SAMAS A202 SIKOU BEKOL A461 SHL G471 PLT A599 JTN G327 LAMEN
ZJHK-MOR- IT-01	ULLI ULLL USSS UDD UJEE UU- MO UJWW UWKD UWUU UWWW	NYB W70 BHY R339 WUY R343 LBN W2 SJG B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT
ZJHK-RU- LAD-01	UAAA	NYB W70 BHY R339 WUY R343 LBN W2 SJG B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 POSOT A343 RULAD

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZJHK-SAR- IN-01	URRR	NYB W70 BHY R339 WUY R343 LBN W2 SJG B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 FKG A368 SARIN
ZJHK-SI- KOU-01	NZAA RPLI RPLL RPMD RPMM WADD WMFC WMKK WSJC WSSL WSSS YMML YSSY	MLT SAMAS A202 SIKOU
ZJHK-TE- BAK-01	VTBD VTBS VVNB VYYY WMFC WMKK	AGTEL W71 LH R339 WUY R474 TE- BAK
ZJSY-AR- GUK-01	UHHH	WL G221 SAMAS A202 SIKOU BEKOL A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G212 ARGUK
ZJSY-BISUN-01	UHWW	WL G221 SAMAS A202 SIKOU BEKOL A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G341 WQG B451 BISUN
ZJSY-BUN- TA-01	VDPP VDSR VLIV VLLB VLVT VTBD VTBS VTBU VTCC VTSP VVCR VVDN VVPQ VVTS VYYY WARR WIHH WIII WIIX WMFC WMKJ WMKK WMKP WSJC WSSL WSSS	WL G221 BUNTA
ZJSY-LA- MEN-01	RJAA RJSN RJTT RKJB RPKP RKSI RKSM RKSS RKTN	WL G221 SAMAS A202 SIKOU BEKOL A461 SHL G471 PLT A599 JTN G327 LAMEN
ZJSY-LA- MEN-02	RJAA RJSN RJTT RPKP RKSI RKSM RKSS RKTN	VEGDO W170 SAVNO W171 LENKO A1 IKELA BEKOL A461 SHL G471 PLT A599 JTN G327 LAMEN
ZJSY-MOR- IT-01	UIII UIUU ULLI ULLL UNAA UNEE UNKL UNNT USSS UDD UUEE UUMO UJWW UWKD UWJU	WL G221 NYB W70 BHY R339 WUY R343 LBN W2 SJG B330 ELKAL W179 XYO W25 FJC G212 JTG B330 MORIT
ZJSY-NIXAL-01	UIII ULLI ULLL UNKL UNNT USSS UDD UUEE UUMO UJWW ZMUB	WL G221 SAMAS A202 SIKOU BEKOL A461 HOK W56 OBMEP B208 NIXAL
ZJSY-POL- HO-01	UIAA	WL G221 SAMAS A202 SIKOU BEKOL A461 HOK W56 OBMEP B208 HET G218

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZJSY-RU-LAD-01	UAAA UAII	WL G221 NYB W70 BHY R339 WUY R343 LBN W2 SJG B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 POSOT A343 RU-LAD
ZJSY-SARIN-01	UACC	WL G221 NYB W70 BHY R339 WUY R343 LBN W2 SJG B330 ELKAL W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 FKG A368 SARIN
ZJSY-SI-KOU-01	RJAA RJBB RJOO RJTT RPLL RPMM VTBD VTBS WMFC WMKK WSJC WSSL WSSS	WL G221 SAMAS A202 SIKOU
ZLIC-AGA-VO-01	RKSI RKSM RKSS	YHD W217 UPKUN W218 APOGO B215 GODON W87 PARTU G212 VYK W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
ZLIC-INTIK-01	ZMUB	YHD W217 VIKON W72 OMGEL W64 UBAG W84 HET G218 TMR B458 LHT A575 INTIK
ZLIC-KA-MUD-01	OMDB OMDW	YHD W199 YBL B330 GOBIN W66 NUKTI B215 XKC A468 KAMUD
ZLIC-KAT-BO-01	VVDN	YHD B215 JTA B330 JTG G212 XFA A581 SGM A599 ADBAG R471 KATBO
ZLIC-MORIT-01	UIII	YHD W199 YBL B330 MORIT
ZLIC-SA-GAG-01	VTBD VTBS VTBU VTSG VTSP VTSP	YHD B215 JTA B330 ZYG W24 HX G212 XFA A581 SAGAG
ZLLL-KAT-BO-01	VVCR VVDN	BESMI B330 JTG G212 XFA A581 SGM A599 ADBAG R471 KATBO
ZLLL-MORIT-01	UJDD UJEE UUMO UUWW	AKMAT B330 MORIT
ZLLL-RU-LAD-01	UAAA	ANDIM B215 IBANO G470 IPMUN W192 FKG B215 POSOT A343 RULAD
ZLLL-SA-GAG-01	VLLB VTBD VTBS VTSP WMFC WMKK	BESMI B330 JTG G212 XFA A581 SA-GAG
ZLLL-SARIN-01	ELLX	AKMAT B330 GOBIN W66 NUKTI B215 FKG A368 SARIN

CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZLXN-SA-GAG-01	VDSR	UPVOP W111 XIXAN B330 JTG G212 XFA A581 SAGAG
ZLXY-AGA-VO-01	KBFI KPAE KSEA KSFO PGSN RJAA RJBB RJCB RJCC RJCH RJCO RJEC RJFR RJGG RJJG RJNA RJNS RJOO RJSA RJTT RKNY RKPC RPKK RKPM RKSI RKSM RKSS	WJC G212 VYK W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
ZLXY-AR-GUK-01	CYVR KBFI KLAX KPAE KSEA KSFO PAED PANC	WJC G212 SOTMU B339 HUR B334 TGO G212 ARGUK
ZLXY-INTIK-01	Ulll	WJC W193 ALGOV W101 DUDIL W69 TOREL W84 HET W32 INTIK
ZLXY-KAT-BO-01	VVCR VVDN VVNB	NSH G212 XFA A581 SGM A599 AD-BAG R471 KATBO
ZLXY-LINSO-01	VABB VABF	NSH G212 XFA A581 SGM A599 LINSO
ZLXY-MOR-IT-01	EBBR EDFH EFHK EGGW EGKK EGLL EGSS EHAM ELLX GMMN LEBL LEMD LERS LETO LFPB LFPG LFPO LFPS LIJB LIRF LKPR ULLI ULLL UNNT UUDU UUEE UUMO UUWW	TEBIB W541 ADNEN W94 QIY W213 SUNUV B330 MORIT
ZLXY-POL-HO-01	CYVR KBFI KEWR KJFK KLGA KPAE KSEA	WJC W193 ALGOV W101 DUDIL W69 TOREL W84 HET G218 POLHO
ZLXY-RU-LAD-01	HESN UAAA	TEBIB W541 ADNEN W94 QIY W213 SUNUV B330 GOBIN W66 NUKTI B215 POSOT A343 RULAD
ZLXY-RU-LAD-02	UBBB	TEBIB W541 ADNEN W94 QIY W213 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG B215 POSOT A343 RULAD
ZLXY-SA-GAG-01	VDPP VDSR VDSV VTBD VTBS VTBU VTCC VTSG VTSP WIDD WMFC WMKK WSJC WSSL WSSS	NSH G212 XFA A581 SAGAG
ZLXY-SA-GAG-02	VTBD VTBS	NSH G212 JTG B330 QNX A581 SAGAG

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZLXY-SAR- IN-01	EGGW EGKK EGLL EGSS GMMN HECA HKJK LEMD LERS LETO LFPB LFPG LFPO LFPS LHBP LIJB LIRF LOWW LSZH OMDW OMDW UKBB UKBU UKKK UKKM	TEBIB W541 ADNEN W94 QIY W213 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN
ZLXY-SAR- IN-02	EGGW EGKK EGLL EGSS ELLX GMMN HECA HKJK LEBL LEMD LERS LETO LFPB LFPG LFPO LFPS LHBP LIJB LIRF LKPR LOWW LSZH OMDW OMDW UKBB UKBU UKKK UKKM ULLI ULLL UJDD UJEE UUMO UUWW	TEBIB W541 ADNEN W94 QIY W213 SUNUV B330 GOBIN W66 NUKTI B215 FKG A368 SARIN
ZLXY-SIMLI-01	CYVR KBFI KPAE KSEA	WJC G212 SOTMU B339 HUR B334 TGO G212 HRB A588 SIMLI
ZLXY-TA- MOT-01	WADD WAMM WBKK WBSB YSSY	NSH G212 JTG B330 KWE W181 DU- DIT A599 POU B330 TAMOT
ZLYL-AGA- VO-01	RKPC RKPM	APOGO B215 GODON W87 PARTU G212 VYK W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
ZPJH-SA- GAG-01	VDSV VLLB VTBD VTBS VTCA VTCC VTCT	NOKET A581 SAGAG
ZPLJ-LINSO-01	VYYY	CEH W162 BUBSU W146 GULOT A599 LINSO
ZPLJ-SA- GAG-01	VTCC WSJC WSSL WSSS	CEH W162 BUBSU W146 GULOT A599 SGM A581 SAGAG
ZPMS-LIN- SO-01	VYMD VYYY	TOSEM W633 GMA A599 LINSO
ZPMS-SA- GAG-01	VTBD VTBS	TOSEM W632 GULOT A599 SGM A581 SAGAG
ZPPP-AGA- VO-01	RKSI RKSM RKSS	KIBES W143 LPS A581 WHA W88 HOK W56 VADMO W4 IKEKA A591 AGAVO
ZPPP-GOP- TO-01	LFPB LFPG LFPO LFPS	DADOL W144 KAKMI G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 QTV W190 ADPET B206 GOPTO

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZPPP-KAT-BO-01	VVCI VVCR VVDN VVNB WBGG WBKK WBSB	LXI A599 ADBAG R471 KATBO
ZPPP-LA-MEN-01	RJAA RJBB RJOO RJTT RKPC RKPM RKSI RKSM RKSS	KIBES W143 LPS A581 WHA R343 PK W116 JTN G327 LAMEN
ZPPP-LIN-SO-01	HECA HKJK OEMA OMAA OMAD OMDB OMDW OPKC OPRN VABB VABF VCBI VCCC VECC VGHS VIDF VIDP VNKT VOBG VOBL VOMM VRMM VYMD VYNT VYYY	GULOT A599 LINSO
ZPPP-MOR-IT-01	LFPB LFPG LFPO LFPS LTBA LTFJ ULLI ULLL UDD UUEE UUMO UUWW	DADOL W144 KAKMI G212 JTG B330 MORIT
ZPPP-SA-GAG-01	VDPP VDSR VDSV VLIV VLLB VLVT VTBD VTBS VTBU VTCA VTCC VTCT VTSB VTSG VTSM VTSP VTSS VVPQ VVTS WADD WIHH WIII WIIX WMFC WMKJ WMKK WMKL WSJC WSSL WSSS	ELASU A581 SAGAG
ZPPP-SAR-IN-01	LFPB LFPG LFPO LFPS	DADOL W144 KAKMI G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN
ZPPP-SAR-IN-02	LFPB LFPG LFPO LFPS	DADOL W144 KAKMI G212 JTG B330 GOBIN W66 NUKTI B215 FKG A368 SARIN
ZPPP-SI-KOU-01	NZAA	LXI A599 BSE R339 SIKOU
ZPPP-TA-MOT-01	RPLL RPMM RPVK RPVM WBKK YSSY	LXI A599 POU B330 TAMOT
ZSAM-AS-SAD-01	VTBD VTBS VTCC VTSG VTSP VYYY	NUSPA W597 IKATA A470 BEBEM R200 BIGRO G221 SAMAS A202 AS- SAD
ZSAM-KA-MUD-01	UBBB	AMURI A470 DPX A593 DALIM W157 VYK G212 SOTMU B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 XKC A468 KAMUD

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZSAM-LA-MEN-01	CYVR KLAX PAED PANC RJAA RJBB RJGG RJNA RJOO RJTT RKPC RKPM RKSI RKSM RKSS	AMURI A470 LJG B221 DST W117 BEGMO W13 LASAN G327 LAMEN
ZSAM-MA-GOG-01	ROAH RONA RPLC RPLL RPLP RPMM RPVK RPVM VDPP VDSR VDSV VTBD VTBS VTSP VVCR VVDN VVTS WADD WBKK WIHH WIII WIIX WMFC WMKK WMKP WSJC WSSL WSSS YMML YSSY	NUSPA W597 IKATA A470 MAGOG
ZSAM-NIX-AL-01	EDDF EHAM UNNT	AMURI A470 CJ W555 KAKIS W554 LUPVI R343 HFE B208 NIXAL
ZSAM-POL-HO-01	KLAX	AMURI A470 DPX A593 DALIM W157 VYK G212 SOTMU B339 POLHO
ZSAM-TE-BAK-01	VTCC VVNB VYYY	NUSPA W597 IKATA A470 BEBEM R200 LH R339 WUY R474 TEBAK
ZSCN-NIX-AL-01	UDDU UUEE UUMO UUWW	NCH W105 XSH W50 HFE B208 NIXAL
ZSCN-TA-MOT-01	RPVE RPVK RPVM VVCR WADD WAMM WIDD WSJC WSSL WSSS	NCH W19 NOMAR W18 TAMOT
ZSCN-TE-BAK-01	VDSR VLIV VLLB VLVT VTBD VTBS VTBU VTCA VTCC VTCT VTSG VTSP VVNB	NCH W19 REMAX W46 LLC R343 WUY R474 TEBAK
ZSFZ-AS-SAD-01	VTBD VTBS VTSG VTSP	FQG A470 BEBEM R200 BIGRO G221 SAMAS A202 ASSAD
ZSFZ-LA-MEN-01	KEWR KJFK KLAX KLGA RJAA RJAH RJBB RJGG RJNA RJOO RJTT RKNY RKPC RKPM RKSI RKSM RKSS RKTU ROAH RONA	LJG B221 DST W117 BEGMO W13 LA- SAN G327 LAMEN
ZSFZ-MA-GOG-01	RPLL RPMM RPVE RPVK RPVM VDPP VDSR VDSV VTBD VTBS VTSG VTSP VVCR VVDN VVTS WADD WBGW WBKK WIHH WIII WIIX WMFC WMKK WSJC WSSL WSSS YSSY	FQG A470 MAGOG
ZSFZ-NIXAL-01	UDDU UUEE UUMO UUWW	LJG A470 CJ W555 KAKIS W554 LUP- VI R343 HFE B208 NIXAL

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZSFZ-POL-HO-01	KEWR KJFK KLGA ULLI ULLL UDDU UJEE UUMO UUWW	LJG A470 DPX A593 DALIM W157 VYK W80 HUR B339 POLHO
ZSHC-AS-SAD-01	VRMM VTBD VTBS VTSB VTSG VTSM VTSP VVPQ VVTS	WY W508 TOL A599 PLT W19 NOMAR W18 NLG W23 ZUH R200 BIGRO G221 SAMAS A202 ASSAD
ZSHC-AS-SAD-02	VTBD VTBS VTSP	WY W508 TOL A470 BEBEM R200 BI- GRO G221 SAMAS A202 ASSAD
ZSHC-BUN-TA-01	VVDN	WY W508 TOL A599 PLT W19 NOMAR W18 NLG W23 ZUH R200 BIGRO G221 BUNTA
ZSHC-INTIK-01	LKPR	HGH W554 DOGVI A470 DPX A593 DALIM W157 VYK G212 SOTMU B339 ASILA A575 INTIK
ZSHC-LA-MEN-01	KLAX KSFO PAED PANC PGSN RJAA RJAH RJBB RJCB RJCC RJCH RJCO RJFF RJFS RJFT RJGG RJJG RJNA RJNS RJOO RJSA RJSS RJTT RKPC RKP RKPM RKSJ RKSM RKSS RKTU ROAH RONA YMML YSSY	DSH W505 SUPAR B221 NINAS G327 LAMEN
ZSHC-LIN-SO-01	OMDB OMDW OTBD VGHS VIDF VIDP VYMD VYYY	HGH W554 LUPVI R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WHA A581 SGM A599 LINSO
ZSHC-MA-GOG-01	RPLC RPLL RPMM RPVE RPVK RPVM VDPP VDSV VVCR VVDN VVNB VVPQ VVTS WADD WADL WAMM WBKK WBKK WBSB WIDD WIDN WMFC WMKK WMKL WMKP WSJC WSSL WSSS YMML YSSY	WY W508 TOL A470 MAGOG
ZSHC-NIX-AL-01	EBLG EHAM EKCH KBHM LEMD LERS LETO LIJB LIRF LKPR LPPT ULLI ULLL UNNT UDDU UJEE UU- MO UUWW	HGH W554 LUPVI R343 HFE B208 NIXAL
ZSHC-TA-MOT-01	VDPP VDSR	WY W508 TOL A599 PLT W19 NOMAR W18 TAMOT

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZSHC-TE-BAK-01	VLIV VLVT VRMM VTBD VTBS VTBU VTCC VTSP VVCI VVDN VVNB VYYY	WY W508 TOL A599 GYA R474 TE-BAK
ZSJM-AGA-VO-01	KLAX KSJC RJAA RJBB RJGG RJJG RJNA RJNS RJOO RJTT RKPC RKPM RKSI RKSM RKSS RKTN	BASOV W4 IKEKA A591 AGAVO
ZSJM-LA-MEN-01	KLAX	ABTUB A593 PK W116 JTN G327 LA-MEN
ZSJM-POL-HO-01	EBLG EFHK LIMB LIMC LIML UIII UDDU UUEE UUMO UUWW	TUMLO W157 VYK G212 SOTMU B339 POLHO
ZSJM-SAR-IN-01	LFPB LFPG LFPO LFPS	TUMLO W157 VYK G212 SOTMU B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 FKG A368 SARIN
ZSJM-TA-MOT-01	VVCR VVDN WADD WAMM WBKK WIDD YMML YSSY	GULEK W4 EKORO W37 HOK A461 LIG R473 WYN W18 TAMOT
ZSNB-AS-SAD-01	VTBD VTBS VTBU VTSB VTSG VTSP	BK W58 SHZ B221 LJG A470 BEBEM R200 BIGRO G221 SAMAS A202 AS-SAD
ZSNB-LA-MEN-01	KLAX PAED PANC RJAA RJBB RJCB RJFS RJFU RJGG RJJG RJNA RJNS RJOO RJTT RKPC RKPM RKSI RKSM RKSS RKTU ROAH RONA RORS	BK W67 HSN W13 LASAN G327 LA-MEN
ZSNB-LIN-SO-01	VGHS	BK W58 SHZ G204 UGAGO A470 CJ W555 KAKIS W554 LUPVI R343 MA- DUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WHA A581 SGM A599 LINSO
ZSNB-MA-GOG-01	RPVE RPVK RPVM VDSR VVCR VVDN VVPQ WADD WBKK WSJC WSSL WSSS YSSY	BK W58 SHZ B221 LJG A470 MAGOG
ZSNB-NIX-AL-01	UNNT UDDU UUEE UUMO UUWW	BK W67 VEXEX G204 JTN W116 PK G330 UNTAN G345 OLRIS R343 HFE B208 NIXAL

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZSNB-POL-HO-01	UNKL UDD UEE UUMO UUWW	BK W67 VEXEX G204 JTN W116 PK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 POLHO
ZSNB-TE-BAK-01	VTBD VTBS VTCC	BK W58 SHZ G204 ELNEX A599 GYA R474 TEBAK
ZSNJ-AGA-VO-01	RKSI RKSM RKSS	OF W178 LAGAL W525 HUN W177 YCH W113 IKADI A326 OMLIB W209 AGAVO
ZSNJ-AGA-VO-02	RKPC RPKK RKPM RKSI RKSM RKSS	OF W185 YCH W113 IKADI A326 OMLIB W209 AGAVO
ZSNJ-AR-GUK-01	KLAX KMDW KORD KPWK PAED PANC	OF A470 DPX A593 DALIM W157 VYK G212 SOTMU B339 HUR B334 TGO G212 ARGUK
ZSNJ-AS-SAD-01	WSJC WSSL WSSS	TESIG A470 TOL A599 PLT W19 NOMAR W18 NLG W23 ZUH R200 BIGRO G221 SAMAS A202 ASSAD
ZSNJ-INTIK-01	UIII	SUNBO W163 HFE B208 HET W32 INTIK
ZSNJ-KA-MUD-01	UTTT	SUNBO W163 HFE W50 SAGUD R343 WHA B213 WFX B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG B215 XKC A468 KAMUD
ZSNJ-LA-MEN-01	CYVR KLAX PAED PANC PGSN RJAA RJAH RJBB RJCB RJCC RJCO RJFF RJGG RJJG RJNA RJNS RJOO RJTT RKPC RPKK RKPM RKSI RKSM RKSS ROAH RONA YMML YSSY	ESBAG R343 PK W116 JTN G327 LAMEN
ZSNJ-LA-MEN-02	RJBB RJJG RJNS RJOO	OF W185 YCH W113 SOSMA W108 MATNU G455 LAMEN
ZSNJ-LA-MEN-03	RJAA RJAH RJBB RJCC RJCO RJFF RJGG RJJG RJNA RJNS RJOO RJTT ROAH RONA	OF W185 YCH W113 IKADI A326 SURAK G455 LAMEN
ZSNJ-LINSO-01	VYMD	SUNBO W163 HFE W50 SAGUD R343 WHA A581 SGM A599 LINSO

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZSNJ-MA-GOG-01	RPLC RPLI RPLL RPMM RPVE RPVK RPVM WADD WBKK WMFC WMKK WMSA YMML YSSY	TESIG A470 MAGOG
ZSNJ-NIXAL-01	EBLG EDDF EHAM ULLI ULLL UNNT UDDU UUEE UUMO UUWW	SUNBO W163 HFE B208 NIXAL
ZSNJ-POL-HO-01	EFHK LIMB LIMC LIML	OF A470 DPX A593 DALIM W157 VYK G212 SOTMU B339 POLHO
ZSNJ-SA-GAG-01	VTCC	SUNBO W163 HFE W50 SAGUD R343 WHA A581 SAGAG
ZSNJ-SAR-IN-01	UAAA	SUNBO W163 HFE W50 SAGUD R343 WHA B213 WFX B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN
ZSNJ-TA-MOT-01	VDPP VDSR VVCR VVDN VVTS WSJC WSSL WSSS	TESIG A470 TOL A599 PLT W19 NO- MAR W18 TAMOT
ZSNJ-TE-BAK-01	VDSR VTBD VTBS VTSG VTSP VVNB	SUNBO W163 HFE W50 SAGUD R343 WUY R474 TEBAK
ZSNT-LA-MEN-01	RJBB RJGG RJNA RJOO RKPC RKPM ROAH RONA	NTG W591 XIREM G330 PK W116 JTN G327 LAMEN
ZSNT-MA-GOG-01	RPVK VVCR	NTG W591 XIREM G330 PK W116 JTN A599 TOL A470 MAGOG
ZSNT-TE-BAK-01	VTBD VTBS VTSG VTSP	NTG W109 PIKAS G330 UNTAN G345 OLRIS R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WUY R474 TEBAK
ZSOF-LA-MEN-01	KLAX PAED PANC RJBB RJGG RJGG RJNA RJNS RJOO RKPC RKPM RKSJ RKSM RKSS	MADUK R343 PK W116 JTN G327 LA- MEN
ZSOF-NIX-AL-01	EBBR EHAM UNNT UDDU UUEE UUMO UUWW	BIPIM B208 NIXAL
ZSOF-TA-MOT-01	VVCR VVDN WADD WAMM WIDD WMFC WMKK	IKUBA W50 SAGUD R343 LKO A461 LIG R473 WYN W18 TAMOT
ZSOF-TE-BAK-01	VDSR VTBD VTBS VTCC VTSG VTSP	IKUBA W50 SAGUD R343 WUY R474 TEBAK

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZSPD-AGA-VO-01	KLAX PAED PANC	SURAK A326 OMLIB W209 AGAVO
ZSPD-API-TO-01	PGSN	BOLEX B591 MIGOL A326 APITO
ZSPD-AR-GUK-01	CYUL CYVR CYYZ KATL KBFI KDAL KDFW KDTW KEWR KHIO KIAD KJFK KLAS KLAX KLGA KMDW KMEM KORD KPAE KPDX KPWK KSEA KSFO KSJC KYIP PA- ED PANC PGSN PHNL	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 HUR B334 TGO G212 ARGUK
ZSPD-AR-GUK-02	CYEG CYUL CYVR CYYC CYYZ KATL KBFI KBOS KDAL KDFW KDTW KEWR KIAD KJFK KLAS KLAX KLGA KMDW KMEM KORD KPAE KPWK KSEA KSFO KSJC KYIP MMTJ PAED PANC PGSN PHNL	SURAK A326 SANKO W107 CHI A588 HRB G212 ARGUK
ZSPD-AS-SAD-01	VCBI VCCC VRMM VTBD VTBS VTBU VTSB VTSB VTSG VTSP WIHH WIII WIIX WMFC WMKK WSJC WSSL WSSS	NXD A599 PLT W19 NOMAR W18 NLG W23 ZUH R200 BIGRO G221 SAMAS A202 ASSAD
ZSPD-AS-SAD-02	VRMM VTBD VTBS VTBU VTSB VTSG VTSP	PONAB W13 BEGMO M503 LAPUG R200 BEBEM A470 MAGOG SIKOU A202 ASSAD
ZSPD-BI-SUN-01	UHWW	SURAK A326 SANKO W107 CHI A588 LJB G341 WQG B451 BISUN
ZSPD-INTIK-01	EBBR	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 ASILA A575 INTIK
ZSPD-KA-MUD-01	OIIE OIII OIIX OTBD UAFF UAFM UAFU UTSA UTTT	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 XKC A468 KAMUD

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZSPD-LA-MEN-01	AYPY CYEG CYUL CYVR CYYC CYYZ KATL KBFI KBOS KDAL KDFW KDTW KEWR KJFK KLAS KLAX KLGA KMDW KMEM KOAK KORD KPAE KPWK KSEA KSFO KSJC KYIP KZOA MMMX MMSD MMTJ MMTJ NZAA PAED PANC PGSN PGUA PGUM PHNL RJAA RJAH RJBB RJCB RJCC RJCH RJCK RJCO RJEC RJFF RJFK RJFO RJFR RJFS RJFT RJFU RJGG RJJG RJNA RJNK RJNS RJNT RJOA RJOB RJOH RJOM RJOO RJOT RJSF RJSI RJSN RJSS RJTT RKJB RKJJ RKNY RKNY RKPC RPKP RKPM RKSI RKSM RKSS RKTN RKTU ROAH RONA RORS UHHH UHWW YBBN YBCS YMML YSSY	BONGI G327 LAMEN
ZSPD-LA-MEN-02	AYPY CYEG CYUL CYVR CYYC CYYZ KATL KBFI KBOS KDAL KDFW KDTW KEWR KJFK KLAS KLAX KLGA KMDW KMEM KOAK KORD KPAE KPWK KSEA KSFO KSJC KYIP KZOA MMMX MMSD MMTJ MMTJ NZAA PAED PANC PGSN PGUA PGUM PHNL RJAA RJAH RJBB RJCB RJCC RJCH RJCK RJCO RJEC RJFF RJFK RJFO RJFR RJFS RJFT RJFU RJGG RJJG RJNA RJNK RJNS RJNT RJOA RJOB RJOH RJOM RJOO RJOT RJSF RJSI RJSN RJSS RJTT RKJB RKJJ RKNY RKNY RKPC RPKP RKPM RKSI RKSM RKSS RKTN RKTU ROAH RONA RORS UHHH UHWW YBBN YBCS YMML YSSY	EMSAN G455 LAMEN

CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZSPD-LIN-SO-01	HAAB HEGN HESN HKJK OBBI OEDF OEJN OERK OERY OIIE OIII OIIIX OMAA OMAD OMDB OMDW OMSJ OPLA OTBD VABB VABF VCBI VCCC VECC VGHS VIDF VIDP VNKT VOBG VOBL VOMM VRMM VYMD VYYY	POMOK G330 UNTAN G345 OLRIS R343 MADUK W51 LEGIV W164 ADG- OL W50 SAGUD R343 WHA A581 SGM A599 LINSO
ZSPD-LIN-SO-02	HECA OPKC	NXD A599 LINSO
ZSPD-MA-GOG-01	FIMP NZAA RPLB RPLC RPLI RPLL RPMM RPVK RPVM VCRI VDPP VDSR VRMM VTBD VTBS VTCA VTCC VTCT VTSP VVCR VVDN VVNB VVPQ VVTS WADD WBGG WBKK WBSB WIHH WIII WIIX WMFC WMKJ WMKK WMKP WSJC WSSL WSSS YBBN YBCS YMML YSSY	PONAB W13 BEGMO M503 LAPUG R200 BEBEM A470 MAGOG
ZSPD-MA-GOG-02	FIMP NZAA RPLB RPLC RPLI RPLL RPMM RPVE RPVK RPVM VVDN WADD WAMM WBGG WBKK WBSB WIDD WMFC WMKK WMKP YBCS YMML YSSY	PONAB W13 BEGMO W117 DST B221 LJG A470 MAGOG
ZSPD-NIX-AL-01	EBBR EBLG EDDF EDDH EDDL EDDM EDDP EDFH EDHI EDOP EETN EFHK EGCC EGGW EGKK EGLL EGPH EGSS EHAM EKCH ELLX EPWA ESSA ESSB EYKA LEBL LEMD LERS LETO LFPB LFPG LFPO LFPS LHBP LIJB LIMB LIMC LIML LIPO LIPZ LIRF LKPR LOWW LSGG LSZH UEEE UIBB UKBB UKBU UKKK UKKM ULLI ULLL UNKL UNNT USSS UUDD UUEE UUMO UUWW ZMUB	POMOK G330 UNTAN G345 OLRIS R343 HFE B208 NIXAL

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZSPD-POL- HO-01	CYUL CYVR CYYZ EDDF EDDM EDDP EFHK EGGW EGKK EGLL EGPH EGSS EHAM EKCH ESSA ESSB KATL KBFI KBOS KDAL KDFW KDTW KEWR KHIO KIAD KJFK KLAS KLAX KLGA KMDW KMEM KORD KPAE KPDY KPWK KSEA KSFO KSJC KYIP LEMD LERS LETO LFPB LFPG LFPO LFPS LHBP LIJB LIRF LKPR LOWW LSZH PAED PANC PGSN PHNL UIII UIUU ULLI ULLL UDD UUEE UU- MO UUWW ZMUB	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 POL- HO
ZSPD-PUR- PA-01	OAIX OAKN OTBD	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 IBANO W187 TUSLI W112 PUR- PA
ZSPD-PUR- PA-02	OAIX OAKN OTBD	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 IBANO W187 DSC B215 PURPA
ZSPD-RU- LAD-01	OIII OIII OIIX UAAA UAFF UAFM UAFU	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 POSOT A343 RULAD
ZSPD-RU- LAD-02	UTTT	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 XKC A460 RULAD
ZSPD-SAR- IN-01	EBBR EDDF EDDM EDDP EDFH EFHK EKCH ELLX LFPB LFPG LFPO LFPS LIMB LIMC LIML LLBG LOWW LSZH UACC UAKK UATG UBBB UGGG UGTB	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 FKG A368 SARIN

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZSPD-SIMLI-01	CYUL CYVR CYYZ KATL KBFI KDAL KDFW KDTW KEWR KHIO KIAD KJFK KLAX KLGA KMDW KMEM KORD KPAE KPDX KPWK KSEA KSFO KSJC KYIP PAED PANC PGSN PHNL	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 HUR B334 TGO G212 HRB A588 SIMLI
ZSPD-SIMLI-02	CYEG CYUL CYVR CYYZ KATL KBFI KBOS KDAL KDFW KDTW KEWR KJFK KLAX KLGA KMDW KORD KPAE KPWK KSEA KSFO KSJC KYIP PAED PANC	SURAK A326 SANKO W107 CHI A588 SIMLI
ZSPD-TA- MOT-01	VDPP VDSR VVCR VVDN VVPQ VVTS WADD WBSB WIHH WIII WIIX WSJC WSSL WSSS	NXD A599 PLT W19 NOMAR W18 TA- MOT
ZSPD-TE- BAK-01	VCRI VLIV VLVT VRMM VTBD VTBS VTCA VTCC VTCT VTSP VVNB	POMOK G330 UNTAN G345 OLRIS R343 MADUK W51 LEGIV W164 ADG- OL W50 SAGUD R343 WUY R474 TE- BAK
ZSPD-TE- LOK-01	EDDF EDDM EGGW EGKK EGLL EGSS LOWW LSZH	SURAK A326 SANKO W107 CHI A588 BIDIB A345 TELOK
ZSPD-TO- MUK-01	UHWZ ZKPY	SURAK A326 SANKO B332 TOMUK
ZSQD-AGA- VO-01	CYVR KLAX KSFO PAED PANC RJAA RJBB RJCH RJFF RJGG RJNA RJOO RJTT RPKK RKSI RKSM RKSS RKTU	ABVER W209 AGAVO
ZSQD-LA- MEN-01	ROAH RONA	ABVER W209 LATUX W108 MATNU G455 LAMEN
ZSQD-MA- GOG-01	WSJC WSSL WSSS	ABVER W209 LATUX W108 MATNU W115 PINOT W13 BEGMO M503 LA- PUG R200 BEBEM A470 MAGOG
ZSQD-MA- GOG-02	VDSR WSJC WSSL WSSS YMML YSSY	ABVER W209 LATUX W108 MATNU W115 PINOT W13 BEGMO W117 DST B221 LJG A470 MAGOG

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZSQD-POL- HO-01	EGGW EGKK EGLL EGSS LEMD LERS LETO UUDD UUEE UUMO UUWW	AVBIK W172 TEKAM W4 HCH W200 DOVIV W55 CG W34 LADIX B339 POLHO
ZSQZ-MA- GOG-01	RPLL RPMM	NUSPA W597 IKATA A470 MAGOG
ZSSH-LA- MEN-01	RKPC RKPM	HUN W525 LAGAL A593 PK W116 JTN G327 LAMEN
ZSSH-LA- MEN-02	RJBB RJOO	HUN W525 LAGAL A593 NIXEM W185 YCH W113 SOSMA W108 MATNU G455 LAMEN
ZSSH-MA- GOG-01	VVCR	HUN W525 LAGAL W178 OF A470 MA- GOG
ZSSH-TA- MOT-01	VVCR VVDN	HUN W525 LAGAL W178 OF W95 NO- BEM W73 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 LKO A461 LIG R473 WYN W18 TAMOT
ZSSH-TE- BAK-01	VDSR VTBD VTBS VTSG VTSP	HUN W525 LAGAL W178 OF W95 NO- BEM W73 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WUY R474 TEBAK
ZSSS-AR- GUK-01	CYVR CYYZ KBFI KEWR KJFK KLAX KLGA KPAE KSEA KSFO PA- ED PANC	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 HUR B334 TGO G212 ARGUK
ZSSS-AS- SAD-01	VTBD VTBS VTBU VTSB VTSG	NXD A599 PLT W19 NOMAR W18 NLG W23 ZUH R200 BIGRO G221 SAMAS A202 ASSAD
ZSSS-LA- MEN-01	CYVR CYYZ KBFI KEWR KJFK KLAX KLGA KPAE KSEA KSFO PA- ED PANC PGSN RJAA RJAH RJBB RJCC RJCO RJEC RJFF RJFK RJFO RJFS RJFT RJFU RJGG RJNA RJOA RJOH RJOO RJOT RJSN RJTT RKJJ RKNY RKPC RKPK RKPM RKSJ RKSM RKSS RKTU ROAH RONA	BONGI G327 LAMEN

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZSSS-LA-MEN-02	CYVR CYYZ KBFI KEWR KJFK KLAX KLGA KPAE KSEA KSFO PA- ED PANC PGSN RJAA RJAH RJBB RJCC RJCO RJEC RJFF RJFK RJFO RJFS RJFT RJFU RJGG RJNA RJOA RJOH RJOO RJOT RJSN RJTT RKJJ RKNY RKPC RKPK RKPM RKSI RKSM RKSS RKTU ROAH RONA	EMSAN G455 LAMEN
ZSSS-LIN-SO-01	OMAA OMAD VCBI VCCC VGHS VIDF VIDP VNKT VYYY	POMOK G330 UNTAN G345 OLRIS R343 MADUK W51 LEGIV W164 ADG- OL W50 SAGUD R343 WHA A581 SGM A599 LINSO
ZSSS-LIN-SO-02	OPKC	NXD A599 LINSO
ZSSS-MA-GOG-01	RPLB RPLL RPMM RPVK RPVM WADD WBKK WMFC WMKK YSSY	NXD A599 TOL A470 MAGOG
ZSSS-NIXAL-01	EBBR EGGW EGKK EGLL EGSS EHAM LFPB LFPG LFPO LFPS LOWW UNNT UDD UUEE UUMO UUWW	POMOK G330 UNTAN G345 OLRIS R343 HFE B208 NIXAL
ZSSS-POL-HO-01	CYVR CYYZ KBFI KEWR KJFK KLAX KLGA KPAE KSEA KSFO PA- ED PANC	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 POL- HO
ZSSS-PUR-PA-01	OBBI	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 IBANO W187 DSC B215 PURPA
ZSSS-PUR-PA-02	OBBI	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 IBANO W187 TUSLI W112 PUR- PA
ZSSS-SAR-IN-01	UTTT	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 ASILA A575 UPREK W28 ATBUG W66 NUKTI B215 FKG A368 SARIN

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZSSS-SIMLI-01	CYVR CYYZ KBFI KEWR KJFK KLAX KLGA KPAE KSEA KSFO PA- ED PANC	POMOK G330 PIMOL A593 DALIM W157 VYK G212 SOTMU B339 HUR B334 TGO G212 HRB A588 SIMLI
ZSSS-TA- MOT-01	VDPP VDSR VVCR VVDN VVTS WSJC WSSL WSSS	NXD A599 PLT W19 NOMAR W18 TA- MOT
ZSSS-TE- BAK-01	VTBD VTBS VTCC VTSP VVNB	POMOK G330 UNTAN G345 OLRIS R343 MADUK W51 LEGIV W164 ADG- OL W50 SAGUD R343 WUY R474 TE- BAK
ZSTX-LA- MEN-01	RKSI RKSM RKSS	TXN G204 ELNEX A599 JTN G327 LA- MEN
ZSTX-TE- BAK-01	VTBD VTBS	TXN G204 ELNEX A599 GYA R474 TE- BAK
ZSWH-AGA- VO-01	RKSI RKSM RKSS	WEH W4 IKEKA A591 AGAVO
ZSWZ-AS- SAD-01	VDSV VLIV VLVT VTBD VTBS VTCC VTSB VTSG	DST B221 LJG A470 BEBEM R200 BI- GRO G221 SAMAS A202 ASSAD
ZSWZ-AS- SAD-02	VTBD VTBS VTSB VTSG	DST B221 LJG A470 MAGOG SIKOU A202 ASSAD
ZSWZ-LA- MEN-01	RJBB RJCK RJJG RJNS RJOO RKPC RKPM RKSI RKSM RKSS	DST B221 SHZ G204 AND B221 NI- NAS G327 LAMEN
ZSWZ-LA- MEN-02	RJCC RJCO	DST W117 BEGMO W13 LASAN G327 LAMEN
ZSWZ-MA- GOG-01	RPVK VDSR VDSV VTBD VTBS VVDN WADD	DST B221 LJG A470 MAGOG
ZSXZ-AGA- VO-01	RKSI RKSM RKSS	DO W125 OMUDI W177 YCH W113 IKADI A326 OMLIB W209 AGAVO
ZSXZ-LA- MEN-01	RJBB RJGG RJNA RJOO	DO W125 OMUDI A593 PK W116 JTN G327 LAMEN
ZSXZ-MA- GOG-01	VVCR	DO W126 DPX A470 MAGOG
ZSXZ-TA- MOT-01	VVCR VVDN WSJC WSSL WSSS	DO W126 DPX A470 TOL A599 PLT W19 NOMAR W18 TAMOT

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZSXZ-TE-BAK-01	VDSR VTBD VTBS VTSG VTSP	ATVIM W127 HFE W50 SAGUD R343 WUY R474 TEBAK
ZSYA-LA-MEN-01	RJAH RJBB RJCC RJCO RJGG RJNA RJOO RKPC RKPM RKSI RKSM RKSS RORS	PIMOL A593 PK W116 JTN G327 LAMEN
ZSYA-TA-MOT-01	VVCR	PIMOL W184 ZJ G345 OLRIS A470 TOL A599 PLT W19 NOMAR W18 TAMOT
ZSYA-TE-BAK-01	VDSR VTBD VTBS	PIMOL W184 ZJ G345 OLRIS R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WUY R474 TEBAK
ZSYN-AGA-VO-01	RKSI RKSM RKSS	YCH W113 IKADI A326 OMLIB W209 AGAVO
ZSYT-AGA-VO-01	KLAX RJAA RJBB RJFF RJGG RJJG RJNA RJNS RJOO RJTT RKPC RPKP RKPM RKSI RKSM RKSS RKTN RKTU	FZ W4 IKEKA A591 AGAVO
ZUCK-AGA-VO-01	RKSI RKSM RKSS	SOSLI W4 LIMGI W175 AVKES G212 VYK W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
ZUCK-AR-GUK-01	KLAX	SOSLI W550 GAO B213 WFX B330 JTG G212 SOTMU B339 HUR B334 TGO G212 ARGUK
ZUCK-AR-GUK-02	CYVR KLAX KSFO PAED PANC	SOSLI W4 LIMGI W175 AVKES G212 SOTMU B339 HUR B334 TGO G212 ARGUK
ZUCK-KAT-BO-01	VVCR VVDN VVNB VVPQ	UNRIX W180 BONSA W91 IDSID W30 HX G212 XFA A581 SGM A599 AD-BAG R471 KATBO
ZUCK-LA-MEN-01	CYVR KLAX KSFO PAED PANC PGSN RJAA RJBB RJFU RJGG RJJG RJNA RJNS RJOO RJTT RKJB RKPC RPKP RKPM RKSI RKSM RKSS RKTN RKTU UHHH	SAKPU B213 WHA R343 PK W116 JTN G327 LAMEN

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZUCK-LIN-SO-01	OMDB OMDW OMSJ OTBD VABB VABF VCBI VCCC VECC VGHS VIDF VIDP VOMM VRMM VYMD	UNRIX W180 BONSA W91 IDSID W30 HX G212 XFA A581 SGM A599 LINSO
ZUCK-MOR-IT-01	EDDF EFHK EGGW EGKK EGLL EGSS EHAM ELLX KEWR KJFK KLGA LFPB LFPG LFPO LFPS LHBP LIJB LIRF UIII ULLI ULLL UNKL UNNT UDD UEE UUMO UUWW	SOSLI W550 GAO B213 WFX B330 MORIT
ZUCK-RU-LAD-01	UAAA	SOSLI W550 GAO B213 WFX B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG B215 XKC A460 RULAD
ZUCK-SA-GAG-01	VDPP VDSR VDSV VLIV VLLB VLVT VTBD VTBS VTCA VTCC VTCT VTSB VTSG VTSM VTSP VYYY WIDD WMFC WMKJ WMKK WMKL WMKP WSJC WSSL WSSS	UNRIX W180 BONSA W91 IDSID W30 HX G212 XFA A581 SAGAG
ZUCK-SAR-IN-01	EBLG EDDF EDDL EDDM EGGW EGKK EGLL EGSS EHAM ELLX LFPB LFPG LFPO LFPS LHBP LIJB LIRF LKPR LOWW ULLI ULLL UDD UEE UUMO UUWW	SOSLI W550 GAO B213 WFX B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN
ZUCK-SAR-IN-02	EDDF EGGW EGKK EGLL EGSS EHAM ELLX LFPB LFPG LFPO LFPS LIJB LIRF UDD UEE UU- MO UUWW	SOSLI W550 GAO B213 WFX B330 GOBIN W66 NUKTI B215 FKG A368 SARIN
ZUCK-TA-MOT-01	NZAA PGSN RPLL RPMM RPKV RPVM WADD WAMM WBKK YBBN YMML YSSY	UNRIX W180 LIDMA W182 LAGEX G586 SJG B330 TAMOT
ZUGY-AGA-VO-01	RKSI RKSM RKSS	UGUGU W183 HUY A581 WHA W88 HOK W56 VADMO W4 IKEKA A591 AGAVO
ZUGY-KAT-BO-01	VVCR VVDL VVDN VVTS	SUMUN W179 BIPIP A581 SGM A599 ADBAG R471 KATBO

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZUGY-LA-MEN-01	RJAA RJBB RJGG RJNA RJOO RJTT RKPC RKPM RKSJ RKSM RKSS	UGUGU W183 HUY A581 WHA R343 PK W116 JTN G327 LAMEN
ZUGY-LIN-SO-01	VCBI VCCC VYMD	SUMUN W179 BIPIP A581 SGM A599 LINSO
ZUGY-MOR-IT-01	EGGW EGKK EGLL EGSS LFPB LFPG LFPO LFPS ULLI ULLL UNNT UDDU UUEE UUMO UUWW	SUMUN W179 XYO W25 FJC G212 JTG B330 MORIT
ZUGY-SA-GAG-01	VDPP VDSR VTBD VTBS VTBU VTCA VTCC VTCT VTSG VTSP WMKJ WSJC WSSL WSSS	SUMUN W179 BIPIP A581 SAGAG
ZUGY-SAR-IN-01	EGGW EGKK EGLL EGSS LFPB LFPG LFPO LFPS	SUMUN W179 XYO W25 FJC G212 JTG B330 GOBIN W66 NUKTI B215 FKG A368 SARIN
ZUGY-SAR-IN-02	EGGW EGKK EGLL EGSS LFPB LFPG LFPO LFPS LIMB LIMC LIML	SUMUN W179 XYO W25 FJC G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN
ZUGY-TA-MOT-01	RPVE RPVK RPVM WADD WBKK YSSY	UGUGU W182 LAGEX G586 SJG B330 TAMOT
ZUGY-TE-BAK-01	VDPP VVNB WMFC WMKK WMKL WMKP	UGUGU W182 LAGEX G586 SJG W2 LBN R343 WUY R474 TEBAK
ZULS-NON-IM-01	VNKT	LXA B345 NONIM
ZUUU-AGA-VO-01	RKSI RKSM RKSS	OGOMO W29 SUBUL G212 VYK W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
ZUUU-AR-GUK-01	KLAX KSFO PAED PANC	OGOMO W29 SUBUL G212 SOTMU B339 HUR B334 TGO G212 ARGUK
ZUUU-GOP-TO-01	LFPB LFPG LFPO LFPS	JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG G588 NIRAV B206 GOPTO
ZUUU-GOP-TO-02	LFPB LFPG LFPO LFPS	JTG B330 SUNUV W197 ANDIM B215 IBANO G470 QTV W190 ADPET B206 GOPTO

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZUUU-KA-MUD-01	OIII OIII OIIX	JTG B330 SUNUV W197 ANDIM B215 NIXUK W621 DNH W187 SADAN W186 KAMUD
ZUUU-KA-MUD-02	OIII OIII OIIX	JTG B330 SUNUV W197 ANDIM B215 TODOD W112 TUSLI W187 SADAN W186 KAMUD
ZUUU-KAT-BO-01	VVCR VVDN VVNB VVPQ VVTS	ZYG W24 HX G212 XFA A581 SGM A599 ADBAG R471 KATBO
ZUUU-LA-MEN-01	KLAX KSFO PAED PANC RJAA RJBB RJGG RJNA RJOO RJTT RKPC RKPM ROAH RONA	OGOMO W26 GAO B213 WHA R343 PK W116 JTN G327 LAMEN
ZUUU-LIN-SO-01	HAAB HECA LLBG OMAA OMAD OMDB OMDW OPKC OPLA OTBD VABB VABF VCBI VCCC VGHS VIDF VIDP VNKT VOBG VOBL VOMM VRMM VVNB VYMD VYYY	ZYG W24 HX G212 XFA A581 SGM A599 LINSO
ZUUU-MOR-IT-01	EDDF EDDM EFHK EGGW EGKK EGLL EGSS EHAM EKCH KBOS KEWR KJFK KLGA KMDW KORD KPWK LEMD LERS LETO LFPB LFPG LFPO LFPS LIJB LIMB LIMC LIML LIRF LKPR LOWW LTBA LTFJ UIII ULLI ULLL UNKL UNNT USSS UDDU UUEE UUMO UUWW	JTG B330 MORIT
ZUUU-NIX-AL-01	UNKL USSS	OGOMO W29 SUBUL G212 WJC W193 ALGOV W101 DUDIL W69 TOR- EL W84 HET B208 NIXAL
ZUUU-NON-IM-01	VNKT	CZH B213 LXA B345 NONIM
ZUUU-RU-LAD-01	EDFH UAAA	JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG B215 XKC A460 RULAD
ZUUU-RU-LAD-02	EDDK EPWA OTBD	JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG B215 POSOT A343 RULAD

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZUUU-SA-GAG-01	FIMP VDPP VDSR VDSV VLIV VLLB VLVT VTBD VTBS VTBU VTCA VTCC VTCT VTSB VTSG VTSM VTSP WADD WADL WIDD WIDN WMFC WMKK WMKL WMKP WSJC WSSL WSSS	ZYG W24 HX G212 XFA A581 SAGAG
ZUUU-SAR-IN-01	EBBR EDDF EGGW EGKK EGLL EGSS EHAM EKCH ELLX HECA LFOK LFPB LFPG LFPO LFPS LGAV LIJB LIPO LIRF LKPR LLBG LOWW LTBA LTFJ OIIE OIII OIIX ULLI ULLL URSS UDDU UJEE UU- MO UUWW	JTG B330 SUNUV W197 ANDIM B215 IBANO G470 IPMUN W192 FKG A368 SARIN
ZUUU-SAR-IN-02	EGGW EGKK EGLL EGSS EHAM LEBL LGAV LHBP LIJB LIRF OIIE OIII OIIX	JTG B330 GOBIN W66 NUKTI B215 FKG A368 SARIN
ZUUU-TA-MOT-01	NZAA PGSN RPLL RPMM RPKV RPVM VVNB WADD WADL WAMM WBKK WBKK WBSB YMML YSSY	ZYG B330 KWE W181 DUDIT A599 POU B330 TAMOT
ZWSH-KA-MUD-01	UAFF UAFM UAFU	KHG A364 DSC B215 XKC A468 KA- MUD
ZWSH-PUR-PA-01	OPKC OPRN	KHG A364 DSC B215 PURPA
ZWWW-AGA-VO-01	RKSI RKSM RKSS	WUR W190 ADPET W188 GOVSA W66 DKO W69 HUR B339 LADIX W34 VAPGU W100 ORAVA W201 UNSEK A326 DONVO G597 AGAVO
ZWWW-GOP-TO-01	UNBB UNNT UNOO	WUR W190 ADPET B206 GOPTO
ZWWW-KA-MUD-01	OAKB OIIE OIII OIIX OIMM OMDB OMDW OMSJ UAFF UAFM UAFO UAFU UBBB UTAA UTDD UTFF UTGL UTSS UTTT	WUR B215 XKC A468 KAMUD
ZWWW-MOR-IT-01	UIII	WUR W190 ADPET W188 GOVSA W66 GOBIN B330 MORIT

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZWWW-PUR-PA-01	LTBA LTFJ OMDB OMDW OMSJ OPKC OPLA OPRN	WUR B215 PURPA
ZWWW-RU-LAD-01	UAAA UAFF UAFM UAFU UBBB URSS UTTT	WUR B215 POSOT A343 RULAD
ZWWW-RU-LAD-02	UAFF UAFM UAFU UAIU UTTT	WUR B215 XKC A460 RULAD
ZWWW-SAR-IN-01	EBLG EDDF EGGW EGKK EGLL EGSS EHAM EVRA LFPB LFPG LFPO LFPS LIJB LIMB LIMC LIML LIRF LOWW LTBA LTFJ OEJN OE- MA OIIE OIII OIIX UACC UBBB UGGG UGTB UKBB UKBU UKKK UKKM ULLI ULLL USSS UTDD UTTT UUDD UJEE UUMO UUWW UWKD	WUR W190 VARMU A368 SARIN
ZWWW-TE-BUS-01	ZMKD	WUR W190 MULOR G588 TEBUS
ZYCC-AGA-VO-01	RJBB RJFF RJOO RKPC RPKP RKPM RKSI RKSM RKSS RKTN RKTU	LJB A588 CHI W107 SANKO A326 DONVO G597 AGAVO
ZYCC-AR-GUK-01	UHHH	LJB A588 HRB G212 ARGUK
ZYCC-BI-SUN-01	RJAA RJBB RJCC RJCO RJGG RJNA RJOO RJSS RJTT UHWW	LJB G341 WQG B451 BISUN
ZYCC-SAR-UL-01	ZMUB	LJB A588 HRB B451 HLD A345 KA- GAK G338 SARUL
ZYCC-TA-MOT-01	VVCR	LJB G341 TGO G212 VYK W37 HOK A461 LIG R473 WYN W18 TAMOT
ZYCC-TE-LOK-01	UIII	LJB A588 HRB B451 HLD A345 TELOK
ZYHB-AGA-VO-01	RJGG RJNA RPKP RKSI RKSM RKSS RKTU	DUKIR W205 NULRA A588 CHI W107 SANKO A326 DONVO G597 AGAVO
ZYHB-AR-GUK-01	CYYZ KLAX KSJC PAED PANC UHHH UHSS	IGADO G212 ARGUK

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZYHB-BI-SUN-01	RJAA RJAH RJBB RJGG RJJG RJNA RJNS RJOO RJSN RJTT UHWW	KETOV B451 BISUN
ZYHB-SIMLI-01	UEEE UHBB	BUBDI A588 SIMLI
ZYHB-TA-MOT-01	VVCR WSJC WSSL WSSS	LEGAG W204 RUSBO G212 VYK W37 HOK A461 LIG R473 WYN W18 TA- MOT
ZYHB-TE-LOK-01	UIAA UIII UNAA UNKL UNNT USCC USSS	ONINA B451 HLD A345 TELOK
ZYJM-AGA-VO-01	RKSI RKSM RKSS	JMU G212 HRB A588 CHI W107 SAN- KO A326 DONVO G597 AGAVO
ZYMD-BI-SUN-01	UHWW	MDJ W39 UGABI B451 BISUN
ZYTL-AGA-VO-01	RJAA RJAH RJBB RJCC RJCO RJFF RJFK RJFR RJGG RJJG RJNA RJNS RJNT RJOA RJOB RJOO RJSS RJTT RKNY RKPC RKPK RKPM RCSI RKSM RKSS RKTU	POVAG A326 DONVO G597 AGAVO
ZYTL-AR-GUK-01	UHHH	VENOS A588 HRB G212 ARGUK
ZYTL-BISUN-01	UHSS UHWW	VENOS A588 LJB G341 WQG B451 BI- SUN
ZYTL-POL-HO-01	UIII	ORAVA W576 OVTUP W55 CG W34 LADIX B339 POLHO
ZYTL-SIMLI-01	UEEE	VENOS A588 SIMLI
ZYTL-TE-LOK-01	UNAA	VENOS A588 BIDIB A345 TELOK
ZYTL-TO-MUK-01	ZKPY	POVAG A326 SANKO B332 TOMUK

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS FROM MAINLAND OF CHINA (continued)

ROUTE CODE	DESTINATION AD	ROUTING VIA
ZYTX-AGA-VO-01	RJAA RJAH RJBB RJCC RJCO RJFF RJFR RJFS RJGG RJJG RJNA RJNS RJOO RJOT RJTT RKJB RKJJ RKNY RKPC RKPK RKPM RKSI RKSM RKSS RKTN RKTU ROAH RONA	TOSID A588 CHI W107 SANKO A326 DONVO G597 AGAVO
ZYTX-AR-GUK-01	CYVR KLAX KSFO UHHH	LEMOT A588 HRB G212 ARGUK
ZYTX-BI-SUN-01	RJAA RJCC RJCO RJEC RJTT UHWW	LEMOT A588 LJB G341 WQG B451 BI-SUN
ZYTX-GO-LOT-01	RJAA RJBB RJGG RJNA RJNT RJOO RJTT ZKPY	ANSUK A345 GOLOT
ZYTX-INTIK-01	UDDU UUEE UUMO UUWW	OMDUS A575 INTIK
ZYTX-RU-LAD-01	UAAA	OMDUS A575 CHG W31 KAKAT W28 ATBUG W66 NUKTI B215 XKC A460 RULAD
ZYTX-TA-MOT-01	VVCR VVDN WADD WMFC WMKK WSJC WSSL WSSS	OMDUS A575 CHG G332 MUDAM G212 VYK W37 HOK A461 LIG R473 WYN W18 TAMOT
ZYTX-TE-LOK-01	EDDF UIII UNKL UNNT UDDU UUEE UUMO UUWW UWLW	KYU A345 TELOK

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA

ROUTE CODE	DEPARTURE AD	ROUTING VIA
AGAVO-ZBAA-01	CYUL CYVR CYYZ KBFI KDAL KDFW KDTW KEWR KIAD KJFK KLAS KLAX KLGA KMDW KMEM KORD KPAE KPWK KSEA KSFO KSJC KYIP MMTJ NZAA PAED PANC PGSN PGUA PGUM PHNL RJAA RJBB RJCC RJCH RJCO RJEC RJFF RJGG RJNA RJOO RJTT RKJB RKJJ RKPC RPKK RKPM RKSI RKSM RKSS RKTN RKTU ROAH RONA	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 DUMAP
AGAVO-ZBHH-01	RJGG RJNA RKPC RKPM RKSI RKSM RKSS	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 CG W34 VYK B215 EKE- TA B208 TODAM
AGAVO-ZBOW-01	RKPC RKPM	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 CG W34 VYK B215 LEB- OM W104 HDS W193 ALGOV
AGAVO-ZBSJ-01	RJBB RJFS RJGG RJJG RJNA RJNS RJOO RKPC RPKK RKPM RKSI RKSM RKSS RKTU	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 CG W34 VYK B215 PEG- SO
AGAVO-ZBTJ-01	KLAX NZAA PAED PANC PGSN PGUA PGUM RJAA RJA RJB RJBD RJCB RJCC RJCH RJCO RJEC RJFF RJFR RJFS RJFU RJGG RJJG RJNA RJNS RJNT RJOO RJSA RJTT RKJB RKNW RKNY RKPC RKPM RKPS RKSI RKSM RKSS RKTN ROAH RONA YSSY	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 DUMAP
AGAVO-ZBYN-01	RJBB RJJG RJNS RJOO RJNS RKJB RKPC RKPM RKSI RKSM RKSS	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 CG W34 VYK B215 EKE- TA B208 TYN
AGAVO-ZGHA-01	RKSI RKSM RKSS	AGAVO A591 IKEKA W4 EKORO W37 HOK A461 DAPRO
AGAVO-ZHCC-01	CYVR KLAX PAED PANC RJBB RJOO RKSI RKSM RKSS RKTN	AGAVO A591 IKEKA W4 TAMIX B208 NOPIN

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
AGAVO-ZHHH-01	RKSI RKSM RKSS	AGAVO A591 IKEKA W4 EKORO W37 ONIXO
AGAVO-ZLIC-01	RKSI RKSM RKSS	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 CG W34 VYK B215 APO-GO W218 TUTGO W220 NIRUV W199 YHD
AGAVO-ZLXY-01	PGSN RJAA RJBB RJCB RJCC RJCH RJCO RJEC RJFR RJGG RJJG RJNA RJNS RJOO RJSA RJTT RKNY RKPC RKPK RKPM RKSI RKSM RKSS	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 CG W34 VYK B215 GOD-ON W43 GUTRU W47 LOVRA
AGAVO-ZLXY-02	KBFI KPAE KSEA RJAA RJBB RJCC RJCO RJEC RJFR RJJG RJNS RJOO RJTT RKSI RKSM RKSS	AGAVO A591 IKEKA W4 SHX
AGAVO-ZLYL-01	RKPC RKPM	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 CG W34 VYK B215 APO-GO
AGAVO-ZPPP-01	RKSI RKSM RKSS	AGAVO A591 IKEKA W4 EKORO W37 HOK W88 WHA A581 XISLI
AGAVO-ZSJM-01	KLAX KSJC RJAA RJBB RJGG RJJG RJNA RJNS RJOO RJTT RKPC RKPM RKSI RKSM RKSS RKTN	AGAVO A591 IKEKA W4 BASOV
AGAVO-ZSNJ-01	RKSI RKSM RKSS	AGAVO W209 OMLIB A326 IKADI W113 YCH W177 HUN W525 LAGAL W178 OF
AGAVO-ZSNJ-02	RKPC RKPK RKPM RKSI RKSM RKSS	AGAVO W209 OMLIB A326 IKADI W113 YCH W185 OF
AGAVO-ZSPD-01	KLAX PAED PANC	AGAVO W209 OMLIB A326 AKARA A593 PUD
AGAVO-ZSQD-01	CYVR KLAX KSFO PAED PANC RJAA RJBB RJCH RJFF RJGG RJNA RJOO RJTT RKPK RKSI RKSM RKSS RKTU	AGAVO W209 XDX

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
AGAVO-ZSWH-01	RKSI RKSM RKSS	AGAVO A591 IKEKA W4 WEH
AGAVO-ZSXZ-01	RKSI RKSM RKSS	AGAVO W209 OMLIB A326 IKADI W113 YCH W177 OMUDI W125 DO
AGAVO-ZSYN-01	RKSI RKSM RKSS	AGAVO W209 OMLIB A326 IKADI W113 YCH
AGAVO-ZSYT-01	KLAX RJAA RJBB RJFF RJGG RJJG RJNA RJNS RJOO RJTT RKPC RPKP RKPM RKSI RKSM RKSS RKTN RKTU	AGAVO A591 IKEKA W4 FZ
AGAVO-ZU-GY-01	RKSI RKSM RKSS	AGAVO A591 IKEKA W4 EKORO W37 HOK W88 WHA A581 HUY W183 TRN W586 KHP
AGAVO-ZUUU-01	RKSI RKSM RKSS	AGAVO A591 IKEKA W4 HCH W200 DOVIV W55 CG W34 VYK B215 GOD-ON W43 ATERI W193 WJC G212 PANKO
AGAVO-ZYCC-01	RJAH RJBB RJFF RJOO RKPC RPKP RKPM RKSI RKSM RKSS RKTN RKTU	AGAVO G597 DONVO A326 SANKO W107 CHI A588 LJB
AGAVO-ZYHB-01	RJGG RJNA RKNY RKPC RPKP RKPM RKSI RKSM RKSS RKTN RKTU	AGAVO G597 DONVO A326 SANKO W107 CHI A588 NULRA W206 LARUN
AGAVO-ZYJM-01	RKSI RKSM RKSS	AGAVO G597 DONVO A326 SANKO W107 CHI A588 HRB G212 JMU
AGAVO-ZYTL-01	RJAA RJAH RJBB RJCC RJCO RJFF RJFK RJFR RJGG RJJG RJNA RJNS RJNT RJOA RJOB RJOO RJSS RJTT RKNY RKPC RPKP RKPM RKSI RKSM RKSS RKTU	AGAVO G597 DONVO A326 SANKO W579 RUPID

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
AGAVO-ZYTX-01	KLAX RJAA RJAH RJBB RJCC RJCO RJFF RJFR RJFS RJGG RJJG RJNA RJNS RJOO RJOT RJTT RKJB RKJJ RKNY RKPC RKPX RKPM RKSI RKSM RKSS RKTN RKTU ROAH RONA	AGAVO G597 DONVO A326 SANKO W107 CHI A588 TOSID
APITO-ZSPD-01	PGSN	APITO A326 AKARA A593 PUD
ASSAD-ZGGG-01	FIMP FMEE HKJK VCBI VCCC VTBD VTBS VTSG VTSM VVNB	ASSAD A202 SIKOU TAMOT W68 IDUMA A461 SHL
ASSAD-ZGSZ-01	FIMP VDSV VLIV VLVT VOMM VRMM VTBD VTBS VTBU VTCA VTCC VTCT VTSB VTSG VTSP WMKP	ASSAD A202 SIKOU LANDA W130 UJ W553 ZUH W23 NLG W509 KEVAR
ASSAD-ZGSZ-02	FAJS VDPP VTBD VTBS VTSP	ASSAD A202 AGPOR W71 LH R200 BIGRO W552 UJ W553 ZUH W23 NLG W509 KEVAR
ASSAD-ZJHK-01	OIIE OIII OIIX VDSV VLIV VLLB VLVT VTBD VTBS VTBU VTCA VTCC VTCT VVCI VYMD VYYY WMFC WMKK WMKL WMKP WSJC WSSL WSSS	ASSAD A202 SAMAS MLT
ASSAD-ZSAM-01	VTBD VTBS VTCC VTSG VTSP VYYY	ASSAD A202 AGPOR W71 LH R200 BEBEM A470 TEBON
ASSAD-ZSFZ-01	VTBD VTBS VTSG VTSP	ASSAD A202 AGPOR W71 LH R200 BEBEM A470 FQG
ASSAD-ZSHC-01	VRMM VTBD VTBS VTSP	ASSAD A202 AGPOR W71 LH R200 BEBEM A470 TOL W508 WY
ASSAD-ZSNB-01	VTBD VTBS VTBU VTSB VTSG VTSP	ASSAD A202 AGPOR W71 LH R200 BEBEM A470 LJG B221 SHZ W58 BK
ASSAD-ZSWZ-01	VLIV VLVT VTBD VTBS VTSB VTSG	ASSAD A202 SIKOU MAGOG A470 LJG B221 DST
BEKOL-ZBAA-01	NZAA RPLC RPLL RPMM RPVK RPVM VDSR VVTS WADD WAMM WBKK WBSB WIHH WIIX WMFC WMKJ WMKK WSJC WSSL WSSS YBBN YMML YSSY	BEKOL A461 HOK W56 DUGEB

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
BEKOL-ZBHH-01	VVCR	BEKOL A461 HOK W56 OBMEP B208 TODAM
BEKOL-ZBTJ-01	NZAA RPVK RPVP VVCR WADD WAMM WBKK WMFC WMKK WSJC WSSL WSSS YSSY	BEKOL A461 HOK W56 GUVRI W85 OMDEK
BEKOL-ZBYN-01	VVDN WADD WSJC WSSL WSSS	BEKOL A461 HOK W56 OBMEP B208 ANPIG
BEKOL- ZGHA-01	NZAA PGSN RPLC RPLL RPMM RPVE RPVK RPVM VVCR VVDN VVTS WADD WADL WAMM WBKK WBSB WIDD WMFC WMKJ WMKK WMKL WMKP WSJC WSSL WSSS YMML YSSY	BEKOL A461 LIG
BEKOL-ZGKL-01	WADD	BEKOL A461 YIN G586 QP W523 Y
BEKOL-ZGSZ-01	RKSI RKSM RKSS RPVK RPVP	BEKOL KEVAR
BEKOL- ZHCC-01	RPLL RPMM RPVE VVCR VVTS WADD WAMM WBKK WBSB WSJC WSSL WSSS YMML YSSY	BEKOL A461 HOK W56 IGMIG
BEKOL- ZH HH-01	RPLL RPMM RPVE RPVK RPVM VVCR VVDL VVTS WADD WAMM WBKK WIDD WIHH WIIL WIIX WSJC WSSL WSSS YBCG YMML YSSY	BEKOL A461 LKO
BEKOL-ZLXY-01	WADD WAMM WBKK WBSB YSSY	BEKOL A461 YIN G586 QP B330 EL- KAL W179 XYO W25 FJC G212 NSH
BEKOL-ZLXY-02	NZAA RPLL RPMM RPVE RPVK RPVM WADD WBKK YMML YSSY	BEKOL A461 YIN G586 QP B330 SJG W102 SHX
BEKOL-ZSCN-01	RPVE RPVK RPVM VVCR WADD WAMM WIDD WSJC WSSL WSSS	BEKOL A461 SHL G471 PLT W19 NCH
BEKOL-ZSHC-01	VDPP VDSR WADD	BEKOL A461 SHL G471 PLT A599 TOL W508 WY
BEKOL-ZSJJ-01	VVCR VVDN WADD WAMM WBKK YMML YSSY	BEKOL A461 HOK W56 VADMO W4 GULEK

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
BEKOL-ZSNJ-01	VDPP VDSR VVCR VVDN VVTS WADD WSJC WSSL WSSS	BEKOL A461 SHL G471 PLT A599 TOL A470 CJ W555 KAKIS W554 GOSRO
BEKOL-ZSOF-01	VVCR VVDN WADD WAMM WMFC WMKK	BEKOL A461 LKO R343 MIDOX
BEKOL-ZSPD-01	WADD WSJC WSSL WSSS YSSY	BEKOL A461 SHL G471 PLT A599 EL- NEX G204 SHZ W58 XSY
BEKOL-ZSSH-01	VVCR VVDN	BEKOL A461 LKO R343 MADUK W73 NOBEM W95 OF W178 LAGAL W525 HUN
BEKOL-ZSSS-01	VDPP VDSR VVTS WSJC WSSL WSSS	BEKOL A461 SHL G471 PLT A599 EL- NEX G204 JTN
BEKOL-ZSXZ-01	VVCR VVDN	BEKOL A461 SHL G471 PLT A599 TOL A470 DPX W126 DO
BEKOL-ZSYA-01	VVCR	BEKOL A461 LKO R343 OLRIS G345 ZJ W184 PIMOL
BEKOL-ZUCK-01	NZAA PGSN RPLL RPMM RPVK RPVM WADD WAMM WBKK YBBN YMML YSSY	BEKOL A461 YIN G586 SJG B330 EL- KAL W179 SUMUN W3 QJG
BEKOL-ZU- GY-01	RPVE RPVK RPVM WADD WBKK YSSY	BEKOL A461 YIN G586 QP B330 ES- NIB
BEKOL- ZUUU-01	NZAA PGSN RPLL RPMM RPVK RPVM VVNB WADD WADL WAMM WBKK WBKK WBSB YMML YSSY	BEKOL A461 YIN G586 QP B330 EL- KAL W179 XYO W25 FJC
BEKOL-ZYCC-01	VVCR	BEKOL A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G341 LJB
BEKOL-ZYHB-01	VVCR WSJC WSSL WSSS	BEKOL A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G212 RUSBO W203 PIGAM
BEKOL-ZYTX-01	VVCR VVDN WADD WSJC WSSL WSSS	BEKOL A461 HOK W56 VYK W34 OT- BUL W35 CHG A575 OMDUS
BISUN-ZBAA-01	RJAA RJBB RJOO RJTT UHSS UHWW	BISUN B451 WQG G341 TGO G212 UKDUM W49 OSUBA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
BISUN-ZBTJ-01	UHWW	BISUN B451 WQG G341 LJB A588 VENOS W573 DBL W5 EKULI W576 OVTUP W55 DUMAP
BISUN-ZJSY-01	UHWW	BISUN B451 WQG G341 TGO G212 VYK W37 HOK A461 LIG R473 POU B330 TAMOT SIKOU A202 SAMAS G221 WL
BISUN-ZSPD-01	PAED PANC UHWW	BISUN B451 WQG G341 LJB A588 CHI W107 SANKO A326 AKARA A593 PUD
BISUN-ZYCC-01	RJAA RJBB RJCC RJCO RJGG RJNA RJOO RJSS RJTT UHWW	BISUN B451 WQG G341 LJB
BISUN-ZYHB-01	RJAA RJAH RJBB RJGG RJJG RJNA RJNS RJOO RJSN RJTT UHWW	BISUN B451 KETOV
BISUN-ZYMD-01	UHWW	BISUN B451 UGABI W39 MDJ
BISUN-ZYTL-01	UHSS UHWW	BISUN B451 WQG G341 LJB A588 VENOS
BISUN-ZYTX-01	RJAA RJCC RJCO RJEC RJTT UHWW	BISUN B451 WQG G341 LJB A588 LEMOT
BUNTA- ZGGG-01	VVDN WIDD	BUNTA A1 IKELA TAMOT W68 IDU- MA A461 SHL
BUNTA- ZGNN-01	WADD	BUNTA G221 NYB V12 AGPOR W71 LH R339 WUY
BUNTA- ZGOW-01	VDPP VDSR VTBD VTBS VTSG VTSP	BUNTA A1 IKELA DOTMI
BUNTA-ZJHK-01	VDPP VDSR VDSV VTBU VTSP VVCR VVDN VVTS WARR WBGG WBKK WBSB WIHH WIII WIIX WIMM WMFC WMKJ WMKK WMKL WMKP WSJC WSSL WSSS	BUNTA G221 NYB

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
BUNTA-ZJSY-01	VDPP VDSR VLIV VLLB VLVT VTBD VTBS VTBU VTCC VTSP VVCV VVDN VVPQ VVTS VYYY WARR WIHH WIII WIIX WMFC WMKJ WMKK WMKP WSJC WSSL WSSS	BUNTA G221 WL
BUNTA- ZSAM-01	VTBD VTBS VTSG VTSP	BUNTA A1 IKELA MAGOG A470 TE- BON
BUNTA-ZSFZ-01	VTBD VTBS VTSG VTSP	BUNTA A1 IKELA MAGOG A470 FQG
BUNTA- ZSHC-01	VRMM VTBD VTBS VTSP	BUNTA A1 IKELA MAGOG A470 TOL W508 WY
BUNTA-ZSNB-01	VTBD VTBS VTSB VTSG VTSP	BUNTA A1 IKELA MAGOG A470 LJG B221 SHZ W58 BK
GOLOT- ZBAA-01	ZKPY	GOLOT A345 BIDIB A575 UKDUM W49 OSUBA
GOLOT-ZYTX-01	RJBB RJGG RJNA RJNT RJOO ZKPY	GOLOT A345 ANSUK
GOPTO- ZGSZ-01	ELLX	GOPTO B206 NIRAV G588 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU W7 SAREX W6 NLG W509 KEVAR
GOPTO- ZGSZ-02	ELLX	GOPTO B206 ADPET W188 DAKPA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU W7 SAREX W6 NLG W509 KEVAR
GOPTO- ZUUU-01	LFPB LFPG LFPO LFPS	GOPTO B206 NIRAV G588 FKG W192 ESDEX W191 DNC W565 XIXAN B330 WFX
GOPTO- ZUUU-02	LFPB LFPG LFPO LFPS	GOPTO B206 ADPET W188 DAKPA W189 IPMUN W192 ESDEX W191 DNC W565 XIXAN B330 WFX
GOPTO- ZWWW-01	UNBB UNNT UNOO	GOPTO B206 ADPET W190 QTV W99 FKG B215 WUR

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
INTIK-ZBAA-01	DAAA DAAG EBBR EDDB EDDF EDDL EDDM EDDT EDDV EDFH EFHK EGCC EGGW EGKK EGLL EGPH EGSS EHAM EIDW EKCH ELLX ENGM EPWA ESSA ESSB HLLT KBHM KEWR KGGW KJFK KLGA LEBL LEMD LERS LETO LEZG LFPB LFPG LFPO LFPS LGAV LHBP LIJB LIMB LIMC LIML LIPZ LIRF LKPR LOWW LPPT LRBB LROP LSGG LSZH LYBE UAAA UACC UHPP UIII UIUU UKBB UKBU UKKK UKKM ULLI ULLL UNKL UNNT UNOO URKK URSS USCC USSS UUDD UUEE UUMO UUWW UWUU ZMUB	INTIK A575 LHT B458 BIKUT W69 GUVBA
INTIK-ZBDS-01	UIII	INTIK W32 HET W84 TOREL W69 DU- DIL W101 ALGOV
INTIK-ZBHH-01	UIII UUDD UUEE UUMO UUWW ZMUB	INTIK A575 LHT B458 TMR
INTIK-ZBSJ-01	UIII UNKL	INTIK W32 HET B208 TYN W87 PAR- TU G212 TONOV
INTIK-ZBTJ-01	EBBR EBLG EDDF EDDM EDFH EETN EGCC EGGW EGKK EGLL EGSS EHAM EKCH ELLX ESSA ESSB EYKA LEMD LERS LETO LEZG LFBO LFPB LFPG LFPO LFPS LIMB LIMC LIML LOWW UACC UIBB UIII UKBB UKBU UKKK UKKM UNBB UNKL UNNT USSS UUDD UUEE UUMO UUWW UWLW UWWW ZMUB	INTIK A575 LHT B458 BIKUT W69 GUVBA
INTIK-ZGGG-01	UIII	INTIK W32 HET B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 BEMAG V5 ATAGA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
INTIK-ZGSZ-01	UIII	INTIK W32 HET B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 NOLON W90 POU W7 SAREX W6 NLG W509 KEVAR
INTIK-ZLXY-01	UIII	INTIK W32 HET W84 IBARO W47 LOVRA
INTIK-ZSNJ-01	UIII	INTIK W32 HET B208 CGO W129 KAMDA W128 FYG B208 HFE W51 LEGIV W164 OREVO
INTIK-ZYTX-01	UDD UUEE UUMO UUWW	INTIK A575 OMDUS
KAMUD-ZBAA-01	FNLU HSSS LLBG OIIE OIII OIIX OTBD UAFF UAFM UAFO UAFU UBBB UTAA UTDD UTTT	KAMUD A468 XKC B215 FKG W188 GOVSA W66 DKO W69 GUVBA
KAMUD-ZBTJ-01	UAFO UTSA UTTT	KAMUD A468 XKC B215 FKG W188 GOVSA W66 DKO W69 GUVBA
KAMUD-ZGGG-01	EBLG OIIE OIII OIIX UTDD UTSA UTTT	KAMUD A468 XKC B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 GYA
KAMUD-ZLIC-01	OMDB OMDW	KAMUD A468 XKC B215 FKG W188 GOVSA W66 GOBIN B330 YBL W199 YHD
KAMUD-ZSAM-01	UBBB	KAMUD A468 XKC B215 FKG W188 GOVSA W66 DKO W69 HUR B339 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 AMURI
KAMUD-ZSNJ-01	UTTT	KAMUD A468 XKC B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 WFX B213 WHA R343 HFE W51 LEGIV W164 OREVO
KAMUD-ZSPD-01	EBLG OIIE OIII OIIX UAFF UAFM UAFU UTSA	KAMUD A468 XKC B215 FKG W188 GOVSA W66 DKO W69 HUR B339 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SASAN R343 EKIMU
KAMUD-ZWSH-01	UAFF UAFM UAFU	KAMUD A468 XKC B215 DSC A364 KHG

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
KAMUD-ZWWW-01	OAKB OIIE OIII OIIX OIMM OMDB OMDW OMSJ UAFF UAFM UAFO UAFU UBBB UTAA UTDD UTFF UTGL UTSS UTTT	KAMUD A468 XKC B215 WUR
KATBO-ZBDS-01	VVCR	KATBO R471 ADBAG A599 SGM W144 KAKMI G212 WJC W193 YLX
KATBO-ZGDY-01	VVNB VVTS	KATBO R471 ADBAG A599 SGM A581 HUY W140 DYG
KATBO-ZLIC-01	VVDN	KATBO R471 ADBAG A599 SGM W144 KAKMI G212 JTG B330 MUDAP W211 ZWX W219 YHD
KATBO-ZLLL-01	VVCR VVDN VVNB	KATBO R471 ADBAG A599 SGM W144 KAKMI G212 JTG B330 BESMI
KATBO-ZLXY-01	VVCR VVDN	KATBO R471 ADBAG A599 SGM W144 KAKMI G212 NSH
KATBO-ZPPP-01	VVCI VVCR VVDN VVNB WBGG WBKK WBSB	KATBO R471 ADBAG A599 LXI
KATBO-ZUCK-01	VVCR VVNB VVPQ	KATBO R471 ADBAG A599 SGM W144 ZAT W145 IDSID W91 APUKI W3 QJG
KATBO-ZU-GY-01	VVCR VVDN VVTS	KATBO R471 ADBAG A599 SGM A581 QNX
KATBO-ZUUU-01	VVCR VVDN VVNB VVPQ VVTS	KATBO R471 ADBAG A599 SGM W144 KAKMI G212 FJC
LAMEN-ZBAA-01	CYUL CYVR CYYZ KBFJ KDAL KDFW KDTW KEWR KIAD KJFK KLAS KLAX KLGA KMDW KMEM KOAK KORD KPAE KPWK KSEA KSFO KSJC KYIP KZOA MMTJ NZAA PAED PANC PGSN PGUA PGUM PHNL ROAH RONA	LAMEN A593 DALIM W157 AVBOX
LAMEN-ZGDY-01	RJBB RJFF RJOO RKJB RPKP RKTN RKTU	LAMEN A593 PK R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WHA A581 LIN W141 DYG

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
LAMEN-ZGGG-01	CYVR KLAX KSFO PAED PANC RJAA RJA H RJBB RJCC RJCO RJFF RJGG RJNA RJOO RJTT RKPC RKPK RKPM R KSI RKSM RKSS ROAH RONA	LAMEN A593 PUD A599 PLT W19 MABAG W44 IGONO
LAMEN-ZGHA-01	PAED PANC RJAA RJA H RJBB RJBD RJOO RJTT RKPK R KSI RKSM RKSS	LAMEN A593 PK R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 LKO A461 DAPRO
LAMEN-ZGKL-01	RJBB RJFF RJOO R KSI RKSM RKSS	LAMEN A593 PK R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 VQ Y
LAMEN-ZGNN-01	RKPC RKPM R KSI RKSM RKSS	LAMEN A593 PK R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WUY
LAMEN-ZGOW-01	RJBB RJGG RJJG RJNA RJNS RJOO RKPC RKPM R KSI RKSM RKSS RORS	LAMEN A593 PUD A599 TOL A470 TEBON W155 VETIB
LAMEN-ZGSZ-01	CYVR K BFI KLAX KMEM KPAE KSEA PAED PANC RJAA RJA H RJBB RJCC RJCO RJFS RJGG RJJG RJNA RJNS RJOO RJSS RJTT RKPC RKPM R KSI RKSM RKSS	LAMEN A593 PUD A599 PLT W19 MABAG W20 NOLON W90 POU W7 SAREX W6 NLG W509 KEVAR
LAMEN-ZGSZ-02	K BFI KPAE KSEA	LAMEN A593 DUMET W114 LASAN W13 BEGMO M503 LAPUG R200 GLN
LAMEN-ZHCC-01	KLAX KMDW KORD KPWK PAED PANC RJAA RJBB RJFR RJGG RJJG RJNA RJNS RJOO RJTT RKJB RKNY RKPC RKPM	LAMEN A593 PK R343 HFE B208 FYG W596 UNTEL
LAMEN-ZHHH-01	KSFO RJAA RJBB RJCC RJCO RJFF RJFR RJGG RJJG RJNA RJNS RJOB RJOO RJTT RKJB RKNY RKPC RKPM R KSI RKSM RKSS RKTU	LAMEN A593 PK R343 MADUK W51 LEGIV W164 ADGOL W50 XSH
LAMEN-ZJHK-01	RJBB RJOO R KSI RKSM RKSS	LAMEN A593 PUD A599 PLT W19 NOMAR W18 TAMOT SIKOU A202 IS- BIG W605 DOMGO

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
LAMEN-ZJSY-01	RJAA RJSN RJTT RKJB RKSI RKSM RKSS	LAMEN A593 PUD A599 PLT W19 NOMAR W18 TAMOT SIKOU A202 SAMAS G221 WL
LAMEN-ZJSY-02	RJAH RKPK RKTN	LAMEN A593 PUD A599 PLT W19 NOMAR W18 NLG W23 ZUH R200 BI- GRO G221 WL
LAMEN-ZPPP-01	RJAA RJBB RJOO RJTT RKPC RKPM RKSI RKSM RKSS	LAMEN A593 PK R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WHA A581 XISLI
LAMEN- ZSAM-01	CYVR KLAX PAED PANC RJAA RJBB RJGG RJNA RJOO RJTT RKPC RKPM RKSI RKSM RKSS	LAMEN A593 DUMET W114 LASAN W13 BEGMO W117 DST B221 LJG A470 AMURI
LAMEN- ZSAM-02	RKPC RKPM RKSI RKSM RKSS	LAMEN A593 DUMET W114 LASAN W13 DST B221 LJG A470 AMURI
LAMEN- ZSAM-03	CYVR KLAX PAED PANC RJAA RJBB RJGG RJNA RJOO RJTT RKPC RKPM RKSI RKSM RKSS	LAMEN A593 DUMET W114 LASAN W13 BEGMO M503 APAKA W123 XLN
LAMEN-ZSFZ-01	KEWR KJFK KLGA RJAA RJAH RJBB RJGG RJNA RJOO RJTT RKNY RKPC RKPM RKSI RKSM RKSS RKTU ROAH RONA	LAMEN A593 DUMET W114 LASAN W13 BEGMO W117 DST B221 LJG
LAMEN-ZSFZ-02	RKPC RKPM RKSI RKSM RKSS	LAMEN A593 DUMET W114 LASAN W13 DST B221 LJG
LAMEN-ZSFZ-03	KEWR KJFK KLGA RJAA RJBB RJGG RJNA RJOO RJTT RKNY RKPC RKPM RKSI RKSM RKSS RKTU ROAH RONA	LAMEN A593 DUMET W114 LASAN W13 BEGMO M503 PONEN W122 FOC
LAMEN- ZSHC-01	KLAX KMDW KORD KPWK KSFO PAED PANC PGSN RJAA RJAH RJBB RJCB RJCC RJCH RJCO RJFF RJFS RJFT RJGG RJJG RJNA RJNS RJOO RJSA RJSS RJTT RKPC RKPK RKPM RKSI RKSM RKSS RKTU ROAH RONA YMML YSSY	LAMEN A593 DUMET W114 LASAN G327 NINAS B221 SUPAR W505 DSH
LAMEN-ZSJN-01	KLAX	LAMEN A593 ABTUB

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
LAMEN-ZSNB-01	KLAX PAED PANC RJAA RJBB RJCB RJFS RJFU RJGG RJJG RJNA RJNS RJOO RJTT RKPC RKPM RKSI RKSM RKSS RKTU ROAH RONA RORS	LAMEN A593 IPRAG W13 HSN W67 BK
LAMEN-ZSNJ-01	CYVR KLAX PAED PANC PGSN RJAA RJAH RJBB RJCB RJCC RJCO RJFF RJGG RJJG RJNA RJNS RJOO RJTT RKPC RKPK RKPM RKSI RKSM RKSS ROAH RONA YMML YSSY	LAMEN A593 PK R343 ESBAG
LAMEN-ZSNJ-02	PGSN RJAA RJAH RJBB RJCC RJCO RJFF RJGG RJJG RJNA RJNS RJOO RJTT ROAH RONA	LAMEN A593 AKARA A326 IKADI W113 YCH W185 OF
LAMEN-ZSNT-01	RJBB RJGG RJNA RJOO RKPC RKPM ROAH RONA	LAMEN A593 PK G330 XIREM W591 NTG
LAMEN-ZSOF-01	KLAX PAED PANC RJBB RJGG RJJG RJNA RJNS RJOO RKPC RKPM RKSI RKSM RKSS	LAMEN A593 PK R343 MADUK
LAMEN-ZSPD-01	AYPY CYUL CYVR CYYC CYYZ KATL KBFI KDAL KDFW KDTW KEWR KJFK KLAS KLAX KLGA KMDW KMEM KOAK KORD KPAE KPWK KSEA KSFO KSJC KYIP KZOA MMMX MMSD MMTJ MMTJ NZAA PAED PANC PGSN PGUA PGUM PHNL RJAA RJAH RJBB RJCB RJCC RJCH RJCK RJCO RJEC RJFF RJFK RJFO RJFR RJFS RJFT RJFU RJGG RJJG RJNA RJNK RJNS RJNT RJOA RJOB RJOH RJOM RJOO RJOT RJSF RJSI RJSN RJSS RJTT RKJB RKJJ RKNY RKNY RKPC RKPK RKPM RKSI RKSM RKSS RKTN RKTU ROAH RONA RORS UHHH UHWW YBBN YBCS YMML YSSY	LAMEN A593 PUD

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
LAMEN-ZSQD-01	ROAH RONA	LAMEN A593 AKARA A326 IKADI W113 GORPI B221 XDX
LAMEN-ZSSH-01	RKPC RKPM	LAMEN A593 LAGAL W525 HUN
LAMEN-ZSSH-02	RJBB RJOO	LAMEN A593 AKARA A326 IKADI W113 YCH W185 NIXEM A593 LAGAL W525 HUN
LAMEN-ZSSS-01	CYVR CYYZ KBFI KEWR KJFK KLAX KLGA KPAE KSEA KSFO PAED PANC PGSN PGUA PGUM RJAA RJAH RJBB RJCC RJCO RJEC RJFF RJFK RJFO RJFS RJFT RJFU RJGG RJNA RJOA RJOH RJOO RJOT RJSN RJTT RKJJ RKNY RKPC RKPK RKPM RKSI RKSM RKSS RKTU ROAH RONA	LAMEN A593 PUD SHA
LAMEN-ZSTX-01	RKSI RKSM RKSS	LAMEN A593 PUD A599 ELNEX G204 TXN
LAMEN-ZSWZ-01	RJBB RJCC RJCK RJCO RJJG RJNS RJOO RKPC RKPM RKSI RKSM RKSS	LAMEN A593 DUMET W114 LASAN W13 BEGMO W117 DST
LAMEN-ZSXZ-01	RJBB RJGG RJNA RJOO	LAMEN A593 OMUDI W125 DO
LAMEN-ZSYA-01	RJAH RJBB RJCC RJCO RJGG RJNA RJOO RKPC RKPM RKSI RKSM RKSS RORS	LAMEN A593 PIMOL
LAMEN-ZUCK-01	RJAA RJBB RJGG RJNA RJOO RJTT RKJB RKPK RKSI RKSM RKSS RKTN RKTU UHHH	LAMEN A593 PK R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WHA B213 SAKPU
LAMEN-ZU-GY-01	RKPC RKPM RKSI RKSM RKSS	LAMEN A593 PK R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WHA A581 HUY W183 TRN W586 KHP
LAMEN-ZUUU-01	CYVR RJAA RJBB RJGG RJNA RJOO RJTT RKPC RKPM ROAH RONA	LAMEN A593 PK R343 MADUK W51 LEGIV W164 ADGOL W50 SAGUD R343 WHA B213 TEBUN

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
LANDA-ZGSD-01	RPMD	LANDA W130 UJ
LANDA-ZGSZ-01	NZAA NZCH PGSN PHNL RPLB RPLC RPLI RPLL RPMM RPVE RPVK RPVM VDPP VDSR VDSV VVCV VVDN VVPQ VVTS WADD WAMM WBGW WBKK WBKK WBSB WIDD WIHH WIIL WIIX WMFC WMKJ WMKK WMKL WMKP WMSA WSJC WSSL WSSS YBBN YBCS YMML YPDN YSSY	LANDA W130 UJ W553 ZUH W23 NLG W509 KEVAR
LINSO-ZBAA-01	FAJS FSIA FVHA HAAB HKJK HLLT OPKC OPRN VCBI VCCC VIDF VIDP VRMM	LINSO A599 SGM A581 WHA W88 HOK W56 DUGEB
LINSO-ZGGG-01	DAAG EBLG EDDF FMEE FNLU FVHA HAAB HECA HKJK LLBG LTBA LTFJ OEDF OEJN OERK OERY OIIE OIII OIIX OMAA OMAD OMDB OMDW OMSJ OOMS OPLA ORAA ORER OTBD UTAA VABB VABF VECC VGEG VGHS VIDF VIDP VLIV VLVT VNKT VOBG VOBL VOHS VYMD	LINSO A599 GYA
LINSO-ZGNN-01	VYYY	LINSO A599 BSE R339 WUY
LINSO-ZGSZ-01	HECA HKJK OBBI OERK OERY OIIE OIII OIIX OMDB OMDW OMSJ OPKC OPLA VABB VABF VECC VGHS VIDF VIDP VNKT VOMM VYMD	LINSO A599 POU W7 SAREX W6 NLG W509 KEVAR
LINSO-ZHCC-01	VABB VABF VGHS VIDF VIDP VYMD	LINSO A599 SGM A581 WHA W88 HOK W56 IGMIG
LINSO-ZHHH-01	EBLG HKJK OMDB OMDW VABB VABF VGHS VIDF VIDP VOMM VYMD VYYY	LINSO A599 SGM A581 GUGAM
LINSO-ZLIC-01	OPKC	LINSO A599 SGM W144 KAKMI G212 JTG B330 MUDAP W211 ZWX W219 YHD

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
LINSO-ZLLL-01	OPKC	LINSO A599 SGM W144 KAKMI G212 JTG B330 BESMI
LINSO-ZLXY-01	VABB VABF	LINSO A599 SGM A581 XFA G212 NSH
LINSO-ZPLJ-01	VYYY	LINSO A599 GULOT W146 BUBSU W162 CEH
LINSO-ZPMS-01	VYMD-VYYY	LINSO A599 GMA W633 TOSEM
LINSO-ZPPP-01	HECA HKJK OEMA OMAA OMAD OMDB OMDW OPKC OPRN VABB VABF VCBI VCCC VECC VGHS VIDF VIDP VNKT VOBG VOBL VOMM VRMM VYMD VYNT VYYY	LINSO A599 GULOT
LINSO-ZSHC-01	OMDB OMDW OTBD VGHS VIDF VIDP VYMD VYYY	LINSO A599 SGM A581 WHA R343 UPLEL W95 SAPIN A470 CJ V71 WY
LINSO-ZSNB-01	VGHS	LINSO A599 SGM A581 WHA R343 UPLEL W95 SAPIN A470 UGAGO G204 SHZ W58 BK
LINSO-ZSNJ-01	VYMD	LINSO A599 SGM A581 WHA R343 HFE W51 LEGIV W164 OREVO
LINSO-ZSPD-01	EBLG HAAB HEGN HESN HKJK OBBI OEDF OEJN OERK OERY OIII OIII OIIX OMAA OMAD OMDB OMDW OMSJ OPLA OTBD VABB VABF VCBI VCCC VECC VGHS VIDF VIDP VNKT VOBG VOBL VOMM VRMM VYMD VYYY	LINSO A599 SGM A581 WHA R343 EKIMU
LINSO-ZSPD-02	HECA OPKC	LINSO A599 POU G471 PLT A599 EL- NEX G204 SHZ W58 XSY
LINSO-ZSSS-01	OMAA OMAD VCBI VCCC VGHS VIDF VIDP VNKT VYYY	LINSO A599 SGM A581 WHA R343 PK
LINSO-ZSSS-02	OPKC	LINSO A599 POU G471 PLT A599 EL- NEX G204 JTN
LINSO-ZUCK-01	OMDB OMDW OMSJ OTBD VABB VABF VCBI VCCC VECC VGHS VIDF VIDP VOMM VRMM VYMD	LINSO A599 SGM W144 ZAT W145 IDSID W91 APUKI W3 QJG

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
LINSO-ZUGY-01	VCBI VCCC VYMD	LINSO A599 SGM A581 QNX
LINSO-ZUUU-01	HAAB HECA LLBG OMAA OMAD OMDB OMDW OMSJ OPKC OPLA OTBD VABB VABF VCBI VCCC VGHS VIDF VIDP VNKT VOBG VOBL VOMM VRMM VTSG VVNB VYMD VYYY	LINSO A599 SGM W144 KAKMI G212 FJC
MAGIT-ZBAA-01	CYUL CYVR CYYC CYYZ KAGC KBFI KBOS KDAL KDFW KDTW KEWR KHIO KIAD KIAH KJFK KLAX KLAX KLGA KMDW KMEM KORD KPAE KPDX KPHL KPIT KPWK KSEA KSFO KSJC KYIP MMTJ PAED PANC PGUA PGUM PHNL UHHH UHPP	MAGIT R213 JMU G212 UKDUM W49 OSUBA
MAGIT-ZBTJ-01	CYEG CYVR KAGC KEWR KJFK KLAX KLGA KMDW KORD KPIT KPWK PAED PANC UHHH	MAGIT R213 JMU G212 HRB A588 VENOS W573 DBL W5 EKULI W576 OVTUP W55 DUMAP
MAGIT- ZGGG-01	CYVR CYYZ KBFI KEWR KIND KJFK KLAX KLGA KMEM KPAE KSEA KSFO PAED PANC UHHH	MAGIT R213 JMU G212 VYK W37 HOK A461 LIG R473 BEMAG V5 ATA- GA
MAGIT-ZGHA-01	KLAX KSFO PAED PANC	MAGIT R213 JMU G212 VYK W37 HOK A461 LIG R473 NOLON W90 POU W7 SAREX W6 NLG W509 KE- VAR
MAGIT-ZGSZ-01	CYVR KBFI KBOS KEWR KJFK KLAX KLGA KPAE KSEA PAED PANC	MAGIT R213 JMU G212 VYK W37 HOK A461 LIG R473 NOLON W90 POU W7 SAREX W6 NLG W509 KE- VAR
MAGIT-ZHCC-01	CYVR KEWR KJFK KLAX KLGA KMDW KORD KPWK PAED PANC UHHH	MAGIT R213 JMU G212 VYK B215 EKETA B208 NOPIN
MAGIT-ZHHH-01	KEWR KJFK KLGA KSFO PAED PANC	MAGIT R213 JMU G212 HRB A588 UDET1 W106 MAKNO W5 HCH W4 EKORO W37 ONIXO

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
MAGIT-ZJSY-01	UH44	MAGIT R213 JMU G212 VYK W37 HOK A461 LIG R473 WYN W18 TA- MOT SIKOU A202 SAMAS G221 WL
MAGIT-ZLXY-01	CYVR KBFI KLAX KPAE KSEA KSFO PAED PANC	MAGIT R213 JMU G212 BUMDU W47 LOVRA
MAGIT-ZSHC-01	KSFO PAED PANC	MAGIT R213 JMU G212 HRB A588 CHI W107 SANKO A326 AKARA A593 DUMET W114 LASAN G327 NINAS B221 SUPAR W505 DSH
MAGIT-ZSHC-02	KSFO	MAGIT R213 JMU G212 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 OF W95 SAPIN A470 CJ V71 WY
MAGIT-ZSJM-01	KLAX KSJC	MAGIT R213 JMU G212 HRB A588 UDET1 W106 MAKNO W5 HCH W4 BASOV
MAGIT-ZSNJ-01	CYVR KLAX KMDW KORD KPWK PAED PANC	MAGIT R213 JMU G212 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 OF
MAGIT-ZSPD-01	CYUL CYVR CYYZ KATL KBFI KDAL KDFW KDTW KEWR KHIO KIAD KJFK KLAS KLAX KLGA KMDW KMEM KORD KPAE KPDX KPWK KSEA KSFO KSJC KYIP PA- ED PANC PGSN PHNL	MAGIT R213 JMU G212 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SA- SAN R343 EKIMU
MAGIT-ZSPD-02	CYEG CYUL CYVR CYYC CYYZ KATL KBFI KBOS KDAL KDFW KDTW KEWR KIAD KJFK KLAS KLAX KLGA KMDW KMEM KORD KPAE KPWK KSEA KSFO KSJC KYIP MMTJ PAED PANC PGSN PHNL	MAGIT R213 JMU G212 HRB A588 CHI W107 SANKO A326 AKARA A593 PUD
MAGIT-ZSQD-01	CYVR KLAX KSFO	MAGIT R213 JMU G212 HRB A588 UDET1 W106 MAKNO W5 ATLED

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
MAGIT-ZSSS-01	CYVR CYYZ KBFI KEWR KJFK KLAX KLGA KPAE KSEA KSFO PAED PANC	MAGIT R213 JMU G212 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SA- SAN R343 PK
MAGIT-ZSYT-01	PAED PANC	MAGIT R213 JMU G212 HRB A588 VENOS W573 DBL W5 GUMED
MAGIT-ZUCK-01	KEWR KJFK KLAX KLGA KMDW KORD KPWK KSFO PAED PANC	MAGIT R213 JMU G212 VYK W37 HOK W88 WHA B213 SAKPU
MAGIT-ZYCC-01	UH HH	MAGIT R213 JMU G212 HRB A588 LJB
MAGIT-ZYHB-01	CYYZ KLAX KSJC PAED PANC UH HH UHSS	MAGIT R213 JMU G212 IGADO
MAGIT-ZYTL-01	UH HH	MAGIT R213 JMU G212 HRB A588 VENOS
MAGIT-ZYTX-01	CYVR KLAX KSFO UH HH	MAGIT R213 JMU G212 HRB A588 LEMOT
MAGOG- ZGOW-01	RPLL RPMM RPVK RPVM VDSV VTBD VTBS VTSG VTSP VVDN WADD WBKK WBSB WMFC WMKK WMKP WSJC WSSL WSSS	MAGOG A470 DOTMI
MAGOG- ZSAM-01	RPLC RPLL RPLP RPMM RPVK RPVM VDPP VDSR VDSV VTBD VTBS VTSP VVCR VVDN VVTS WADD WBKK WIHH WIII WIIX WMFC WMKK WMKP WSJC WSSL WSSS YMML YSSY	MAGOG A470 TEBON
MAGOG- ZSFZ-01	RPLL RPMM RPVE RPVK RPVM VDPP VDSR VDSV VTBD VTBS VTSG VTSP VVCR VVDN VVTS WADD WBGW WBKK WIHH WIII WIIX WMFC WMKK WSJC WSSL WSSS YSSY	MAGOG A470 FQG

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
MAGOG-ZSHC-01	RPLC RPLL RPMM RPVE RPVK RPVM VDSV VVCR VVDN VVPQ VVTS WADD WADL WAMM WBKK WBKK WBSB WIDD WIDN WMFC WMKK WMKL WMKP WSJC WSSL WSSS YMML YSSY	MAGOG A470 TOL W508 WY
MAGOG-ZSNB-01	RPVE RPVK RPVM VDSR VVCR VVDN VVPQ WADD WBKK WSJC WSSL WSSS YPDN	MAGOG A470 LJG B221 SHZ W58 BK
MAGOG-ZSNJ-01	RPLC RPLI RPLL RPMM RPVE RPVK RPVM WADD WBKK WMFC WMKK WMSA YMML YSSY	MAGOG A470 CJ W555 KAKIS W554 GOSRO
MAGOG-ZSNT-01	RPVK VVCR	MAGOG A470 LJG B221 SHZ G204 JTN W116 PK G330 XIREM W591 NTG
MAGOG-ZSPD-01	FIMP NZAA RPLB RPLC RPLI RPLL RPMM RPVE RPVK RPVM VDPP VDSR VRMM VTBD VTBS VTBU VTSB VTSG VTSP VVCR VVDN VVPQ VVTS WADD WAMM WBGW WBKK WBKL WBSB WIDD WIHH WIII WIIX WMFC WMKJ WMKK WMKP WSJC WSSL WSSS YBBN YBCS YMML YSSY	MAGOG A470 LJG B221 SHZ W58 XSY
MAGOG-ZSQD-01	VDSR WSJC WSSL WSSS YMML YSSY	MAGOG A470 LJG B221 DST W117 BEGMO W13 PINOT B221 XDX
MAGOG-ZSQZ-01	RPLL RPMM	MAGOG A470 XLN
MAGOG-ZSSH-01	VVCR	MAGOG A470 OF W178 LAGAL W525 HUN
MAGOG-ZSSS-01	RPLB RPLL RPMM RPVK RPVM VVCR VVDN WADD WBKK WMFC WMKK YSSY	MAGOG A470 LJG B221 SHZ G204 JTN
MAGOG-ZSWZ-01	RPVK VDSR VDSV VTBD VTBS VTCC VVDN WADD	MAGOG A470 LJG B221 DST

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
MAGOG-ZSXZ-01	VVCR	MAGOG A470 DPX W126 DO
MORIT-ZBDS-01	EDFH UIII UNNT	MORIT B330 GOBIN W66 DKO W64 OMGEL W193 ALGOV
MORIT-ZGGG-01	EFHK EHAM	MORIT B330 KWE W181 DUDIT A599 GYA
MORIT-ZJHK-01	ULLI ULLL USSS UUDD UUEE UU- MO UUWW UWKD UWUU UWWW	MORIT B330 KWE W181 DUDIT A599 LBN R343 WUY R339 BHY W70 NYB
MORIT-ZJSY-01	UIII UIUU ULLI ULLL UNAA UNEE UNKL UNNT USSS UUDD UUEE UUMO UUWW UWKD UWUU	MORIT B330 KWE W181 DUDIT A599 LBN R343 WUY R339 BHY W70 NYB G221 WL
MORIT-ZLIC-01	UIII	MORIT B330 YBL W199 YHD
MORIT-ZLLL-01	UUDD UUEE UUMO UUWW	MORIT B330 AKMAT
MORIT-ZLXY-01	EBBR EDFH EFHK EGGW EGKK EGLL EGSS EHAM ELLX GMMN KEWR KJFK KLGA LEBL LEMD LERS LETO LFPB LFPG LFPO LFPS LHBP LIJB LIRF LKPR LOWW LPPT LSZH UIII ULLI ULLL UNNT UUDD UUEE UUMO UUWW	MORIT B330 XIXAN W214 HO
MORIT-ZUCK-01	EDDF EFHK EHAM ELLX UNKL UNNT UUDD UUEE UUMO UUWW	MORIT B330 JTG W26 GAO B213 TOROD
MORIT-ZUGY-01	ULLI ULLL UNNT UUDD UUEE UU- MO UUWW	MORIT B330 QNX
MORIT-ZUUU-01	EDDF EGGW EGKK EGLL EGSS EHAM LEMD LERS LETO LFPB LFPG LFPO LFPS LIMB LIMC LIML LOWW UNKL UNNT USSS UUDD UUEE UUMO UUWW	MORIT B330 WFX
MORIT-ZWWW-01	UIII	MORIT B330 GOBIN W66 NUKTI B215 HAM W99 FKG B215 WUR
NIXAL-ZBDS-01	ZMUB	NIXAL B208 HET W84 TOREL W69 DUDIL W101 ALGOV
NIXAL-ZBHH-01	UIBB ULLI ULLL UNNT	NIXAL G343 TMR

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
NIXAL-ZBSJ-01	EETN UNNT UDD UUEE UUMO UUWW	NIXAL B208 TYN W87 PARTU G212 TONOV
NIXAL-ZBYN-01	CYYZ UDD UUEE UUMO UUWW	NIXAL B208 TYN
NIXAL-ZGGG-01	EDDF EFHK EGCC EGGW EGKK ELLG EGSS EHAM LEMD LERS LETO LFPB LFPG LFPO LFPS LIJB LIMB LIMC LIML LIRF LOWW UIII ULLI ULLL UNAA UNKL UNNT USSS UDD UUEE UUMO UUWW ZMUB	NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 BE-MAG V5 ATAGA
NIXAL-ZGHA-01	EBBR EDDF ULLI ULLL UDD UUEE UUMO UUWW	NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 DAPRO
NIXAL-ZGSZ-01	EDDF EHAM EIDW LIJB LIRF ULLI ULLL UNAA UDD UUEE UUMO UUWW UWLW	NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 NO-LON W90 POU W7 SAREX W6 NLG W509 KEVAR
NIXAL-ZHCC-01	EBBR EDDF EDDP EDFH EDOP EGGW EGKK ELLG EGSS EHAM ELLX LEMD LERS LETO LIMB LIMC LIML LKPR ULLI ULLL UNKL UNNT USSS UDD UUEE UUMO UUWW	NIXAL B208 NOPIN
NIXAL-ZHHH-01	EBLG EGGW EGKK ELLG EGSS ELLX LFPB LFPG LFPO LFPS LIJB LIRF ULLI ULLL UNNT UDD UUEE UUMO UUWW	NIXAL B208 SQ W45 ML W118 ONIXO
NIXAL-ZJSY-01	UIII ULLI ULLL UNKL UNNT USSS UDD UUEE UUMO UUWW ZMUB	NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK A461 LIG R473 POU B330 TAMOT SIKOU A202 SAMAS G221 WL
NIXAL-ZSAM-01	EDDF EHAM	NIXAL B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470
NIXAL-ZSCN-01	UDD UUEE UUMO UUWW	NIXAL B208 SQ W45 ML W118 ONIXO W37 HOK W88 WHA W50 XSH W105 NCH

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
NIXAL-ZSFZ-01	ULLI ULLL UDD UUEE UUMO UUWW	NIXAL B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 LJG
NIXAL-ZSHC-01	EBLG EHAM EKCH KBHM LEMD LERS LETO LIJB LIRF LKPR LPPT ULLI ULLL UNNT UDD UUEE UU- MO UUWW	NIXAL B208 CGO W129 KAMDA W128 FYG B208 HFE R343 UPLEL W95 SAPIN A470 CJ V71 WY
NIXAL-ZSNB-01	UNNT UDD UUEE UUMO UUWW	NIXAL B208 CGO W129 KAMDA W128 FYG B208 HFE R343 PK W116 JTN G204 VEXEX W67 BK
NIXAL-ZSNJ-01	EBLG EDDF EHAM ULLI ULLL UNNT UDD UUEE UUMO UUWW	NIXAL B208 CGO W129 KAMDA W128 FYG B208 HFE W51 LEGIV W164 OREVO
NIXAL-ZSOF-01	EBBR EHAM UNNT UDD UUEE UUMO UUWW	NIXAL B208 CGO W129 KAMDA W128 FYG B208 BIPIM
NIXAL-ZSPD-01	EBBR EBLG EDDF EDDH EDDL EDDM EDDP EDFH EDHI EDOP EETN EFHK EGCC EGGW EGKK EGLL EGPH EGSS EHAM EKCH ELLX EPWA ESSA ESSB EYKA LEBL LEMD LERS LETO LEZG LFBO LFPB LFPG LFPO LFPS LHBP LIJB LIMB LIMC LIML LIPO LIPZ LIRF LKPR LOWW LSGG LSZH UACC UEEE UIBB UKBB UK- BU UKKK UKKM ULLI ULLL UNKL UNNT USSS UDD UUEE UUMO UUWW ZMUB	NIXAL B208 CGO W129 KAMDA W128 FYG B208 HFE R343 EKIMU
NIXAL-ZSSS-01	EGGW EGKK EGLL EGSS EHAM LFBO LFPB LFPG LFPO LFPS LOWW UACC UNNT USSS UDD UUEE UUMO UUWW	NIXAL B208 CGO W129 KAMDA W128 FYG B208 HFE R343 PK
NONIM-ZBAA-01	VNKT	NONIM B345 LXA W500 DM W9 VIPIB W17 KAMAX B213 CTU W527 JTG G212 WJC W193 ALGOV W101 DU- DIL W69 GUVBA
NONIM-ZULS-01	VNKT	NONIM B345 LXA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
NONIM-ZUUU-01	VNKT	NONIM B345 LXA W500 DM W9 VIPIB W17 KAMAX B213 CZH
POLHO-ZBAA-01	CYUL CYVR CYYC CYYZ KBF1 KBOS KDAL KDFW KDTW KEWR KHIO KIAD KIAH KJFK KLAS KLAX KLGA KMDW KMEM KORD KPAE KPDJ KPHL KPWK KSEA KSFO KSJC KYIP MMTJ PAED PANC PGUA PGUM PHNL	POLHO G218 TMR B458 BIKUT W69 GUVBA
POLHO-ZGGG-01	CYYZ KBF1 KEWR KIND KJFK KLAX KLGA KMEM KPAE KSEA KSFO PAED PANC	POLHO G218 TMR B458 DADGA W37 HOK A461 LIG R473 BEMAG V5 ATA- GA
POLHO-ZGSZ-01	KBOS KEWR KJFK KLGA	POLHO G218 TMR B458 DADGA W37 HOK A461 LIG R473 NOLON W90 POU W7 SAREX W6 NLG W509 KE- VAR
POLHO-ZHHH-01	KEWR KJFK KLGA	POLHO G218 TMR B458 DADGA W37 ONIXO
POLHO-ZJSY-01	UIAA	POLHO G218 TMR B458 DADGA W37 HOK A461 LIG R473 WYN W18 TA- MOT SIKOU A202 SAMAS G221 WL
POLHO-ZLXY-01	CYVR KBF1 KEWR KJFK KLAX KLGA KPAE KSEA KSFO	POLHO G218 HET W84 IBARO W47 LOVRA
POLHO-ZSAM-01	KLAX	POLHO W33 NUVPU W52 MUDAM G212 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 AMURI
POLHO-ZSFZ-01	KEWR KJFK KLGA	POLHO W33 NUVPU W52 MUDAM G212 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 LJG
POLHO-ZSHC-01	KSFO	POLHO W33 NUVPU W52 MUDAM G212 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 OF W95 SAPIN A470 CJ V71 WY
POLHO-ZSJM-01	EBLG EFHK UIII UDD UUEE UU- MO UUWW	POLHO W33 NUVPU W52 MUDAM G212 SOTMU W98 ELKUR W40 YQG

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
POLHO-ZSNB-01	UNKL	POLHO W33 NUVPU W52 MUDAM G212 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SASAN R343 PK W116 JTN G204 VEXEX W67 BK
POLHO-ZSNJ-01	EFHK	POLHO W33 NUVPU W52 MUDAM G212 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 OF
POLHO-ZSPD-01	CYUL CYVR CYYZ EBLG EDDF EDDM EDDP EFHK EGGW EGKK EGLL EGPB EGSS EHAM EKCH ENGM ESSA ESSB KATL KBFI KBOS KDAL KDFW KDTW KEWR KHIO KJFK KLAX KLGA KMDW KORD KPAE KPDX KPWK KSEA KSFO KSJC KYIP LEMD LERS LE- TO LEZG LFPB LFPG LFPO LFPS LHBP LIJB LIRF LKPR PAED PANC PGSN UIII UIUU ULLI ULLL UDD UUEE UUMO UUWW ZMUB	POLHO W33 NUVPU W52 MUDAM G212 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SASAN R343 EKIMU
POLHO-ZSQD-01	EDDF	POLHO W33 UKDUM W201 UNSEK A326 OMLIB W209 XDX
POLHO-ZSQD-02	EGGW EGKK EGLL EGSS LEMD LERS LETO UDD UUEE UUMO UUWW	POLHO W33 UKDUM W201 HCH W5 ATLED
POLHO-ZSSS-01	CYVR CYYZ KBFI KEWR KJFK KLAX KLGA KPAE KSEA KSFO PAED PANC	POLHO W33 NUVPU W52 MUDAM G212 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SASAN R343 PK
POLHO-ZYTL-01	UIII	POLHO W33 UKDUM W201 GOTSU W575 INTIV
PURPA-ZBAA-01	FNLU HAAB HSSS LTBA LTFJ OB- BI OERK OERY OKAD OKBK OMAA OMAD OMDB OMDW OMSJ OOMS OPKC OPLA OPRN ORAA ORBB OTBD VIDF VIDP	PURPA B215 DSC W187 IBANO B215 NUKTI W66 DKO W69 GUVBA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
PURPA-ZBAA-02	FNLU HAAB HSSS LTBA LTFJ OB-BI OERK OERY OKAD OKBK OMAA OMAD OMDB OMDW OMSJ OOMS OPKC OPLA OPRN ORAA ORBB OTBD VIDF VIDP	PURPA W112 TUSLI W187 IBANO B215 NUKTI W66 DKO W69 GUVBA
PURPA-ZBTJ-01	OMAA OMAD OMDB OMDW OMSJ	PURPA B215 DSC W187 IBANO B215 NUKTI W66 DKO W69 GUVBA
PURPA-ZBTJ-02	OMAA OMAD OMDB OMDW OMSJ	PURPA W112 TUSLI W187 IBANO B215 NUKTI W66 DKO W69 GUVBA
PURPA-ZSPD-01	EBBR OAIX OTBD	PURPA B215 DSC W187 IBANO B215 NUKTI W66 DKO W69 HUR B339 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SASAN R343 EKIMU
PURPA-ZSPD-02	EBBR OAIX	PURPA W112 TUSLI W187 IBANO B215 NUKTI W66 DKO W64 NUTLO B208 CGO W129 KAMDA W128 FYG B208 HFE R343 EKIMU
PURPA-ZSPD-03	OTBD	PURPA W112 TUSLI W187 IBANO B215 NUKTI W66 DKO W69 HUR B339 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SASAN R343 EKIMU
PURPA-ZSPD-04	OAIX	PURPA B215 DSC W187 IBANO B215 NUKTI W66 DKO W64 NUTLO B208 CGO W129 KAMDA W128 FYG B208 HFE R343 EKIMU
PURPA-ZSSS-01	EBBR OBBI	PURPA B215 DSC W187 IBANO B215 NUKTI W66 DKO W69 HUR B339 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SASAN R343 PK
PURPA-ZSSS-02	EBBR OBBI	PURPA W112 TUSLI W187 IBANO B215 NUKTI W66 DKO W69 HUR B339 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SASAN R343 PK

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
PURPA-ZWSH-01	OPKC OPRN	PURPA B215 DSC A364 KHG
PURPA-ZWWW-01	LTBA LTFJ OMDB OMDW OMSJ OPKC OPLA OPRN	PURPA B215 WUR
PURPA-ZYTL-01	OMDB OMDW	PURPA B215 DSC W187 IBANO B215 NUKTI W66 DKO W69 HUR B339 LA- DIX W34 ANRAT W575 INTIV
PURPA-ZYTL-02	OMDB OMDW	PURPA W112 TUSLI W187 IBANO B215 NUKTI W66 DKO W69 HUR B339 LADIX W34 ANRAT W575 INTIV
RULAD-ZBAA-01	HEGN HESN LLBG LTBA LTFJ OIII OIII OIX OTBD UAAA UAFF UAFM UAFU	RULAD A343 POSOT B215 FKG W188 GOVSA W66 DKO W69 GUVBA
RULAD-ZBAA-02	UAII UTTT	RULAD A460 XKC B215 FKG W188 GOVSA W66 DKO W69 GUVBA
RULAD-ZBTJ-01	UAAA	RULAD A460 XKC B215 FKG W188 GOVSA W66 DKO W69 GUVBA
RULAD-ZGGG-01	UAAA UAFF UAFM UAFU	RULAD A460 XKC B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 GYA
RULAD-ZGGG-02	LTBA LTFJ UAFF UAFM UAFU	RULAD A343 POSOT B215 FKG W192 ESDEX W191 DNC W565 XIX- AN B330 KWE W181 DUDIT A599 GYA
RULAD-ZGSZ-01	UAAA	RULAD A460 XKC B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU W7 SAREX W6 NLG W509 KEVAR
RULAD-ZHCC-01	EDFH LEZG UAAA UBBB UTAA UTAK	RULAD A343 POSOT B215 FKG W188 GOVSA W66 DKO W64 NUTLO B208 NOPIN
RULAD-ZJHK-01	UAAA	RULAD A343 POSOT B215 FKG W188 GOVSA W66 GOBIN B330 SJG W2 LBN R343 WUY R339 BHY W70 NYB

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
RULAD-ZJSY-01	UAAA UAII	RULAD A343 POSOT B215 FKG W188 GOVSA W66 GOBIN B330 SJG W2 LBN R343 WUY R339 BHY W70 NYB G221 WL
RULAD-ZLLL-01	UAAA	RULAD A343 POSOT B215 FKG W192 ESDEX W191 AVBUD
RULAD-ZLXY-01	HESN UAAA UBBB	RULAD A343 POSOT B215 FKG W188 GOVSA W66 GOBIN B330 XIX- AN W214 HO
RULAD-ZSPD-01	EDFH UTTT	RULAD A460 XKC B215 FKG W188 GOVSA W66 DKO W69 HUR B339 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SASAN R343 EKIMU
RULAD-ZSPD-02	OAKN OIIE OIII OIIX UAAA UCFM	RULAD A343 POSOT B215 FKG W188 GOVSA W66 DKO W69 HUR B339 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SASAN R343 EKIMU
RULAD-ZSYT-01	EBBR	RULAD A343 POSOT B215 FKG W188 GOVSA W66 DKO W69 HUR B339 LADIX W34 VAPGU W100 ORA- VA W201 HCH
RULAD- ZUCK-01	UAAA	RULAD A460 XKC B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 JTG W26 GAO B213 TOROD
RULAD- ZUUU-01	EDFH UAAA	RULAD A460 XKC B215 FKG W192 ESDEX W191 DNC W565 XIXAN B330 WFX
RULAD- ZUUU-02	EDDK EPWA	RULAD A343 POSOT B215 FKG W192 ESDEX W191 DNC W565 XIX- AN B330 WFX
RULAD- ZWWW-01	UAFF UAFM UAFU UAII UTTT	RULAD A460 XKC B215 WUR
RULAD- ZWWW-02	UAAA UAFF UAFM UAFU UBBB URSS UTTT	RULAD A343 POSOT B215 WUR

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
SAGAG-ZBAA-01	VLIV VLVT VTCC	SAGAG A581 WHA W88 HOK W56 DUGEB
SAGAG-ZBDS-01	VDSR VTBD VTBS VTSP	SAGAG A581 SGM W144 KAKMI G212 WJC W193 YLX
SAGAG-ZBTJ-01	VTCA VTCC VTCT VYYY	SAGAG A581 WHA W88 HOK W56 GUVRI W85 OMDEK
SAGAG-ZBYN-01	VTBD VTBS VTBU VTSG	SAGAG A581 XFA G212 AVKES W175 TYN
SAGAG-ZHHH-01	VTCC	SAGAG A581 GUGAM
SAGAG-ZLIC-01	VTBD VTBS VTBU VTSG VTSP	SAGAG A581 SGM W144 KAKMI G212 JTG B330 MUDAP W211 ZWX W219 YHD
SAGAG-ZLLL-01	VLLB VTBD VTBS VTSG VTSP WMFC WMKK	SAGAG A581 SGM W144 KAKMI G212 JTG B330 BESMI
SAGAG-ZLXN-01	VDSR	SAGAG A581 XFA G212 JTG B330 XIXAN W111 UPVOP
SAGAG-ZLXY-01	VDPP VDSR VDSV VTBD VTBS VTBU VTCC VTSG VTSP WIDD WMFC WMKK WSJC WSSL WSSS	SAGAG A581 XFA G212 NSH
SAGAG-ZPJH-01	VDSV VLLB VTBD VTBS VTCA VTCC VTCT	SAGAG A581 NOKET
SAGAG-ZPLJ-01	WSJC WSSL WSSS	SAGAG A581 SGM A599 GULOT W146 BUBSU W162 CEH
SAGAG-ZPPP-01	VDPP VDSR VDSV VLIV VLLB VLVT VTBD VTBS VTBU VTCA VTCC VTCT VTSB VTSG VTSM VTSP VTSS VVPQ VVTS WADD WIHH WIII WIIX WMFC WMKJ WMKK WMKL WMKP WSJC WSSL WSSS	SAGAG A581 ELASU
SAGAG-ZSNJ-01	VTCC	SAGAG A581 WHA R343 HFE W51 LEGIV W164 OREVO

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
SAGAG-ZUCK-01	VDPP VDSR VDSV VLIV VLLB VLVT VTBD VTBS VTCA VTCC VTCT VTSB VTSG VTSM VTSP VVDN VYYY WIDD WIHH WIII WIIX WMFC WMKJ WMKK WMKL WMKP WSJC WSSL WSSS	SAGAG A581 SGM W144 ZAT W145 IDSID W91 APUKI W3 QJG
SAGAG-ZU-GY-01	VDPP VDSR VTBD VTBS VTBU VTCA VTCC VTCT VTSG VTSP WMKJ WSJC WSSL WSSS	SAGAG A581 QNX
SAGAG-ZUUU-01	FIMP VDPP VDSR VDSV VLIV VLLB VLVT VTBD VTBS VTBU VTCA VTCC VTCT VTSB VTSG VTSM VTSP WADD WADL WIDD WIDN WIHH WIII WIIX WMFC WMKK WMKL WMKP WSJC WSSL WSSS	SAGAG A581 SGM W144 KAKMI G212 FJC
SAGAG-ZWWW-01	VTBD VTBS VTSP	SAGAG A581 SGM W144 KAKMI G212 JTG B330 GOBIN W66 NUKTI B215 HAM W99 FKG B215 WUR
SAGAG-ZWWW-02	VTBD VTBS VTSP	SAGAG A581 SGM W144 KAKMI G212 JTG B330 SUNUV W197 ANDIM B215 IBANO G470 QTV W99 FKG B215 WUR
SARIN-ZBAA-01	EDDF EDDM ELLX HECA HLLT HSSS LFPB LFPG LFPO LFPS LIPZ LLBG LOWW LSZH LTBA LTFJ OEMA OIIE OIII OIIX OMAA OMAD OMDB OMDW ORBB UAAA UACC UAFF UAFM UAFU UBBB UKBB UKBB UKBU UKKK UKKM	SARIN A368 FKG W188 GOVSA W66 DKO W69 GUVBA
SARIN-ZBHH-01	UDD UUEE UUMO UUWW	SARIN A368 FKG W188 GOVSA W66 DKO W64 VALNI
SARIN-ZBTJ-01	EBBR LEMD LERS LETO UACC UBBB UKBB UKBU UKKK UKKM	SARIN A368 FKG W188 GOVSA W66 DKO W69 GUVBA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
SARIN-ZGGG-01	EDDF EFHK EGGW EGKK EGLL EGSS EHAM LFPB LFPG LFPO LFPS LIMB LIMC LIML LOWW LTBA LTFJ UACC UDD UUEE UUMO UUWW	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 GYA
SARIN-ZGGG-02	UDD UUEE UUMO UUWW	SARIN A368 FKG W188 GOVSA W66 GOBIN B330 KWE W181 DUDIT A599 GYA
SARIN-ZGSZ-01	EDDF LGAV LIJB LIRF LKPR LSGG LTBA LTFJ LTFJ UAKK UTTT	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 KWE W181 DUDIT A599 POU W7 SAREX W6 NLG W509 KEVAR
SARIN-ZHCC-01	LEMD LERS LETO UDD UUEE UUMO UUWW	SARIN A368 FKG W188 GOVSA W66 DKO W64 NUTLO B208 NOPIN
SARIN-ZJHK-01	URRR	SARIN A368 FKG W188 GOVSA W66 GOBIN B330 SJG W2 LBN R343 WUY R339 BHY W70 NYB
SARIN-ZJSY-01	UACC	SARIN A368 FKG W188 GOVSA W66 GOBIN B330 SJG W2 LBN R343 WUY R339 BHY W70 NYB G221 WL
SARIN-ZLLL-01	ELLX	SARIN A368 FKG W192 ESDEX W191 AVBUD
SARIN-ZLXY-01	EGGW EGKK EGLL EGSS ELLX GMMN HECA HKJK LEBL LEMD LERS LETO LFPB LFPG LFPO LFPS LIJB LIRF LKPR LSZH OMDB OMDW UKBB UKBU UKKK UKKM ULLI ULLL UDD UUEE UUMO UUWW	SARIN A368 FKG W188 GOVSA W66 GOBIN B330 XIXAN W214 HO
SARIN-ZLXY-02	EGGW EGKK EGLL EGSS GMMN HECA HKJK LEMD LERS LETO LFPB LFPG LFPO LFPS LHBP LIJB LIRF LOWW LSZH OMDB OMDW UKBB UKBU UKKK UKKM	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN W214 HO
SARIN-ZSJN-01	LFPB LFPG LFPO LFPS LIMB LIMC LIML	SARIN A368 FKG W188 GOVSA W66 DKO W69 HUR B339 SOTMU W98 ELKUR W40 YQG

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
SARIN-ZSNJ-01	LIMB LIMC LIML UAAA	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 WFX B213 WHA R343 HFE W51 LEGIV W164 OREVO
SARIN-ZSPD-01	EDDF EDDK EDDM EHAM LEZG LOWW LSZH LTBA LTFJ LTFJ	SARIN A368 FKG W188 GOVSA W66 DKO W64 NUTLO B208 CGO W129 KAMDA W128 FYG B208 HFE R343 EKIMU
SARIN-ZSPD-02	EDDF EDDM EDDP EFHK EKCH ELLX LFBO LFPB LFPG LFPO LFPS LIMB LIMC LIML LLBG LOWW LSZH UACC UAKK UATG UBBB UGGG UGTB	SARIN A368 FKG W188 GOVSA W66 DKO W69 HUR B339 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SA- SAN R343 EKIMU
SARIN-ZSSS-01	USSS UTTT	SARIN A368 FKG W188 GOVSA W66 DKO W69 HUR B339 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SA- SAN R343 PK
SARIN-ZUCK-01	EBLG EDDF EDDL EDDM EHAM ELLX LKPR LOWW UUDD UUEE UUMO UUWW	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 JTG W26 GAO B213 TOROD
SARIN-ZUCK-02	EHAM ELLX LHBP ULLI ULLL	SARIN A368 FKG W188 GOVSA W66 GOBIN B330 JTG W26 GAO B213 TOROD
SARIN-ZUGY-01	LIMB LIMC LIML	SARIN A368 FKG W188 GOVSA W66 GOBIN B330 QNX
SARIN-ZUUU-01	EBBR EDDF EHAM ELLX LFOK LFPB LFPG LFPO LFPS LIPO LKPR LOWW UACC	SARIN A368 FKG W192 ESDEX W191 DNC W565 XIXAN B330 WFX
SARIN-ZUUU-02	EGGW EGKK EGLL EGSS EHAM LOWW	SARIN A368 FKG W188 GOVSA W66 GOBIN B330 WFX

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
SARIN-ZWWW-01	EBLG EDDF EGGW EGKK EGLL EGSS EHAM EVRA LFPB LFPG LFPO LFPS LIJB LIMB LIMC LIML LIRF LOWW LTBA LTFJ OEJN OE- MA OIIE OIII OIIX UACC UBBB UGGG UGTB UKBB UKBU UKKK UKKM ULLI ULLL USSS UTDD UTTT JUDD UJEE UUMO UUWW UWKD	SARIN A368 FKG B215 WUR
SARUL-ZBLA-01	ZMCD ZMUB	SARUL G338 KAGAK A345 HLD
SARUL-ZBMZ-01	ZMUB	SARUL G338 IKARU W606 MZL
SARUL-ZYCC-01	ZMUB	SARUL G338 KAGAK A345 HLD B451 HRB A588 LJB
SIKOU-ZGNN-01	RPLL RPMM	SIKOU R339 WUY
SIKOU-ZJHK-01	NZAA PGSN RPLL RPMD RPMM WADD WBSB WMFC WMKK WSJC WSSL WSSS YMML YSSY	SIKOU A202 ISBIG W605 DOMGO
SIKOU-ZJSY-01	RJAA RJBB RJOO RJTT RPLL RPMM VTBD VTBS WMFC WMKK WSJC WSSL WSSS	SIKOU A202 SAMAS G221 WL
SIKOU-ZPPP-01	NZAA RPLL RPMM RPVK RPVM WBKK YSSY	SIKOU R339 BSE A599 LXI
SIMLI-ZBAA-01	CYUL CYVR CYYZ KAGC KBFI KBOS KDAL KDFW KDTW KEWR KHIO KIAD KIAH KJFK KLAS KLAX KLGA KMDW KMEM KORD KPAE KPDY KPHL KPIT KPWK KSEA KSFO KSJC KYIP MMTJ PAED PANC PGUA PGUM PHNL UEEE	SIMLI A588 HRB G212 UKDUM W49 OSUBA
SIMLI-ZBTJ-01	CYEG CYVR KAGC KEWR KJFK KLGA KPIT	SIMLI A588 VENOS W573 DBL W5 EKULI W576 OVTUP W55 DUMAP
SIMLI-ZGGG-01	KBFI KEWR KIND KJFK KLAX KLGA KMEM KPAE KSEA KSFO PAED PANC	SIMLI A588 HRB G212 VYK W37 HOK A461 LIG R473 BEMAG V5 ATAGA

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
SIMLI-ZGZS-01	KBOS	SIMLI A588 HRB G212 VYK W37 HOK A461 LIG R473 NOLON W90 POU W7 SAREX W6 NLG W509 KEVAR
SIMLI-ZLXY-01	CYVR KBFI KPAE KSEA KSFO	SIMLI A588 HRB G212 BUMDU W47 LOVRA
SIMLI-ZSHC-01	KSFO	SIMLI A588 HRB G212 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 OF W95 SAPIN A470 CJ V71 WY
SIMLI-ZSHC-02	KMDW KORD KPWK KSFO PAED PANC	SIMLI A588 CHI W107 SANKO A326 AKARA A593 DUMET W114 LASAN G327 NINAS B221 SUPAR W505 DSH
SIMLI-ZSPD-01	CYUL CYVR CYYZ KATL KBFI KDAL KDFW KDTW KEWR KHIO KIAD KJFK KLAX KLGA KMDW KMEM KORD KPAE KPDX KPWK KSEA KSFO KYIP PAED PANC PHNL	SIMLI A588 HRB G212 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SASAN R343 EKIMU
SIMLI-ZSPD-02	CYUL CYVR CYYZ KATL KBFI KBOS KDAL KDFW KDTW KEWR KJFK KLAX KLGA KMDW KORD KPAE KPWK KSEA KSFO KSJC KYIP PAED PANC	SIMLI A588 CHI W107 SANKO A326 AKARA A593 PUD
SIMLI-ZSQD-01	KLAX	SIMLI A588 UDETI W106 MAKNO W5 ATLED
SIMLI-ZSSS-01	CYVR CYYZ KBFI KEWR KJFK KLAX KLGA KPAE KSEA KSFO PAED PANC	SIMLI A588 HRB G212 SOTMU W98 ELKUR W40 YQG W142 DALIM A593 DPX A470 DALNU W166 ZJ W167 SASAN R343 PK
SIMLI-ZYHB-01	UEEE UHBB	SIMLI A588 BUBDI
SIMLI-ZYTL-01	UEEE	SIMLI A588 VENOS

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
TAMOT-ZGGG-01	KIND KMEM KSFO NFFN NZAA NZCH PGSN PHNL RPLB RPLC RPLI RPLL RPMM RPVE RPVK RPVM VDPP VDSR VDSV VVCR VVDN VVTS WADD WAMM WBKK WBKK WBSB WIHH WIII WIIX WMFC WMKJ WMKK WMKL WMKM WMKP WRSJ WSJC WSSL WSSS YBBN YBCS YMML YPAD YPPH YSSY	TAMOT W68 IDUMA A461 SHL
TEBAK-ZBAA-01	FIMP VCBI VCCC VCRI VDPP VDSR VRMM VTBD VTBS VTSG VTSP VVCI VVCR VVDN VVNB VVPQ VVTS	TEBAK R474 WUY R343 LKO A461 HOK W56 DUGEB
TEBAK-ZBHH-01	VDSR VTBD VTBS VTSG VTSP	TEBAK R474 WUY R343 LKO A461 HOK W56 OBMEP B208 TODAM
TEBAK-ZBSJ-01	VDPP VDSR VDSV VTCC VVCR VVDN WADD	TEBAK R474 WUY R343 LKO A461 HOK W56 ORODO W62 IGDID
TEBAK-ZBTJ-01	VDPP VDSR VDSV VTBD VTBS VTBU VTSG VTSP VVCR VVDN WIDD	TEBAK R474 WUY R343 LKO A461 HOK W56 GUVRI W85 OMDEK
TEBAK-ZBYN-01	VDSR VTSP VVCR VVDN	TEBAK R474 WUY R343 LKO A461 HOK W56 OBMEP B208 ANPIG
TEBAK-ZGBH-01	VDSR VTBD VTBS VVNB	TEBAK R474 WUY R339 BHY
TEBAK-ZGDY-01	VTBD VTBS VVNB WMFC WMKK WMKP	TEBAK R474 WUY R343 LLC W138 DYG
TEBAK-ZGGG-01	VIDF VIDP VLIV VLLB VLVT VTBD VTBS VTCA VTCC VTCT VTSP VVCI VVDN VVNB VYYY	TEBAK R474 GYA
TEBAK-ZGHA-01	HKJK VDPP VDSR VDSV VLIV VLLB VLVT VTBD VTBS VTBU VTCA VTCC VTCT VTSB VTSG VTSP VVCR VVNB VVTS	TEBAK R474 WUY R343 LLC
TEBAK-ZGKL-01	VDSR VTBD VTBS VTSG VVTS WIHH WIII WIIX WMFC WMKK WSJC WSSL WSSS	TEBAK R474 WUY R343 LBN W2 JW

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
TEBAK-ZGNN-01	VDPP VDSR VLIV VLVT VTBD VTBS VTBU VTCC VTSG VTSP VVCV VVDN VVNB VVTS VYYY WIIH WIII WIIX WMFC WMKK WSJC WSSL WSSS	TEBAK R474 WUY
TEBAK-ZGSZ-01	VLLB VVCI VVNB VVVD VYMD VYNT VYYY	TEBAK R474 GYA A599 POU W7 SAREX W6 NLG W509 KEVAR
TEBAK-ZHCC-01	VDSR VDSV VTBD VTBS VTBU VTCC VTSB VTSG VTSM VTSP VVCV VVDN VVNB WIDD WMFC WMKK WSJC WSSL WSSS	TEBAK R474 WUY R343 LKO A461 HOK W56 IGMIG
TEBAK-ZHHH-01	FIMP VDPP VDSR VDSV VLIV VLLB VLVT VTBD VTBS VTBU VTCA VTCT VTSB VTSG VTSP VVDN VVNB VVPB WMFC WMKK WMKP	TEBAK R474 WUY R343 LKO
TEBAK-ZJHK-01	VTBD VTBS VVNB VYYY WMFC WMKK	TEBAK R474 WUY R339 BHY W70 NYB
TEBAK-ZLIC-01	WMFC WMKK	TEBAK R474 WUY R343 LKO A461 ZHO B208 TYN W87 GODON B215 APOGO W218 TUTGO W220 NIRUV W199 YHD
TEBAK-ZSAM-01	VVNB	TEBAK R474 GYA A599 POU G471 SHL W22 GLN R200 BEBEM A470 TE- BON
TEBAK-ZSCN-01	VDSR VLIV VLLB VLVT VTBD VTBS VTBU VTCA VTCC VTCT VTSG VTSP VVNB	TEBAK R474 WUY R343 LLC W46 REMAX W19 NCH
TEBAK-ZSHC-01	VLIV VLVT VRMM VTBD VTBS VTBU VTCC VTSP VVCI VVDN VVNB VYYY	TEBAK R474 GYA A599 POU G471 PLT A599 TOL W508 WY
TEBAK-ZSJM-01	VDSR VTBD VTBS VTSG VTSP WIDD WSJC WSSL WSSS	TEBAK R474 WUY R343 LKO A461 HOK W56 VADMO W4 GULEK
TEBAK-ZSNB-01	VTBD VTBS VTBU VTCC VTSP	TEBAK R474 GYA A599 POU G471 PLT A599 ELNEX G204 SHZ W58 BK

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
TEBAK-ZSNJ-01	VDSR VTBD VTBS VTSG VTSP VVNB	TEBAK R474 WUY R343 HFE W51 LEGIV W164 OREVO
TEBAK-ZSNT-01	VTBD VTBS VTSG VTSP	TEBAK R474 WUY R343 OLRIS G345 UNTAN G330 PIKAS W109 NTG
TEBAK-ZSOF-01	VDSR VTBD VTBS VTCC VTSG VTSP VVNB WIDD	TEBAK R474 WUY R343 MIDOX
TEBAK-ZSPD-01	VCBI VCCC VCRI VLIV VLVT VRMM VTBD VTBS VTCA VTCC VTCT VTSP VVNB	TEBAK R474 WUY R343 EKIMU
TEBAK-ZSQD-01	VTBD VTBS	TEBAK R474 WUY R343 LKO A461 HOK W56 VADMO W4 HCH W5 ATL- ED
TEBAK-ZSSH-01	VDSR VTBD VTBS VTSG VTSP	TEBAK R474 WUY R343 MADUK W73 NOBEM W95 OF W178 LAGAL W525 HUN
TEBAK-ZSSS-01	VTBD VTBS VTCC VTSP VVNB	TEBAK R474 WUY R343 PK
TEBAK-ZSTX-01	VTBD VTBS	TEBAK R474 GYA A599 POU G471 PLT A599 ELNEX G204 TXN
TEBAK-ZSXZ-01	VDSR VTBD VTBS VTSG VTSP WSJC WSSL WSSS	TEBAK R474 WUY R343 HFE W127 ATVIM
TEBAK-ZSYA-01	VDSR VTBD VTBS VTSP	TEBAK R474 WUY R343 OLRIS G345 ZJ W184 PIMOL
TEBAK-ZUGY-01	VDPP VVNB WMFC WMKK WMKL WMKP	TEBAK R474 WUY R343 LBN W2 SJG B330 ESNIB
TEBAK-ZYCC-01	VTBD VTBS	TEBAK R474 WUY R343 LKO A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G341 LJB
TEBAK-ZYHB-01	VTBD VTBS VTSP	TEBAK R474 WUY R343 LKO A461 HOK W56 VYK G212 SOTMU B339 HUR B334 TGO G212 RUSBO W203 PIGAM
TEBAK-ZYTL-01	VTBD VTBS	TEBAK R474 WUY R343 LKO A461 HOK W56 VADMO W4 HCH W173 NIXEP

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHT ROUTES FOR INTERNATIONAL FLIGHTS TO MAINLAND OF CHINA (continued)

ROUTE CODE	DEPARTURE AD	ROUTING VIA
TEBAK-ZYTX-01	VDSR VRMM VTBD VTBS VTSG VTSP WMFC WMKK	TEBAK R474 WUY R343 LKO A461 HOK W56 VYK W34 OTBUL W35 CHG A575 OMDUS
TEBUS- ZWWW-01	ZMKD	TEBUS G588 FKG B215 WUR
TELOK-ZBAA-01	UIAA	TELOK A345 IKITI W27 TGO G212 UKDUM W49 OSUBA
TELOK-ZBLA-01	UIAA UIII UIUU	TELOK A345 HLD
TELOK-ZBMZ-01	UIAA UIII UIUU UNAA UNBB UNKL UNNT	TELOK A345 MANLI W539 MZL
TELOK-ZSPD-01	EDDF EDDM EGGW EGKK EGLL EGSS LOWW LSZH	TELOK A345 BIDIB A588 CHI W107 SANKO A326 AKARA A593 PUD
TELOK-ZYCC-01	UIII	TELOK A345 HLD B451 HRB A588 LJB
TELOK-ZYHB-01	UIAA UIII UNAA UNKL UNNT USCC USSS	TELOK A345 HLD B451 ONINA
TELOK-ZYTL-01	UNAA	TELOK A345 BIDIB A588 VENOS
TELOK-ZYTX-01	EDDF UIII UNKL UNNT UUDD UUEE UUMO UUWW UWLW	TELOK A345 KYU
TOMUK-ZBTJ-01	ZKPY	TOMUK B332 SANKO A326 UNSEK W55 DUMAP
TOMUK- ZSPD-01	UHWW ZKPY	TOMUK B332 SANKO A326 AKARA A593 PUD
TOMUK-ZYTL-01	ZKPY	TOMUK B332 SANKO W579 RUPID

FLIGHTS TO HONG KONG

INBOUND ROUTE	VIA ROUTE
A470	DOTMI V512 ABBEY ¹
M503 ^{2,3,4}	LELIM V591 ABBEY ¹
A1/G581 ⁴	ELATO V522 ABBEY ¹
M501/A461	NOMAN V531 BETTY ⁵
A583	SABNO V541 BETTY ⁵

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHTS TO HONG KONG (continued)

INBOUND ROUTE	VIA ROUTE
M772 ⁴	ASOBA M772 DULOP Q1 CARSO V551 BET-TY ⁶
M771 ⁴	DOSUT M771 DULOP Q1 CARSO V551 BET-TY ⁶
A1 ⁴	IKELA P901/A1 IDOSI V561 CANTO ⁷
R339/A202 ⁴	SIKOU V571 CANTO ⁷
R473	SIERA
	ALLEY DCT CANTO ⁸
	FOXTROT DCT CANTO ⁹

- ¹ If holding is required each flight will be instructed individually and pilots can expect to cross ENPET at FL260.
- ² Flights departing from Shanghai (Pudong), Qingdao (Liuting), Yantai (Penglai) or Dalian (Zhoushuizi) to Hong Kong (Intl) shall route via M503.
- ³ In the event that M503 is not available, e.g. approval could not be obtained in time from relevant authority, operator should file flight plan via ATS route A470.
- ⁴ Restrictions for ATS Routes exist. For details refer to Jeppesen ATC-Chapter "Hong Kong P.R. of China - Rules and Procedures".
- ⁵ Cross SONNY at FL260. Do not descend without ATC clearance.
- ⁶ Cross CYBER at FL260. Do not descend without ATC clearance.
- ⁷ Cross MAPLE at FL260. Do not descend without ATC clearance.
- ⁸ For flights departing from Macao (Intl) Airport.
- ⁹ For flights departing from Zhuhai Sanzao Airport.

NOTE: To optimise the flight plan processing work flow, operators are not to include Standard Instrument Arrival (STAR) procedures in flight plans and subsequent AFTN messages for all operations into HKIA.

FLIGHTS FROM HONG KONG

VIA ROUTE	CONNECTING ROUTE
BEKOL	A461
LAKES V1 DOTMI	A470
LAKES V13 LELIM	M503 ^{1,2,3}

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHTS FROM HONG KONG (continued)

VIA ROUTE	CONNECTING ROUTE
OCEAN V2 ELATO	A1/G581 ³
OCEAN V3 ENVAR	M750 ³
OCEAN V4 NOMAN	A461/M501
OCEAN V4 SKATE DCT KAPLI	G86 ³
OCEAN V5 SABNO	A583
PECAN V10 SIKOU	R339/A202 ³
PECAN V11 IDOSI A1 IKELA ⁴ or PECAN V11 IDOSI P901 IKELA ²	A1 ³
PECAN V12 EPDOS L642	L642 ³
PECAN DCT CHALI ⁵	
PECAN DCT FOXTROT ⁶	

¹ Flights departing from Hong Kong (Intl) for destinations Shanghai (Pudong), Qingdao (Liating), Yantai (Penglai) or Dalian (Zhoushuizi) shall route via M503.

² In the event that M503 is not available, e.g. approval could not be obtained in time from relevant authority, operator should file flight plan via ATS route A470.

³ Restrictions for ATS Routes exist. For details refer to Jeppesen ATC-Chapter "Hong Kong P.R. of China - Rules and Procedures".

⁴ Route via P901 at FL290 or above, or A1 at FL280 or below. To operate at FL290 or above aircraft must be RNP10 compliant.

⁵ For flights landing in Macao (Intl) Airport.

⁶ For flights landing in Zhuhai Sanzao Airport.

NOTE: Operators departing from Hong Kong (Intl) shall flight plan via the relevant terminal transition route until exiting the Hong Kong FIR/TMA to join the appropriate ATS route.

FLIGHTS TO MACAO TRANSITING HONG KONG FIR

INBOUND ROUTE	VIA ROUTE
A470	DOTMI DCT SAMMI J101 SMT ¹
A1/G581 ²	ELATO J101 SMT ¹
M501/A461	Not available ³

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHTS TO MACAO TRANSITING HONG KONG FIR (continued)

INBOUND ROUTE	VIA ROUTE
A583	SABNO DCT TOFEE DCT SUKER DCT ARROW J103 ROBIN DCT CHALI ^{4,5}
M772 ²	ASOBA M772 DULOP M771 DUMOL J103 ROBIN DCT CHALI ⁵
M771 ²	DOSUT M771 DUMOL J103 ROBIN DCT CHALI ⁵
A1 ²	IKELA P901/A1 IDOSI DCT DASON J104 CHALI ^{6,7}
R339/A202 ²	SIKOU J104 CHALI ⁷

- 1 Cross NEDLE at FL230. Do not descend without ATC clearance.
- 2 Restrictions for ATS Routes exist. For details refer to Jeppesen ATC-Chapter "Hong Kong P.R. of China - Rules and Procedures".
- 3 Flights from Manila FIR to Macao (Intl) should route via A583. In the event of bad weather, flights from Ho Chi Minh FIR that require to transit Manila FIR via diversionary route to Hong Kong FIR, should flight plan within Hong Kong FIR via A461 NOMAN DCT ARROW J103 or expect radar vectors to join J103 by Hong Kong Radar at or below FL300.
- 4 Flights to Macao (Intl) transiting Hong Kong FIR via A583 SABNO should plan to cross SABNO at FL340 or below.
- 5 Cross ISBAN at FL200 and CHALI at FL110. Do not descend without ATC clearance.
- 6 Route via P901 at FL290 or above or A1 at FL280 or below. To operate at FL290 or above aircraft must be RNP10 compliant.
- 7 Cross COTON at FL120 and CHALI at FL110. Do not descend without ATC clearance.

NOTE: Operators may include the relevant Standard Instrument Arrival (STAR) Procedures (e.g. SMT5B CHALI4A etc.) into the flight plan route if considered necessary.

FLIGHTS FROM MACAO TRANSITING HONG KONG FIR

VIA ROUTE	CONNECTING ROUTE
V1 DOTMI	A470
V2 ELATO	A1/G581 ¹
V3 ENVAR	M750 ¹
V4 NOMAN	A461/M501
V5 SABNO	A583

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHTS FROM MACAO TRANSITING HONG KONG FIR (continued)

VIA ROUTE	CONNECTING ROUTE
V13 LELIM ²	M503 ¹
V32 EPDOS L642	L642 ¹
V31 IDOSI P901/A1 IKELA ³	A1 ¹
V10 SIKOU	R339/A202 ¹
GRUPA DCT KAPLI	G86 ¹

- ¹ Restrictions for ATS Routes exist. For details refer to Jeppesen ATC-Chapter "Hong Kong P.R. of China - Rules and Procedures".
- ² Flights departing from Macao (Intl) transiting Hong Kong FIR for destinations Shanghai (Pudong), Qingdao (Liuting), Yantai (Penglai) or Dalian (Zhoushuizi) shall route via V13.
- ³ Route via P901 at FL290 or above or A1 at FL280 or below. To operate at FL290 or above aircraft must be RNP10 compliant.

NOTE: Operators departing from Macao (Intl) transiting Hong Kong FIR shall flight plan via the relevant terminal transition route until exiting the Hong Kong FIR/TMA to join the appropriate ATS/PBN route.

FLIGHTS TO GUANGZHOU OR SHENZHEN TRANSITING HONG KONG FIR

ENTRY ROUTE	VIA ROUTE	DESTINATION
A1/G581 ¹	ELATO J101 SMT DCT TAMOT	ZGGG
M501/A461	Not available ²	
A583	SABNO DCT TOFEE DCT SUKER DCT ARROW J103 PICTA DCT CH B330 TAMOT ³	
M772 ¹	ASOBA M772 DULOP M771 DUMOL J103 PICTA DCT CH B330 TAMOT ³	
M771 ¹	DOSUT M771 DUMOL J103 PICTA DCT CH B330 TAMOT ³	
A1 ¹	IKELA P901/A1 IDOSI DCT ARROW J103 PICTA DCT CH B330 TAMOT ^{3,4}	

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHTS TO GUANGZHOU OR SHENZHEN TRANSITING HONG KONG FIR (continued)

ENTRY ROUTE	VIA ROUTE	DESTINATION
A202/R339 ¹	SIKOU J104 CHALI DCT PIC-TA DCT CH B330 TAMOT ⁵	
A1/G581 ¹	Not available ⁶	ZGSZ
M501/A461	Not available ²	
A583	SABNO DCT TOFEE DCT SUKER DCT ARROW J103 ROBIN DCT ALLEY DCT GOBBI DCT LANDA ^{7, 8}	
M772 ¹	ASOBA M772 DULOP M771 DUMOL J103 ROBIN DCT ALLEY DCT GOBBI DCT LANDA ⁸	
M771 ¹	DOSUT M771 DUMOL J103 ROBIN DCT ALLEY DCT GOBBI DCT LANDA ⁸	
A1 ¹	IKELA P901/A1 IDOSI DCT DASON J104 COTON DCT LANDA ^{4,9}	
A202/R339 ¹	SIKOU J104 COTON DCT LANDA ⁹	

¹ Restrictions for ATS Routes exist. For details refer to Jeppesen ATC-Chapter "Hong Kong P.R. of China - Rules and Procedures".

² Flights from Manila FIR to Guangzhou (Baiyun) or Shenzhen (Baoan) should route via A583. In the event of bad weather, flights from Ho Chi Minh FIR that require to transit Manila FIR via diversionary route to Hong Kong FIR, should flight plan within Hong Kong FIR via A461 NOMAN DCT ARROW J103 or expect radar vectors to join J103 by Hong Kong Radar at or below FL300.

³ Flights to Guangzhou (Baiyun) transiting Hong Kong FIR via J103 should plan to cross ISBAN at FL260. Do not descend without ATC clearance.

⁴ Route via P901 at FL290 or above or A1 at FL280 or below. To operate at FL290 or above aircraft must be RNP10 compliant.

⁵ Flights to Guangzhou (Bayun) transiting Hong Kong FIR via J104 should cross CHALI at FL260. Do not descend without ATC clearance.

⁶ Flights from Taipei FIR to Shenzhen (Baoan) should route via R200.

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

- 7 Flights to Shenzhen (Baoan) transiting Hong Kong FIR via A583 SABNO should plan to cross SABNO at FL340 or below.
- 8 Flights to Shenzhen (Baoan) transiting Hong Kong FIR via J103 should cross ISBAN at FL200 & GOBBI at FL110. Do not descend without ATC clearance.
- 9 Flights to Shenzhen (Baoan) transiting Hong Kong FIR via J104 should cross COTON at FL120. Do not descend without ATC clearance.

FLIGHTS FROM GUANGZHOU OR SHENZHEN TRANSITING HONG KONG FIR

DEPART FROM	VIA ROUTE	CONNECTING ROUTE
ZGGG	SIERA DCT MULET DCT SKATE DCT CONGA V2 ELA- TO ¹	A1/G581 ²
	SIERA DCT MULET DCT SKATE DCT CONGA V3 EN- VAR ³	M750 ²
	SIERA DCT MULET DCT SKATE V4 NOMAN	A461/M501
	SIERA DCT MULET DCT SKATE V5 SABNO	A583
	SIERA DCT MULET DCT AL- LEY V32 EPDOS L642	L642 ²
	SIERA DCT MULET DCT AL- LEY V31 IDOSI P901/A1 IKE- LA ⁴	A1 ²
	SIERA DCT MULET DCT AL- LEY V10 SIKOU	R339/A202 ²
ZGSZ	LKC DCT TD DCT OCEAN V4 NOMAN ⁵	A461/M501
	LKC DCT TD DCT OCEAN V5 SABNO ⁵	A583
	LKC DCT BREAM DCT TITAN DCT PECAN V10 ALLEY V32 EPDOS L642 ⁵	L642 ²
	LKC DCT BREAM DCT TITAN DCT PECAN V10 ALLEY V31 IDOSI P901/A1 IKELA ^{4,5}	A1 ²

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

FLIGHTS FROM GUANGZHOU OR SHENZHEN TRANSITING HONG KONG FIR (continued)

DEPART FROM	VIA ROUTE	CONNECTING ROUTE
	SIERA DCT ROCCA DCT SKATE DCT CONGA V2 ELA- TO ¹	A1/G581 ²
	SIERA DCT ROCCA DCT SKATE DCT CONGA V3 EN- VAR ³	M750 ²
	SIERA DCT ROCCA DCT SKATE V4 NOMAN	A461/M501
	SIERA DCT ROCCA DCT SKATE V5 SABNO	A583
	SIERA DCT ROCCA DCT AL- LEY V32 EPDOS L642	L642 ²
	SIERA DCT ROCCA DCT AL- LEY V31 IDOSI P901/A1 IKE- LA ⁴	A1 ²
	SIERA DCT ROCCA DCT AL- LEY V10 SIKOU	R339/A202 ²

- 1 For non-RNAV5 compliant or non-RVSM approved aircraft.
- 2 Restrictions for ATS Routes exist. For details refer to Jeppesen ATC-Chapter "Hong Kong P.R. of China - Rules and Procedures".
- 3 To operate between FL290 and FL410 aircraft must be RNAV5 compliant and RVSM approved.
- 4 Route via P901 at FL290 or above or A1 at FL280 or below. To operate at FL290 or above aircraft must be RNP10 compliant.
- 5 Traffic routing via LKC may be subject to delay due to congestion in the vicinity of Hong Kong and Macao airports.

OTHER FLIGHTS TRANSITING HONG KONG FIR

ENTRY ROUTE	VIA ROUTE	EXIT ROUTE
A470	DOTMI DCT SOUSA DCT CONGA V2 ELATO ¹	A1/G581 ²
	DOTMI DCT SOUSA DCT CONGA V3 ENVAR ³	M750 ²

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OTHER FLIGHTS TRANSITING HONG KONG FIR (continued)

ENTRY ROUTE	VIA ROUTE	EXIT ROUTE
	DOTMI DCT MONTA DCT NO-MAN	A461/M501
	DOTMI DCT MONTA DCT SABNO	A583
	DOTMI DCT MONTA DCT ARROW DCT EPDOS L642	L642 ²
	DOTMI DCT MONTA DCT ARROW DCT IDOSI P901/A1 IKELA ⁵	A1 ²
	DOTMI DCT MONTA DCT ALLEY V10 SIKOU	A202/R339 ²
A1/G581	ELATO DCT MAGOG DCT DOTMI	A470
	ELATO J101 PONTI DCT BEKOL	A461
G86	KAPLI DCT RAMUS DCT ARROW DCT IDOSI P901/A1 IKELA ⁵	A1 ²
	KAPLI DCT ALLEY V10 SIKOU	A202/R339 ²
A461	NOMAN DCT SOUSA V1 DOTMI	A470
	NOMAN DCT ROCKY DCT SIKOU	A202/R339 ²
A583	SABNO DCT RAMUS DCT BEKOL	A461
	SABNO DCT SIKOU	A202/R339 ²
M772	ASOBA M772 DULOP Q1 CARSO DCT RAMUS DCT SOUSA V1 DOTMI	A470
	ASOBA M772 DULOP M771 DUMOL J103 BEKOL	A461

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OTHER FLIGHTS TRANSITING HONG KONG FIR (continued)

ENTRY ROUTE	VIA ROUTE	EXIT ROUTE
M771	DOSUT M771 DULOP Q1 CARSO DCT RAMUS DCT SOUSA V1 DOTMI	A470
	DOSUT M771 DUMOL DCT DONKI DCT SIKOU	A202/R339 ²
	DOSUT M771 DUMOL J103 BEKOL	A461
A1	IKELA P901/A1 IDOSI DCT SOUSA V1 DOTMI ⁵	A470
	IKELA P901 IDOSI DCT ELA- TO ^{4, 5}	A1 ²
	IKELA A1 IDOSI DCT ELATO ^{1,} 4, 5	
	IKELA P901/A1 IDOSI DCT ENVAR ^{3,4,5}	M750 ²
	IKELA P901/A1 IDOSI DCT ARROW DCT RAMUS DCT KAPLI ^{5,6}	G86 ²
	IKELA P901/A1 IDOSI DCT DONKI DCT SIKOU ⁵	A202/R339 ²
	IKELA P901/A1 IDOSI DCT CH A461 BEKOL ⁵	A461
B330/W18	TAMOT B330 CH DCT RASSE DCT CONGA V2 ELATO ¹	A1 ²
	TAMOT B330 CH DCT RASSE DCT CONGA V2 ELATO ¹	G581 ²
	TAMOT B330 CH DCT RASSE DCT CONGA V3 ENVAR ³	M750 ²
	TAMOT B330 CH DCT RASSE DCT CONGA V3 ENVAR M750 DADON ³	G581 ²
	TAMOT B330 CH DCT GRU- PA V4 NOMAN	A461/M501

**CHINA
PREFERENTIAL ROUTE SYSTEM - CHINA**

OTHER FLIGHTS TRANSITING HONG KONG FIR (continued)

ENTRY ROUTE	VIA ROUTE	EXIT ROUTE
	TAMOT B330 CH DCT GRU-PA V5 SABNO	A583
	TAMOT DCT ALLEY V32 EP-DOS L642	L642 ²
	TAMOT DCT ALLEY V31 IDOSI P901/A1 IKELA ⁵	A1 ²
	TAMOT DCT ALLEY V10 SIKOU	A202/R339 ²
A202/R339	SIKOU DCT DONKI DCT IDOSI P901/A1 IKELA ⁵	A1 ²
	SIKOU DCT DONKI DCT EP-DOS L642	L642 ²
	SIKOU DCT ROCKY DCT NOMAN	A461/M501
	SIKOU DCT SABNO	A583
	SIKOU J104 CHALI DCT BEKOL	A461
	SIKOU J104 CHALI DCT KAPLI	G86 ²

Approval should be sought from ATS Supervisor for flights intended to operate into Hong Kong FIR on routes other than those contained in the table above.

- 1 For non-RNAV5 compliant or non-RVSM approved aircraft.
- 2 Restrictions for ATS Routes exist. For details refer to Jeppesen ATC-Chapter "Hong Kong P.R. of China - Rules and Procedures".
- 3 To operate between FL290 and FL410 aircraft must be RNAV5 compliant and RVSM approved.
- 4 Route available only during the period 1700-0059 UTC flight plan via G86 KAPLI during the period 0100-1659 UTC.
- 5 Route via P901 at FL290 or above or A1 at FL280 or below. To operate at FL290 or above aircraft must be RNP10 compliant.
- 6 Between 1700-2200 UTC, Taipei ACC only accept eastbound traffic entering the Taipei FIR via KAPLI to flights transiting Taipei FIR to Fukuoka FIR and routing via G581 IGURU only or destined for aerodromes in Taipei FIR.

CHINA

RULES OF OPERATIONS FOR THE FLEXIBLE USE OF THE SPECIFIED ENTRY/EXIT POINTS

GENERAL

These rules are developed with the intention to enhance the efficiency and safety of flexible use of the specified entry/exit point operations.

These rules are applied to the air transport operations, in which case the operator has a flexible choice for the specified entry/exit points listed below.

**SCHEDULED FLIGHT BETWEEN NORTH AMERICA AND CHINA
MAINLAND, HONG KONG, MACAO, SOUTH KOREA AND
SOUTHEAST ASIA**

- ARGUK (between China and Russia);
- MAGIT (between China and Russia);
- MORIT (between China and Mongolia);
- POLHO (between China and Mongolia);
- SADLI (AKARA - Fukue corridor);
- SAGAG (between China and Laos);
- SIMLI (between China and Russia);
- TAMOT;
- TEBAK (between China and Vietnam).

**SCHEDULED FLIGHT BETWEEN WEST ASIA, EUROPE AND CHINA
MAINLAND, HONG KONG, MACAO OR BEYOND THEM**

- ASSAD (between China and Vietnam);
- GOPTO (between China and Russia);
- KAMUD (between China and Kyrgyzstan);
- MORIT (between China and Mongolia);
- NIXAL (between China and Mongolia);
- RULAD (between China and Kazakhstan);
- SARIN (between China and Kazakhstan).

FLIGHT PLANNING

Air transport operator who intends to conduct flight operations by flexibly choosing the specified entry/exit points is requested to submit initial flight plan application prior to implementation according to relevant regulations. The application shall indicate flexible operation, the entry/exit points and the routes to be used.

Non-scheduled flight shall indicate one primary entry/exit point and not more than two alternative points.

CHINA

RULES OF OPERATIONS FOR THE FLEXIBLE USE OF THE SPECIFIED ENTRY/EXIT POINTS

Air transport operator who intends to conduct flight operations via Y1, Y2, L888 by choosing the specified entry/exit points among RULAD, KAMUD, SAGAG is requested to submit an independent flight plan application prior to implementation according to relevant regulations.

The approval procedure of initial flight plan application shall be applied according to the existing regulations. Once the initial flight plan application of a scheduled flight has got approved, the flight route within China FIRs must be implemented in accordance with that approved.

Aircraft operator or local ATS units shall submit flight plan not less than 2.5 hours prior to the Estimated Time of Departure. Local ATS units shall submit flight plan not less than 2 hours prior to the Estimated Time of Departure to Air Traffic Management Bureau of CAAC, ATC units concerned along the routes within China FIRs as well as the ACCs related to the alternative entry/exit points in the flight plan.

For the flight of conducting the flexible operation, within a time limit from 15 minutes prior to its entry into China FIRs, the aircraft operator or the air crew members shall inform the relevant ACC of the flights estimated flyover time and altitude at the entry/exit point, and obtain permission for its entry.

Once the flight plan message is transmitted, amendments are not allowed except for the special circumstances. If the amendments to the flight plan message are made for special reasons, a cancel message is to be sent. Aircraft cannot take off within 1 hour after a new flight plan message is transmitted. Once the aircraft takes off, the amendments to the flight plan are not allowed. The ATC units concerned can refuse to accept the flights without approval or failed to adhere to the flight plan and the operator shall be responsible for the consequences.

Flexible use of the flight routes within China FIRs that link the specified entry/exit points is determined by relevant unit of China, the aircraft operator shall organize and implement operation within the scope of approved initial flight plan.

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

CROSSING OF RUSSIA/CHINA FIR BOUNDARY

Khabarovsk/Shenyang

During transfer of control the minimum longitudinal separation interval between the aircraft flying along the same route at the same flight level shall be at least 10 minutes.

When operating eastbound flights along the airway B451, G705 (BISUN) Khabarovsk FIR boundary shall be crossed at flight levels established for flights in the airspace of the Russian Federation. A change of flight level shall be carried out in Shenyang FIR.

When operating westbound flights along the airway B451, G705 (BISUN) Shenyang FIR boundary shall be crossed at flight levels established for flights in the airspace of the People's Republic of China. A change of flight level shall be carried out in Khabarovsk FIR at 30km before crossing Shenyang FIR boundary.

Flight levels for westbound flights:

Khabarovsk FIR	Shenyang FIR
FL510 (15550m)	15500m (FL509)
FL430 (13100m)	13100m (FL430)
FL380 (11600m) RVSM	11600m (FL381) RVSM
FL340 (10350m) RVSM	10400m (FL341) RVSM
FL320 (9750m) RVSM	9200m (FL301) RVSM
FL180 (5500m)	6000m (FL197) ¹
FL160 (4900m)	5400m (FL177) ¹

¹ FL are used only for flights along airway B451

When operating eastbound flights along the airway G212, RNAV route N222, Khabarovsk FIR boundary shall be crossed via ARGUK at flight levels established for flights in the airspace of the Russian Federation. A change of flight level shall be carried out in Shenyang FIR.

When operating westbound flights along the airway B723, RNAV routes M151, T634, Shenyang FIR boundary shall be crossed via MAGIT at flight levels established for flights in the airspace of the People's Republic of China. A change of flight level shall be carried out in Khabarovsk FIR at 30km before crossing Shenyang FIR boundary.

Flight levels for westbound flights:

Khabarovsk FIR	Shenyang FIR
FL510 (15550m)	15500m (FL509)
FL470 (14350m)	14300m (FL469)
FL430 (13100m)	13100m (FL430)

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for westbound flights:	
FL400 (12200M) RVSM	12200m (FL401) RVSM
FL380 (11600m) RVSM	11600m (FL381) RVSM
FL360 (10950m) RVSM	11000m (FL361) RVSM
FL340 (10350m) RVSM	10400m (FL341) RVSM
FL320 (9750m) RVSM	9800m (FL321) RVSM
FL300 (9150m) RVSM	9200m (FL301) RVSM
FL280 (8550m)	8400m (FL276)
FL260 (7900m)	7800m (FL256) ¹
FL240 (7300m)	7200m (FL236) ¹
FL220 (6700m)	6600m (FL217) ¹
FL200 (6100m)	6000m (FL197) ¹
FL180 (5500m)	5400m (FL177) ¹

¹ FL are used only for flights along airway R723.

When operating flights along the airway G494, FIR boundary shall be crossed via SIMLI at flight levels established for flights in the airspace of the People's Republic of China. A change of flight level shall be carried out in Khabarovsk FIR at 30km before crossing Shenyang FIR boundary.

Flight levels for southbound flights:	
Khabarovsk FIR	Shenyang FIR
FL510 (15550m)	15500m (FL509)
FL470 (14350m)	14300m (FL469)
FL430 (13100m)	13100m (FL430)
FL400 (12200m) RVSM	12200m (FL401) RVSM
FL380 (11600m) RVSM	11600m (FL381) RVSM
FL360 (10950m) RVSM	11000m (FL361) RVSM
FL340 (10350m) RVSM	10400m (FL341) RVSM
FL320 (9750m) RVSM	9800m (FL321) RVSM
FL300 (9150m) RVSM	9200m (FL301) RVSM
FL280 (8550m)	8400m (FL276)
FL260 (7900m)	7800m (FL256)

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for southbound flights:

FL240 (7300m)	7200m (FL236)
FL220 (6700m)	6600m (FL217)
FL200 (6100m)	6000m (FL197)
FL180 (5500m)	5400m (FL177)
FL160 (4900m)	4800m (FL157)
FL140 (4250m)	4200m (FL138)
FL120 (3650m)	3600m (FL118)
FL100 (3050m)	3000m (FL98)
FL80 (2450m)	2400m (FL79)
FL60 (1850m)	1800m (FL59)

Flight levels for northbound flights:

Shenyang FIR	Khabarovsk FIR
16100m (FL529)	FL530 (16150m)
14900m (FL489)	FL490 (14950m)
13700m (FL449)	FL450 (13700m)
12500m (FL411) RVSM	FL410 (12500m) RVSM
11900m (FL391) RVSM	FL390 (11900m) RVSM
11300m (FL371) RVSM	FL370 (11300m) RVSM
10700m (FL351) RVSM	FL350 (10650m) RVSM
10100m (FL331) RVSM	FL330 (10050m) RVSM
9500m (FL311) RVSM	FL310 (9450m) RVSM
8900m (FL291) RVSM	FL290 (8850m) RVSM
8100m (FL266)	FL270 (8250m)
7500m (FL246)	FL250 (7600m)
6900m (FL226)	FL230 (7000m)
6300m (FL207)	FL210 (6400m)
5700m (FL187)	FL190 (5800m)
5100m (FL167)	FL170 (5200m)
4500m (FL148)	FL150 (4550m)

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for northbound flights:

3900m (FL128)	FL130 (3950m)
3300m (FL108)	FL110 (3350m)
2700m (FL89)	FL90 (2750m)
2100m (FL69)	FL70 (2150m)
1500m (FL49)	FL50 (1500m)

Novosibirsk/Urumqi

When operating flights along the airway B206, FIR boundary shall be crossed via GOPTO.

Portions of the designated ATS route extending for 75km from GOPTO to China and Russia are designated as transition zones. The aircraft must be in level flight for at least 75km up to reaching change-over point GOPTO.

During transfer of control the minimum longitudinal separation interval between the aircraft flying along the designated routes via GOPTO at the same flight level and in the same direction shall be at least 10 minutes.

Flight levels for eastbound flights:

Novosibirsk FIR	Urumqi FIR
FL390 (11900m) RVSM	11900m (FL391) RVSM
FL350 (10650m) RVSM	10700m (FL351) RVSM
FL310 (9450m) RVSM	9500m (FL311) RVSM

Flight levels for westbound flights:

Urumqi FIR	Novosibirsk FIR
11600m (FL381) RVSM	FL380 (11600m) RVSM
10400m (FL341) RVSM	FL340 (10350m) RVSM
9200m (FL301) RVSM	FL300 (9150m) RVSM

Chita/Hailar

When operating flights along the airways A810, G492, G495, FIR boundary shall be crossed via TELOK at flight levels established for flights in the airspace of the Russian Federation. A change of flight level shall be carried out in Hailar FIR.

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

CROSSING OF DPR OF KOREA/CHINA FIR BOUNDARY

Pyongyang/Shenyang

When operating westbound flights along the airways A345, and A575, Pyongyang FIR boundary shall be crossed via GOLOT at flight levels established for flights in the airspace of the People's Republic of China. A change of flight level shall be carried out in Pyongyang FIR at 10.8NM before crossing Pyongyang FIR boundary.

When operating eastbound flights along the airways A345 and A575, Shenyang FIR boundary shall be crossed via GOLOT at flight levels established for flights in the airspace of People's Republic of China. A change of flight level shall be carried out in Pyongyang FIR at 10.8NM after crossing Shenyang FIR boundary.

Flight levels for westbound flights:

Pyongyang FIR	Shenyang FIR
FL510 (15550m)	15500m (FL509)
FL470 (14350m)	14300m (FL469)
FL430 (13100m)	13100m (FL430)
FL400 (12200m) RVSM	12200m (FL401) RVSM
FL380 (11600m) RVSM	11600m (FL381) RVSM
FL360 (10950m) RVSM	11000m (FL361) RVSM
FL340 (10350m) RVSM	10400m (FL341) RVSM
FL320 (9750m) RVSM	9800m (FL321) RVSM
FL300 (9150m) RVSM	9200m (FL301) RVSM
FL280 (8550m)	8400m (FL276)
FL260 (7900m)	7800m (FL256)
FL240 (7300m)	7200m (FL236)
FL220 (6700m)	6600m (FL217)
FL200 (6100m)	6000m (FL197)
FL180 (5500m)	5400m (FL177)
FL160 (4900m)	4800m (FL157)
FL140 (4250m)	4200m (FL138)
FL120 (3650m)	3600m (FL118)
FL100 (3050m)	3000m (FL98)
FL80 (2450m)	2400m (FL79)

CHINA
FLIGHT LEVEL TRANSITION PROCEDURES

Flight levels for eastbound flights:

Shenyang FIR	Pyongyang FIR
14900m (FL489)	FL490 (14950m)
13700m (FL449)	FL450 (13700m)
12500m (FL411) RVSM	FL410 (12500m) RVSM
11900m (FL391) RVSM	FL390 (11900m) RVSM
11300m (FL371) RVSM	FL370 (11300m) RVSM
10700m (FL351) RVSM	FL350 (10650m) RVSM
10100m (FL331) RVSM	FL330 (10050m) RVSM
9500m (FL311) RVSM	FL310 (9450m) RVSM
8900m (FL291) RVSM	FL290 (8850m) RVSM
8100m (FL266)	FL270 (8250m)
7500m (FL246)	FL250 (7600m)
6900m (FL226)	FL230 (7000m)
6300m (FL207)	FL210 (6400m)
5700m (FL187)	FL190 (5800m)
5100m (FL167)	FL170 (5200m)
4500m (FL148)	FL150 (4550m)
3900m (FL128)	FL130 (3950m)
3300m (FL108)	FL110 (3350m)
2700m (FL89)	FL90 (2750m)

When operating northbound flights along the airway R224, Pyongyang FIR boundary shall be crossed via VASRO at flight levels established for flights in the airspace of the People's Republic of China. A change of flight level shall be carried out in Pyongyang FIR at 10.8NM before crossing Pyongyang FIR boundary.

When operating southbound bound flights along the airway R224, Shenyang FIR boundary shall be crossed via VASRO at flight levels established for flights in the airspace of People's Republic of China. A change of flight level shall be carried out in Pyongyang FIR at 10.8NM after crossing Shenyang FIR boundary.

Flight levels for northbound flights:

Pyongyang FIR	Shenyang FIR
FL510 (15550m)	15500m (FL509)

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for northbound flights:	
FL470 (14350m) ¹	14300m (FL469)
FL430 (13100m)	13100m (FL430)
FL400 (12200m) RVSM ¹	12200m (FL401) RVSM
FL380 (11600m) RVSM	11600m (FL381) RVSM
FL360 (10950m) RVSM ¹	11000m (FL361) RVSM
FL340 (10350m) RVSM	10400m (FL341) RVSM
FL320 (9750m) RVSM ¹	9800m (FL321) RVSM
FL300 (9150m) RVSM	9200m (FL301) RVSM
FL280 (8550m) ¹	8400m (FL276)
FL260 (7900m)	7800m (FL256)
FL240 (7300m)	7200m (FL236)
FL220 (6700m)	6600m (FL217)
FL200 (6100m)	6000m (FL197)
FL180 (5500m)	5400m (FL177)
FL160 (4900m)	4800m (FL157)
FL140 (4250m)	4200m (FL138)
FL120 (3650m)	3600m (FL118)
FL100 (3050m)	3000m (FL98)
FL80 (2450m)	2400m (FL79)

¹ Main FLs, other FLs available after getting permission from ATC.

Flight levels for southbound flights:	
Shenyang FIR	Pyongyang FIR
14900m (FL489)	FL490 (14950m) ¹
13700m (FL449)	FL450 (13700m)
12500m (FL411) RVSM	FL410 (12500m) RVSM
11900m (FL391) RVSM	FL390 (11900m) RVSM ¹
11300m (FL371) RVSM	FL370 (11300m) RVSM
10700m (FL351) RVSM	FL350 (10650m) RVSM ¹

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for southbound flights:

10100m (FL331) RVSM	FL330 (10050m) RVSM
9500m (FL311) RVSM	FL310 (9450m) RVSM ¹
8900m (FL291) RVSM	FL290 (8850m) RVSM
8100m (FL266)	FL270 (8250m) ¹
7500m (FL246)	FL250 (7600m)
6900m (FL226)	FL230 (7000m)
6300m (FL207)	FL210 (6400m)
5700m (FL187)	FL190 (5800m)
5100m (FL167)	FL170 (5200m)
4500m (FL148)	FL150 (4550m)
3900m (FL128)	FL130 (3950m)
3300m (FL108)	FL110 (3350m)
2700m (FL89)	FL90 (2750m)

¹ Main FLs, other FLs available after getting permission from ATC.

Pyongyang/Dalian

When operating westbound flights along the airway B332, Pyongyang FIR boundary shall be crossed via TOMUK at flight levels established for flights in the airspace of the People's Republic of China. A change of flight level shall be carried out in Pyongyang FIR at 10.8NM before crossing Pyongyang FIR boundary.

When operating eastbound flights along the airway B332, Shenyang FIR boundary shall be crossed via TOMUK at flight levels established for flights in the airspace of People's Republic of China. A change of flight level shall be carried out in Pyongyang FIR at 10.8NM after crossing Dalian FIR boundary.

Flight levels for westbound flights:

Pyongyang FIR	Dalian FIR
FL510 (15550m)	15500m (FL509)
FL470 (14350m)	14300m (FL469)
FL430 (13100m)	13100m (FL430)
FL400 (12200m) RVSM	12200m (FL401) RVSM
FL380 (11600m) RVSM	11600m (FL381) RVSM
FL360 (10950m) RVSM	11000m (FL361) RVSM

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for westbound flights:

FL340 (10350m) RVSM	10400m (FL341) RVSM
FL320 (9750m) RVSM	9800m (FL321) RVSM
FL300 (9150m) RVSM	9200m (FL301) RVSM
FL280 (8550m)	8400m (FL276)
FL260 (7900m)	7800m (FL256)
FL240 (7300m)	7200m (FL236)
FL220 (6700m)	6600m (FL217)
FL200 (6100m)	6000m (FL197)
FL180 (5500m)	5400m (FL177)
FL160 (4900m)	4800m (FL157)
FL140 (4250m)	4200m (FL138)
FL120 (3650m)	3600m (FL118)
FL100 (3050m)	3000m (FL98)
FL80 (2450m)	2400m (FL79)

Flight levels for eastbound flights:

Dalian FIR	Pyongyang FIR
14900m (FL489)	FL490 (14950m)
13700m (FL449)	FL450 (13700m)
12500m (FL411) RVSM	FL410 (12500m) RVSM
11900m (FL391) RVSM	FL390 (11900m) RVSM
11300m (FL371) RVSM	FL370 (11300m) RVSM
10700m (FL351) RVSM	FL350 (10650m) RVSM
10100m (FL331) RVSM	FL330 (10050m) RVSM
9500m (FL311) RVSM	FL310 (9450m) RVSM
8900m (FL291) RVSM	FL290 (8850m) RVSM
8100m (FL266)	FL270 (8250m)
7500m (FL246)	FL250 (7600m)
6900m (FL226)	FL230 (7000m)
6300m (FL207)	FL210 (6400m)

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for eastbound flights:

5700m (FL187)	FL190 (5800m)
5100m (FL167)	FL170 (5200m)
4500m (FL148)	FL150 (4550m)
3900m (FL128)	FL130 (3950m)
3300m (FL108)	FL110 (3350m)
2700m (FL89)	FL90 (2750m)

CROSSING OF RUSSIA/MONGOLIA FIR BOUNDARY

The aircraft operating flights along the airways A91, B161, B910, RNAV route N615 SULOK (G218, Y327 in Mongolia); A937, A938 BAMUK (A937 in Mongolia); A492, G917, R229, R372, R478 AMUTA (R372 in Mongolia) shall cross FIR boundary at flight levels established for flights in the airspace of the Russian Federation. A change of flight level shall be carried out in Ulaanbaatar FIR.

The minimum longitudinal separation interval between the aircraft flying along the same route at the same flight level shall be at least 10 minutes without using the ATS surveillance system and at least 30km with using the ATS surveillance system.

Flight levels for southbound flights:

Airways A91, B161, B910, N615 SULOK (G218, Y327 in Mongolia)

Chita FIR	Ulaanbaatar FIR
FL470 (14350m)	14300m (FL469)
FL430 (13100m)	13100m (FL430)
FL400 (12200m) RVSM	12200m (FL401) RVSM
FL380 (11600m) RVSM	11600m (FL381) RVSM
FL360 (10950m) RVSM	11000m (FL361) RVSM
FL340 (10350m) RVSM	10400m (FL341) RVSM
FL320 (9750m) RVSM	9800m (FL321) RVSM
FL300 (9150m) RVSM	9200m (FL301) RVSM
FL280 (8550m)	8400m (FL276)
FL260 (7900m)	7800m (FL256)
FL240 (7300m)	7200m (FL236)
FL220 (6600m)	6600m (FL217)

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for northbound flights:

Airways A91, B161, B910, N615 SULOK (G218, Y327 in Mongolia)

Ulaanbaatar FIR	Chita FIR
13700m (FL449)	FL450 (13700m)
12500m (FL411) RVSM	FL410 (12500m) RVSM
11900m (FL391) RVSM	FL390 (11900m) RVSM
11300m (FL371) RVSM	FL370 (11300m) RVSM
10700m (FL351) RVSM	FL350 (10650m) RVSM
10100m (FL331) RVSM	FL330 (10050m) RVSM
9500m (FL311) RVSM	FL310 (9450m) RVSM
8900m (FL291) RVSM	FL290 (8850m) RVSM
8100m (FL266)	FL270 (8250m)
7500m (FL246)	FL250 (7600m)
6900m (FL226)	FL230 (7000m)
6300m (FL207)	FL210 (6400m)

Flight levels for northbound flights:

Airways A492, G917, R229, R372, R478 AMUTA (R372 in Mongolia)

Ulaanbaatar FIR	Irkutsk FIR
14300m (FL469)	FL470 (14350m)
13100m (FL430)	FL430 (13100m)
12200m (FL401) RVSM	FL400 (12200m) RVSM
11600m (FL381) RVSM	FL380 (11600m) RVSM
11000m (FL361) RVSM	FL360 (10950m) RVSM
10400m (FL341) RVSM	FL340 (10350m) RVSM
9800m (FL321) RVSM	FL320 (9750m) RVSM
9200m (FL301) RVSM	FL300 (9150m) RVSM
8400m (FL276)	FL280 (8550m)

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for southbound flights:

Airways A937, A938 BAMUK (A937 in Mongolia)

Irkutsk FIR	Ulaanbaatar FIR
FL240 (7300m)	7200m (FL236)
FL220 (6600m)	6600m (FL217)

Flight levels for northbound flights:

Airways A937, A938 BAMUK (A937 in Mongolia)

Ulaanbaatar FIR	Irkutsk FIR
7500m (FL246)	FL250 (7600m)
6900m (FL226)	FL230 (7000m)

The aircraft operating only eastbound flights along the airways A308, R104 and along RNAV route P865 (A308 in Mongolia) shall cross FIR boundary via GINOM at flight levels established for flights in the airspace of the Russian Federation. A change of flight level shall be carried out in Ulaanbaatar FIR.

The minimum longitudinal separation interval between the aircraft flying along the same route at the same flight level shall be at least 10 minutes without using the ATS surveillance system and at least 30km with using the ATS surveillance system.

Flight levels for eastbound flights:

Airways A308, R104, P865 GINOM (A308 in Mongolia)

Krasnoyarsk FIR	Ulaanbaatar FIR
FL450 (13700m)	13700m (FL449)
FL410 (12500m) RVSM	12500m (FL411) RVSM
FL390 (11900m) RVSM	11900m (FL391) RVSM
FL370 (11300m) RVSM	11300m (FL371) RVSM
FL350 (10650m) RVSM	10700m (FL351) RVSM
FL330 (10050m) RVSM	10100m (FL331) RVSM
FL310 (9450m) RVSM	9500m (FL311) RVSM
FL290 (8850m) RVSM	8900m (FL291) RVSM
FL270 (8250m)	8100m (FL266)
FL250 (7600m)	7500m (FL246)

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for eastbound flights:

Airways A308, R104, P865 GINOM (A308 in Mongolia)

FL230 (7000m)	6900m (FL226)
FL210 (6400m)	6300m (FL207)

The aircraft operating flights along the airways A489, B330, B716, B951, G122, G808 and along RNAV routes P864, P983 (B330, B928 in Mongolia) shall cross FIR boundary via NIGOR at flight levels established for flights in the airspace of the Russian Federation. A change of flight level shall be carried out in Ulaanbaatar FIR.

The minimum longitudinal separation interval between the aircraft flying along the same route at the same flight level shall be at least 10 minutes without using the ATS surveillance system and at least 30km with using the ATS surveillance system.

Flight levels for eastbound flights:

Airways A489, B330, B716, B951, G122, G808, P864, P983 NIGOR (B330, B928 in Mongolia)

Krasnoyarsk FIR	Ulaanbaatar FIR
FL450 (13700m)	13700m (FL449)
FL410 (12500m) RVSM	12500m (FL411) RVSM
FL390 (11900m) RVSM	11900m (FL391) RVSM
FL370 (11300m) RVSM	11300m (FL371) RVSM
FL350 (10650m) RVSM	10700m (FL351) RVSM
FL330 (10050m) RVSM	10100m (FL331) RVSM
FL310 (9450m) RVSM	9500m (FL311) RVSM
FL290 (8850m) RVSM	8900m (FL291) RVSM
FL270 (8250m)	8100m (FL266)
FL250 (7600m)	7500m (FL246)

Flight levels for westbound flights:

Airways A489, B330, B716, B951, G122, G808, P864, P983 NIGOR (B330, B928 in Mongolia)

Ulaanbaatar FIR	Krasnoyarsk FIR
14300m (FL469)	FL470 (14350m)
13100m (FL430)	FL430 (13100m)
12200m (FL401) RVSM	FL400 (12200m) RVSM
11600m (FL381) RVSM	FL380 (11600m) RVSM

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for westbound flights:

Airways A489, B330, B716, B951, G122, G808, P864, P983 NIGOR (B330, B928 in Mongolia)

11000m (FL361) RVSM	FL360 (10950m) RVSM
10400m (FL341) RVSM	FL340 (10350m) RVSM
9800m (FL321) RVSM	FL320 (9750m) RVSM
9200m (FL301) RVSM	FL300 (9150m) RVSM
8400m (FL276)	FL280 (8550m)
7800m (FL256)	FL260 (7900m)
7200m (FL236)	FL240 (7300m)
6600m (FL217)	FL220 (6700m)
6000m (FL197)	FL200 (6100m)
5400m (FL177)	FL180 (5500m)
4800m (FL157)	FL160 (4900m)

The aircraft operating flights along the airways A809, A823, A935, G909, G910 LETBI (B480 in Mongolia); A310, A815, A822, G490, R497, RNAV route M153 SERNA (A310, B339, Y345, Y520 in Mongolia); A575, B715, P982 DARN0 (A575 in Mongolia) shall cross FIR boundary at flight levels established for flights in the airspace of Mongolia. A change of flight level shall be carried out in Krasnoyarsk FIR (DARN0), Irkutsk FIR (LETBI, SERNA) at 30km before crossing Ulaanbaatar FIR boundary.

The minimum longitudinal separation interval between the aircraft flying along the same route at the same flight level shall be at least 10 minutes without using the ATS surveillance system and at least 30km with using the ATS surveillance system.

Flight levels for southbound flights:

Airway A809, A823, A935, G909, G910 LETBI (B480 in Mongolia)

Irkutsk FIR	Ulaanbaatar FIR
FL450 (13700m)	13700m (FL449)
FL410 (12500m) RVSM	12500m (FL411) RVSM
FL390 (11900m) RVSM	11900m (FL391) RVSM
FL370 (11300m) RVSM	11300m (FL371) RVSM
FL350 (10650m) RVSM	10700m (FL351) RVSM
FL330 (10050m) RVSM	10100m (FL331) RVSM
FL310 (9450m) RVSM	9500m (FL311) RVSM

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for southbound flights:

Airway A809, A823, A935, G909, G910 LETBI (B480 in Mongolia)

FL290 (8850m) RVSM	8900m (FL291) RVSM
FL270 (8250m)	8100m (FL266)
FL250 (7600m)	7500m (FL246)

Flight levels for northbound flights:

Airway A809, A823, A935, G909, G910 LETBI (B480 in Mongolia)

Ulaanbaatar FIR	Irkutsk FIR
14300m (FL469)	FL470 (14350m)
13100m (FL430)	FL430 (13100m)
12200m (FL401) RVSM	FL400 (12200m) RVSM
11600m (FL381) RVSM	FL380 (11600m) RVSM
11000m (FL361) RVSM	FL360 (10950m) RVSM
10400m (FL341) RVSM	FL340 (10350m) RVSM
9800m (FL321) RVSM	FL320 (9750m) RVSM
9200m (FL301) RVSM	FL300 (9150m) RVSM
8400m (FL276)	FL280 (8550m)
7800m (FL256)	FL260 (7900m)

Flight levels for southbound flights:

Airways A310, A815, A822, G490, R497, M153 SERNA (A310, B339, Y345, Y520 in Mongolia)

IrkutskFIR	Ulaanbaatar FIR
FL450 (13700m)	13700m (FL449)
FL410 (12500m) RVSM	12500m (FL411) RVSM
FL390 (11900m) RVSM	11900m (FL391) RVSM
FL370 (11300m) RVSM	11300m (FL371) RVSM
FL350 (10650m) RVSM	10700m (FL351) RVSM
FL330 (10050m) RVSM	10100m (FL331) RVSM
FL310 (9450m) RVSM	9500m (FL311) RVSM
FL290 (8850m) RVSM	8900m (FL291) RVSM

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for southbound flights:

Airways A310, A815, A822, G490, R497, M153 SERNA (A310, B339, Y345, Y520 in Mongolia)

FL270 (8250m)	8100m (FL266)
FL250 (7600m)	7500m (FL246)
FL230 (7000m)	6900m (FL226)
FL210 (6400m)	6300m (FL207)

Flight levels for northbound flights:

Airways A310, A815, A822, G490, R497, M153 SERNA (A310, B339, Y345, Y520 in Mongolia)

Ulaanbaatar FIR	Irkutsk FIR
14300m (FL469)	FL470 (14350m)
13100m (FL430)	FL430 (13100m)
12200m (FL401) RVSM	FL400 (12200m) RVSM
11600m (FL381) RVSM	FL380 (11600m) RVSM
11000m (FL361) RVSM	FL360 (10950m) RVSM
10400m (FL341) RVSM	FL340 (10350m) RVSM
9800m (FL321) RVSM	FL320 (9750m) RVSM
9200m (FL301) RVSM	FL300 (9150m) RVSM
8400m (FL276)	FL280 (8550m)
7800m (FL256)	FL260 (7900m)
7200m (FL236)	FL240 (7300m)
6600m (FL217)	FL220 (6700m)

Flight levels for eastbound flights:

Airways A575, B715, P982 DARNO (A575 in Mongolia)

Krasnoyarsk FIR	Ulaanbaatar FIR
FL530 (16150m)	16100m (FL529)
FL490 (14950m)	14900m (FL489)
FL450 (13700m)	13700m (FL449)
FL410 (12500m) RVSM	12500m (FL411) RVSM

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for eastbound flights:

Airways A575, B715, P982 DARNO (A575 in Mongolia)

FL390 (11900m) RVSM	11900m (FL391) RVSM
FL370 (11300m) RVSM	11300m (FL371) RVSM
FL350 (10650m) RVSM	10700m (FL351) RVSM
FL330 (10050m) RVSM	10100m (FL331) RVSM
FL310 (9450m) RVSM	9500m (FL311) RVSM
FL290 (8850m) RVSM	8900m (FL291) RVSM
FL270 (8250m)	8100m (FL266)
FL250 (7600m)	7500m (FL246)
FL230 (7000m)	6900m (FL226)
FL210 (6400m)	6300m (FL207)

Flight levels for westbound flights:

Airways A575, B715, P982 DARNO (A575 in Mongolia)

Ulaanbaatar FIR	Krasnoyarsk FIR
14300m (FL469)	FL470 (14350m)
13100m (FL430)	FL430 (13100m)
12200m (FL401) RVSM	FL400 (12200m) RVSM
11600m (FL381) RVSM	FL380 (11600m) RVSM
11000m (FL361) RVSM	FL360 (10950m) RVSM
10400m (FL341) RVSM	FL340 (10350m) RVSM
9800m (FL321) RVSM	FL320 (9750m) RVSM
9200m (FL301) RVSM	FL300 (9150m) RVSM
8400m (FL276)	FL280 (8550m)
7800m (FL256)	FL260 (7900m)
7200m (FL236)	FL240 (7300m)
6600m (FL217)	FL220 (6700m)

The aircraft operating flights along the airway R366 NOPUS (R366, G230 in Mongolia) shall cross FIR boundary at flight levels established for flights in the airspace of the Russian Federation. A change of flight level shall be carried out in Ulaanbaatar FIR.

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

The minimum longitudinal separation interval between the aircraft flying along the same route at the same flight level shall be at least 10 minutes.

Flight levels for eastbound flights:	
Airways R366 NOPUS (R366, G230 in Mongolia)	
Novosibirsk FIR	Ulaanbaatar FIR
FL450 (13700m)	13700m (FL449)
FL410 (12500m) RVSM	12500m (FL411) RVSM
FL390 (11900m) RVSM	11900m (FL391) RVSM
FL370 (11300m) RVSM	11300m (FL371) RVSM
FL350 (10650m) RVSM	10700m (FL351) RVSM
FL330 (10050m) RVSM	10100m (FL331) RVSM
FL310 (9450m) RVSM	9500m (FL311) RVSM
FL290 (8850m) RVSM	8900m (FL291) RVSM
FL270 (8250m)	8100m (FL266)
FL250 (7600m)	7500m (FL246)
FL230 (7000m)	6900m (FL226)
FL210 (6400m)	6300m (FL207)
FL190 (5800m)	5700m (FL187)

Flight levels for westbound flights:	
Airways R366 NOPUS (R366, G230) in Mongolia	
Ulaanbaatar FIR	Novosibirsk FIR
14300m (FL469)	FL470 (14350m)
13100m (FL430)	FL430 (13100m)
12200m (FL401) RVSM	FL400 (12200m) RVSM
11600m (FL381) RVSM	FL380 (11600m) RVSM
11000m (FL361) RVSM	FL360 (10950m) RVSM
10400m (FL341) RVSM	FL340 (10350m) RVSM
9800m (FL321) RVSM	FL320 (9750m) RVSM
9200m (FL301) RVSM	FL300 (9150m) RVSM
8400m (FL276)	FL280 (8550m)

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for westbound flights:

Airways R366 NOPUS (R366, G230) in Mongolia

7800m (FL256)	FL260 (7900m)
7200m (FL236)	FL240 (7300m)
6600m (FL217)	FL220 (6600m)
6000m (FL197)	FL200 (6100m)

CROSSING OF CHINA/KAZAKHSTAN FIR BOUNDARY

Aircraft operating flights between Kazakhstan and China should cross the state border at waypoints RULAD and SARIN at flight levels used in China. The change of flight level should be made within Kazakhstan airspace by ATC instructions on following airways:

- A124, between BARUR and LAGUK
- A360, between GASBU and BERTO
- A368, between TOLKI and AGUSA
- B142, between GASBU and BERTO
- G155, between BURID and GILAK
- G270, between BASPI and BERTO

or other airway segments as instructed by ATC, but in any case not closer than 30km to the state border.

CROSSING OF CHINA/PAKISTAN FIR BOUNDARY

Urumqi/Lahore

Aircraft maintaining flight level 9800m, 10400m, 11000m, 11600m, 12200m from China to Pakistan after passing PURPA shall automatically descend to and maintain FL320, FL340, FL360, FL380, FL400 before Gilgit NDB irrespective of establishing radio contact with Lahore ACC.

Aircraft performing northbound flights along the airways G325, B215 (PURPA) shall change the flight level in Urumqi FIR on segment not less than 10 minutes after Urumqi FIR boundary. The boundary shall be crossed in level flight at flight levels established in the airspace of Pakistan.

Flight levels for northbound flights:

Lahore FIR	Urumqi FIR
41000ft	12500m (FL411)
39000ft	11900m (FL391)
35000ft	10700m (FL351)
33000ft	10100m (FL331)

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

CROSSING OF CHINA/MYANMAR FIR BOUNDARY

Kunming/Yangon

Aircraft performing eastbound flights along the airway A599 (LINSO) shall change the flight level in Kunming FIR on segment between 75km and 25km before crossing GULOT. The boundary shall be crossed in level flight at flight levels established in the airspace of Myanmar.

Flight levels for eastbound flights:	
Yangon FIR	Kunming FIR
45000ft	13700m (FL449)
41000ft	12500m (FL411)
39000ft	11900m (FL391)
37000ft	11300m (FL371)
35000ft	10700m (FL351)
33000ft	10100m (FL331)
31000ft	9500m (FL311)
29000ft	8900m (FL291)

Aircraft performing westbound flights along the airway A599 (LINSO) shall change the flight level in Kunming FIR on segment between 75km and 25km after crossing GULOT. The boundary shall be crossed in level flight at flight levels established in the airspace of Myanmar.

Flight levels for westbound flights:	
Kunming FIR	Yangon FIR
13100m (FL430)	43000ft
12200m (FL401)	40000ft
11600m (FL381)	38000ft
11000m (FL361)	36000ft
10400m (FL341)	34000ft
9800m (FL321)	32000ft
9200m (FL301)	30000ft
8400m (FL276)	28000ft

CHINA
FLIGHT LEVEL TRANSITION PROCEDURES

CROSSING OF CHINA/LAOS FIR BOUNDARY

Kunming/Vientiane

Aircraft performing northbound flights along the airway A581 (SAGAG) shall change the flight level in Kunming FIR on segment between 75km and 25km before crossing ELASU. The boundary shall be crossed in level flight at flight levels established in the airspace of Laos.

Flight levels for northbound flights:	
Vientiane FIR	Kunming FIR
49000ft	14900m (FL489)
41000ft	12500m (FL411)
39000ft	11900m (FL391)
37000ft	11300m (FL371)
35000ft	10700m (FL351)
33000ft	10100m (FL331)
31000ft	9500m (FL311)
29000ft	8900m (FL291)
27000ft	8100m (FL266)
11000ft	3300m (FL108)

Aircraft performing southbound flights along the airway A581 (SAGAG) shall change the flight level in Kunming FIR on segment between 25km and 75km after crossing ELASU. The boundary shall be crossed in level flight at flight levels established in the airspace of Laos.

Flight levels for southbound flights:	
Kunming FIR	Vientiane FIR
15500m (FL509)	51000ft
12200m (FL401)	40000ft
11600m (FL381)	38000ft
11000m (FL361)	36000ft
10400m (FL341)	34000ft
9800m (FL321)	32000ft
9200m (FL301)	30000ft

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for southbound flights:

8400m (FL276)	28000ft
3600m (FL118)	12000ft

CROSSING OF CHINA/VIETNAM CTA/FIR BOUNDARY

Kunming/Hanoi

Aircraft performing northbound flights along the airway R471 (KATBO) shall change the flight level in Kunming FIR on segment not more than 75km after crossing KATBO. The boundary shall be crossed in level flight at flight levels established in the airspace of Vietnam.

Flight levels for northbound flights:

Hanoi FIR	Kunming FIR
34000ft	10400m (FL341)

Aircraft performing southbound flights along the airway R471 (KATBO) shall change the flight level in Kunming FIR on segment not more than 75km before crossing KATBO. The boundary shall be crossed in level flight at flight levels established in the airspace of Vietnam.

Flight levels for southbound flights:

Kunming FIR	Hanoi FIR
10100m (FL331)	33000ft

Nanning/Hanoi

Aircraft performing flights along the airway R474 (TEBAK) have to execute level changes from ICAO to PR of China cruising level system and vice versa between TEBAK and 80km after TEBAK within Nanning CTA. Cruising levels available westbound: FL200, FL220, FL240, FL260, FL280, FL300, FL320, FL360, FL380, FL400; eastbound: FL230, FL250, FL270, FL290, FL310, FL330, FL350, FL370, FL390, FL410.

CROSSING OF CHINA/REP OF KOREA CTA/FIR BOUNDARY

Dalian/Incheon

Aircraft performing westbound flights along the airway G597 (AGAVO) shall change the flight level in Incheon FIR on segment between NOPIK and AGAVO. The boundary shall be crossed in level flight at flight levels established in the airspace of China.

Flight levels for westbound flights:

Incheon FIR	Dalian CTA
40000ft	12200m (FL401)

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

Flight levels for westbound flights:	
38000ft	11600m (FL381)
36000ft	11000m (FL361)
34000ft	10400m (FL341)
32000ft	9800m (FL321)
30000ft	9200m (FL301)
28000ft	8400m (FL276)
26000ft	7800m (FL256)
24000ft	7200m (FL236)
22000ft	6600m (FL217)

Aircraft performing eastbound flights along the airway Y644 (AGAVO) shall change the flight level in Incheon FIR on segment between AGAVO and BELTU. The boundary shall be crossed in level flight at flight levels established in the airspace of China.

Flight levels for eastbound flights:	
Dalian CTA	Incheon FIR
12500m (FL411)	41000ft
11900m (FL391)	39000ft
11300m (FL371)	37000ft
10700m (FL351)	35000ft
10100m (FL331)	33000ft
9500m (FL311)	31000ft
8900m (FL291)	29000ft
8100m (FL266)	27000ft
7500m (FL246)	25000ft
6900m (FL227)	23000ft

CROSSING OF KYRGYZ REPUBLIC/CHINA FIR BOUNDARY

When operating flights on airways B351, L147, L728 and L141, the FIR boundary shall be crossed via KAMUD at flight levels established for flights within the airspace of People's Republic of China.

A change of flight level shall be carried out on segment not less than 30km in Bishkek FIR by the ATC controller's instruction as follows:

**CHINA
FLIGHT LEVEL TRANSITION PROCEDURES**

- for westbound flights - after crossing boundary of Urumqi FIR;
- for eastbound flights - before crossing boundary of Urumqi FIR.

The rate of climb or descent to the assigned altitude shall not be less than 500ft/min or 2.5 m/sec unless otherwise instructed by ATC.

Flight levels for westbound flights:

Urumqi FIR	Bishkek FIR
13100m (FL430)	FL430 (13100m)
12200m (FL401)	FL400 (12200m)
11600m (FL381)	FL380 (11600m)
11000m (FL361)	FL360 (10950m)
10400m (FL341)	FL340 (10350m)
9800m (FL321)	FL320 (9750m)
9200m (FL301)	FL300 (9150m)

Flight levels for eastbound flights:

Bishkek FIR	Urumqi FIR
FL410 (12500m)	12500m (FL411)
FL390 (11900m)	11900m (FL391)
FL370 (11300m)	11300m (FL371)
FL350 (10650m)	10700m (FL351)
FL330 (10050m)	10100m (FL331)
FL310 (9450m)	9500m (FL311)
FL290 (8850m)	8900m (FL291)

CROSSING OF CHINA/TAIWAN FIR BOUNDARY

Execute level changes from PR of China to Taiwan cruising level system and vice versa on R596 between OKATO and 5NM west of SULEM.



Radio Aids



Radio Aids

Radio Data - Eastern Europe

ARMENIA

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Andranik	AND	1220.0	H	W	N39 49.8	E044 59.5	E005	
Erebuni (Yerevan)	ER	496.0	H	M	N40 08.8	E044 28.9	E005	
Erebuni (Yerevan)	FH	465.0	H	M	N40 03.6	E044 23.0	E005	
Gyumri	GRM	113.4	V D H W		N40 43.8	E043 50.8	E005	
Zvartnots	ZVR	112.3	V D U W		N40 08.8	E044 20.3	E005	
Gyumri (Shirak)	IGM	110.3	LOC		RWY 02		E005	
			OM		N40 42.2	E043 49.9		
Yerevan (Erebuni)	YN	580.0	LO		N40 05.6	E044 26.5	E005	
Yerevan (Zvartnots)	IZR	108.1	LOC		RWY 09		E005	

AZERBAIJAN

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Baku	BAK	115.0	V D H W	N40 25.2	E050 03.8	E006	
Gabala	QBL	112.5	V D H W	N40 49.9	E047 43.1	E006	
Ganja	GND	115.8	V D H	N40 45.2	E046 17.7	E006	1100
Nakhchivan	NAX	116.5	V D H W	N39 12.1	E045 26.5	E006	2900
Nakhchivan	NO	493.0	H L W	N39 09.9	E045 29.2	E006	
Nakhchivan	NT	456.0	H H	N39 13.6	E045 24.9	E006	
Zagatala	US	600.0	H L W	N41 35.0	E046 39.4	E006	
Zagatala	ZAQ	114.1	V D H	N41 33.2	E046 40.2	E006	1271
Baku (Heydar Aliyev Intl)	IBI	109.5	LOC	RWY 16		E006	
	IBU	110.5	LOC	RWY 17		E006	
	IBN	111.7	LOC	RWY 34		E006	
	IBA	109.3	LOC	RWY 35		E006	
Gabala	IQL	111.9	LOC	RWY 16		E006	
	IQR	110.3	LOC	RWY 34		E006	
Ganja	IGL	111.3	LOC	RWY 12		E006	
	IGR	110.9	LOC	RWY 30		E006	
Lenkoran	ILM	109.9	LOC	RWY 33		E005	
Nakhchivan	INT	109.5	LOC	RWY 14L		E006	
			OM	N39 13.6	E045 24.9		
	INR	111.7	LOC	RWY 14R		E006	
			OM	N39 13.6	E045 24.9		
	INL	111.1	LOC	RWY 32L		E006	
	INO	109.1	LOC	RWY 32R		E006	
Zagatala	IZK	109.1	LOC	RWY 33		E006	

BELARUS

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Brest	BRT	113.75	V D H	N52 06.6	E023 53.3	E007	500
Dashki	DSK	114.25	D L	N54 14.8	E027 28.8		1200
Hlybokaje	GLB	114.75	V D H W	N55 09.1	E027 40.2	E008	591
Homiel	GOL	113.1	V D H W	N52 32.0	E030 59.8	E008	500
Hrodna	GP	452.0	H L W	N53 39.0	E024 03.0	E007	
Hrodna	GRD	115.75	V D H W	N53 36.5	E024 03.4	E007	
Hrodna	WF	452.0	H L W	N53 33.2	E024 03.4	E007	
Khatzezhyna	KTZ	115.45	D L	N53 54.9	E027 16.9		1100
Mahiliou	MGL	116.75	V D H W	N53 57.2	E030 05.7	E008	
Mazyr	MZR	116.45	D L	N52 02.2	E029 11.5		700
Minsk-2	MNS	113.6	V D H W	N53 53.1	E028 01.2	E008	700
Pinsk	PNK	113.4	V D H W	N52 09.2	E026 07.8	E006	492
Ravanichskaya Slabada	RVS	113.35	D L	N53 54.9	E028 34.7		800
Viciebsk	UU	524.0	H L W	N55 09.0	E030 25.6	E008	
Viciebsk	VTB	112.7	V D H W	N55 07.7	E030 21.6	E008	700
Zviazda	ZVD	115.05	D L	N53 33.4	E028 07.8		800
Brest	BY	985.0	LO	N52 05.4	E023 57.8	E007	
	IBY	110.3	LOC	RWY 29		E007	
			OM	N52 05.4	E023 57.8		
Homiel	GM	247.0	LOM	N52 32.6	E030 56.7	E008	
	IGM	109.3	LOC	RWY 10		E008	
	MV	247.0	LOM	N52 30.7	E031 04.8	E008	
	IMV	108.7	LOC	RWY 28		E008	
Hrodna	IGP	109.5	LOC	RWY 17		E007	
			OM	N53 39.0	E024 03.0		
Mahiliou	UF	485.0	LO	N53 59.3	E030 02.6	E008	
	IUF	111.1	LOC	RWY 13		E008	
Minsk (Minsk-2)	GH	635.0	LO	N53 50.6	E028 05.3	E008	
	VX	635.0	LO	N53 55.3	E027 58.4	E008	
	IMDL	110.7	LOC	RWY 13L		E008	

BELARUS

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
	IVX	108.9	LOC	RWY 13R	E008	
			OM	N53 55.3 E027 58.4		
	IGH	109.7	LOC	RWY 31L	E008	
			OM	N53 50.6 E028 05.3		
	IMN	110.1	LOC	RWY 31R	E008	
Viciebsk	IUU	111.9	LOC	RWY 23	E008	
			OM	N55 09.0 E030 25.6		

BULGARIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Bailovo	BLO	117.5	V D H		N42 40.0 E023 48.8	E005	3100
Bozhourishte	BOZ	312.0	H M		N42 46.2 E023 11.5	E005	
Burgas	BGS	112.0	V D H W		N42 35.2 E027 32.3	E005	200
Devnya	DWN	350.0	H W		N43 15.0 E027 39.3	E005	
Emona	EMO	113.65	D H		N42 45.2 E027 45.5		1800
Golyama	GOL	114.1	V D H W		N43 05.7 E024 13.2	E005	1400
Gorna	GRN	115.55	V D H W		N43 09.2 E025 42.7	E005	300
Kalotina	KAL	117.55	D H		N42 57.0 E022 52.5		3200
Plovdiv	PD	537.0	H L		N42 03.3 E024 52.4	E005	
Plovdiv	PDV	114.9	V D H		N42 03.2 E024 52.6	E005	600
Rozhen	ROZ	115.15	D H		N41 41.9 E024 44.3		5900
Sofia	SOF	112.6	V D H		N42 41.9 E023 23.4	E005	1772
Vakarel	WAK	490.0	H M W		N42 34.5 E023 42.3	E005	
Varbitsa	VRB	114.55	D H		N42 55.6 E026 40.1		3200
Varna	WRN	112.4	V D H W		N43 13.9 E027 49.0	E005	200
Vitosha	VIT	113.45	D H		N42 33.9 E023 17.4		7500
Burgas	IBG	110.3	LOC		RWY 22	E005	
Gorna Oryahovitsa	GNA	284.0	LO		N43 09.7 E025 36.8	E005	
Plovdiv	IPD	109.9	LOC		RWY 30	E005	
			OM		N42 02.3 E024 54.2		
Sofia	ISL	110.7	LOC		RWY 09	E005	
	ISF	109.5	LOC		RWY 27	E005	
Varna	IWN	109.9	LOC		RWY 09	E005	

CZECHIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Brno	BNO	114.45	V D H	N49 09.0	E016 41.6	E004	800
Caslav	CF	345.5	H L	N49 54.2	E015 26.0	E004	
Cheb	OKG	115.7	V D H W	N50 03.9	E012 24.3	E003	1600
Desna	OKF	113.15	V D H W	N48 58.2	E015 32.7	E003	1600
Frydlant	OKX	114.85	V D H W	N50 54.2	E015 01.9	E003	1300
Kbely	KD	300.0	H L W	N50 09.2	E014 38.2	E004	
Kunovice	KNE	434.0	H L W	N49 02.8	E017 27.1	E004	
Maslovice (Vodochody)	V	416.0	H L W	N50 13.2	E014 22.5	E004	
Nada (Ostrava)	N	258.0	H L W	N49 42.8	E018 08.3	E004	844
Namest	LA	514.5	H L	N49 08.2	E016 10.8	E004	
Namest	XU	563.0	H L	N49 11.8	E016 04.0	E004	
Neratovice	NER	112.25	V D H W	N50 22.0	E014 37.3	E004	
Ostrava	OTA	117.45	V D H W	N49 41.8	E018 06.5	E004	850
Pardubice	P	888.0	H M W	N50 00.7	E015 46.2	E003	800
Pardubice	PK	432.0	H M W	N50 00.7	E015 48.8	E004	800
Pisek	PSK	117.6	D U	N49 47.1	E014 02.1		2300
Prague	OKL	112.6	V D H W	N50 05.8	E014 15.9	E004	1230
Rada (Ostrava)	R	534.0	H L W	N49 40.8	E018 05.0	E004	844
Revnice	RVC	114.65	D L	N50 11.2	E013 47.5		1696
Vlasim	VLM	114.3	V D H	N49 42.3	E015 04.0	E004	1500
Vozice	VOZ	116.95	V D H W	N49 31.9	E014 52.5	E003	2200
Vrata (Karlovy Vary)	L	365.0	H L W	N50 11.7	E012 56.5	E004	1989
Brno (Turany)	BO	111.5	LOC	RWY 27		E004	
Caslav	CF	111.75	LOC	RWY 31		E004	
			OM	N49 54.2	E015 26.0		
Karlovy Vary	KVY	111.55	LOC	RWY 29		E004	
Kbely	KD	108.35	LOC	RWY 24		E004	
			OM	N50 09.2	E014 38.2		
Kunovice	KUN	416.0	LO	N49 06.8	E017 30.1	E004	
Namest	LA	111.35	LOC	RWY 31		E004	

CZECHIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
			OM	N49 08.2 E016 10.8		
Ostrava (Mosnov)	OSV	110.95	LOC	RWY 22	E004	
Pardubice	PK	109.35	LOC	RWY 27	E004	
			OM	N50 00.7 E015 48.8		
Prague (Ruzyne)	PH	111.15	LOC	RWY 06	E004	
	PA	109.95	LOC	RWY 12	E004	
	PR	109.1	LOC	RWY 24	E004	
	PG	109.5	LOC	RWY 30	E004	
Prague (Vodochody)	VO	110.75	LOC	RWY 28	E004	
Prerov	CK	110.15	LOC	RWY 06	E003	

ESTONIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Amari	AMI	116.5	V T H W	N59 16.0 E024 14.8	E008	100
Kardla	KRD	117.6	D L	N58 59.5 E022 49.9		100
Kardla	O	386.0	H M W	N58 58.8 E022 50.7	E007	18
Kardla	OZ	317.0	H M W	N58 57.4 E022 52.3	E007	
Tallinn	TLL	112.2	V D H W	N59 24.7 E024 50.3	E008	
Tartu	UM	397.0	H H W	N58 18.5 E026 46.1	E010	219
Vohma	VI	114.9	D U	N58 39.4 E025 34.5		300
Amari	IAM	108.7	LOC	RWY 06	E008	
	IGO	108.7	LOC	RWY 24	E008	
Kuessaare	IWA	109.9	LOC	RWY 17	E007	
Tallinn (Lennart Meri)	IIB	108.3	LOC	RWY 08	E008	
	ILK	109.3	LOC	RWY 26	E008	
Tartu	IUM	108.5	LOC	RWY 26	E010	

GEORGIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Ali	BT	353.0	H W	N42 05.4	E043 39.0	E007	
Bakuriani	BKU	110.6	D H	N41 41.7	E043 32.6		9000
Batumi	BTM	108.4	D H	N41 36.4	E041 36.1		100
Batumi	LU	430.0	H W	N41 36.1	E041 36.8	E005	121
Gudauri	GUD	110.8	D H	N42 29.5	E044 29.8		8900
Kutaisi	KTS	113.6	V D H W	N42 10.5	E042 29.1	E006	200
Kutaisi	UY	842.0	H H W	N42 11.1	E042 32.6	E005	
Mukhrani	DF	520.0	H W	N41 55.0	E044 33.9	E007	
Poti	PTI	111.0	D H	N42 09.7	E041 41.8		100
Tbilisi	TBS	113.7	V D H W	N41 40.2	E044 56.8	E005	1700
Tsnori	TSN	108.6	D H	N41 37.8	E046 00.9		800
Batumi	ILU	110.3	LOC	RWY 13		E005	
Kutaisi (Kopitnari)	IKS	110.1	LOC	RWY 07		E006	
	IKO	108.7	LOC	RWY 25		E006	
Tbilisi	NA	211.0	LO	N41 38.0	E044 59.8	E005	
	VP	342.0	LO	N41 42.8	E044 53.7	E005	
	IVP	110.3	LOC	RWY 13R		E005	
			OM	N41 42.8	E044 53.7		
	INA	108.9	LOC	RWY 31L		E005	
			OM	N41 38.0	E044 59.8		

HUNGARY

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Bekes	BKS	115.8	V D H	N46 48.0	E021 04.4	E004	302
Budapest	BDA	343.0	H L W	N47 27.3	E019 12.6	E004	
Budapest	BDF	335.0	H L W	N47 27.1	E019 14.8	E004	
Budapest	BUD	117.3	V D H W	N47 27.0	E019 15.0	E004	
Budapest	BUF	381.0	H L W	N47 25.0	E019 18.2	E004	
Bugac	BUG	113.4	V D H W	N46 40.7	E019 40.9	E004	407
Gyor	GYR	115.1	V D H	N47 39.5	E017 43.5	E003	512
Jaszbereny	JBR	517.0	H W	N47 29.6	E019 53.7	E004	830
Kecskemet	KET	114.15	V D H W	N46 55.1	E019 45.1	E004	399
Monor	MNR	112.5	V D H	N47 20.1	E019 24.3	E004	463
Nyiregyhaza	NYR	116.1	V D U	N47 59.5	E021 41.6	E005	
Papa	PCT	114.75	V D H	N47 22.0	E017 30.1	E004	500
Pogany (Pecs)	PP	412.0	H L W	N46 00.4	E018 14.0	E003	650
Pusztaszabolcs	PTB	117.1	V D H	N47 09.1	E018 44.5	E004	430
Sagvar	SVR	117.7	V D H W	N46 49.7	E018 07.1	E004	499
Sajohidveg	SAG	114.4	V D H W	N48 00.5	E020 59.8	E004	371
Sarmellek	SME	113.2	D L	N46 39.9	E017 10.0		453
Sarmellek	SME	436.0	H L W	N46 39.9	E017 10.0	E003	408
Szeged	SEG	113.8	D T	N46 14.4	E020 05.4		266
Tapiasap	TPS	115.9	V D H	N47 29.6	E019 26.8	E004	833
Budapest (Liszt Ferenc Intl)	BPL	109.15	LOC	RWY 13L		E004	
	FER	110.5	LOC	RWY 13R		E004	
	FHL	111.5	LOC	RWY 31L		E004	
	BPR	109.5	LOC	RWY 31R		E004	
Debrecen (Debrecen Intl)	DCN	110.1	LOC	RWY 04R		E005	
Gyor-Per	GPR	111.35	LOC	RWY 30		E003	
Heviz (Balaton)	SMK	108.75	LOC	RWY 16		E003	
Kecskemet	NT	313.0	LO	N46 56.7	E019 41.2	E004	

HUNGARY

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
	TN	313.0	LO	N46 53.5	E019 48.4	E004	
	KEW	109.95	LOC	RWY 12		E004	
			OM	N46 56.7	E019 41.2		
	KEE	109.95	LOC	RWY 30		E004	
			OM	N46 53.5	E019 48.4		
Papa	CP	318.0	LO	N47 24.4	E017 28.7	E004	
	PC	318.0	LO	N47 19.1	E017 31.5	E004	
	PCN	108.55	LOC	RWY 16		E004	
			OM	N47 24.4	E017 28.7		
	PCD	108.55	LOC	RWY 34		E004	
			OM	N47 19.1	E017 31.5		
Pecs (Pogany)	PCS	108.35	LOC	RWY 34		E003	
Szolnok	AO	282.0	LO	N47 04.9	E020 12.7	E004	
	OA	282.0	LO	N47 09.8	E020 15.5	E004	

KAZAKHSTAN

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Aktau	AKT	113.3	V D H W	N43 52.3	E051 03.9	E007	100
Aktobe	AKB	113.4	V D H W	N50 15.8	E057 10.9	E010	700
Almaty	ATA	116.4	V D H	N43 22.6	E077 05.0	E005	2300
Arkalyk	ARK	113.0	V D H W	N50 19.1	E067 01.3	E010	1300
Atyrau	ATR	112.3	V D H W	N47 08.6	E051 48.1	E009	1
Ayaguz	AGZ	113.6	V D H W	N47 55.9	E080 27.0	E006	2200
Balkhash	B	925.0	H L W	N46 52.9	E074 58.9	E007	
Balkhash	BLH	113.7	V D H	N46 53.0	E074 59.0	E007	1400
Beineu	BNU	115.0	V D H W	N45 20.4	E055 07.4	E007	110
Jarkent	JRK	114.8	V D H W	N44 13.7	E079 57.3	E005	2600
Karaganda	KRG	113.4	V D H	N49 41.2	E073 22.4	E008	1800
Kokshetau	KTU	115.5	V D H	N53 21.0	E069 37.0	E011	900
Kostanay	KST	114.8	V D H W	N53 11.2	E063 33.8	E012	600
Kyzylorda	KZO	112.7	V D H W	N44 41.7	E065 33.8	E007	500
Novokazalinsk	NKZ	113.6	V D H W	N45 49.9	E062 07.7	E008	200
Nur-Sultan	AST	114.4	V D H W	N51 00.1	E071 26.0	E010	1200
Pavlodar	PVL	114.0	V D H W	N52 12.6	E077 05.7	E009	500
Petropavlovsk	PSK	112.5	V D L W	N54 47.0	E069 13.1	E012	500
Shymkent	SMK	113.0	V D H W	N42 22.3	E069 26.5	E006	1400
Taldykorgan	TDK	116.1	V D U W	N45 06.4	E078 25.8	E005	2000
Taraz	TAR	115.9	V D H W	N42 52.2	E071 16.9	E006	2200
Uralsk	URL	114.2	V D H W	N51 08.9	E051 32.6	E011	200
Urdzhar	UV	460.0	H W	N47 05.6	E081 39.5	E005	
Ust-Kamenogorsk	UKM	115.0	V D H W	N50 02.0	E082 30.5	E006	1000
Zaisan	Z	552.0	H M	N47 29.1	E084 53.1	E005	
Zhezkazgan	DZG	113.3	V D H W	N47 43.3	E067 45.7	E008	1300
Aktau	IAU	109.5	LOC	RWY 12		E007	
	ITA	111.1	LOC	RWY 30		E007	
Aktobe	IAT	111.7	LOC	RWY 13		E010	
	ITU	110.5	LOC	RWY 31		E010	

KAZAKHSTAN

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Almaty	IMA	109.1	LOC	RWY 05L		E005	
	ILM	110.3	LOC	RWY 05R		E005	
	IAL	108.1	LOC	RWY 23L		E005	
	IAA	111.3	LOC	RWY 23R		E005	
Atyrau	ITY	109.9	LOC	RWY 14		E009	
	IAY	108.3	LOC	RWY 32		E009	
Karaganda	IRG	109.9	LOC	RWY 05		E008	
	IKA	111.7	LOC	RWY 23		E008	
Kokshetau	IOT	110.3	LOC	RWY 02		E011	
	IKW	109.5	LOC	RWY 20		E011	
Kostanay	IKT	111.7	LOC	RWY 15		E012	
	INA	110.7	LOC	RWY 33		E012	
Kyzylorda	IKZ	111.1	LOC	RWY 05		E007	
Nur-Sultan (Nursultan Nazarbayev Intl)	IMO	109.5	LOC	RWY 04		E010	
	IAK	111.7	LOC	RWY 22		E010	
Pavlodar	IPW	110.7	LOC	RWY 21		E009	
Petropavlovsk	IPT	108.3	LOC	RWY 23		E012	
Semey	ISP	110.3	LOC	RWY 26		E007	
Shymkent	IEN	111.7	LOC	RWY 10		E006	
	IIM	110.3	LOC	RWY 28		E006	
Taldykorgan	KR	303.0	LO	N45 10.1	E078 28.5	E005	
	TK	303.0	LO	N45 04.9	E078 24.9	E005	
Taraz (Aulie-Ata)	IMB	109.7	LOC	RWY 13		E006	
Uralsk	ISK	111.3	LOC	RWY 04		E011	
	IUR	109.7	LOC	RWY 22		E011	
Usharal	R	380.0	LO	N46 11.3	E080 51.6	E005	
Ust-Kamenogorsk	IUS	111.7	LOC	RWY 12		E006	
	ISI	109.7	LOC	RWY 30		E006	
Zhezkazgan	ZK	435.0	LO	N47 40.8	E067 41.1	E008	
	IGN	110.7	LOC	RWY 22		E008	

KYRGYZSTAN

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Cholpon-Ata	LP	1020.0	H W	N42 38.1 E077 03.9	E005	
Issyk-Kul	ILK	114.0	V D H W	N42 34.7 E076 40.3	E005	
Manas	MNS	113.4	V D H W	N43 04.0 E074 31.3	E005	2073
Manas (Bishkek)	BK	975.0	H W	N43 04.2 E074 33.1	E005	
Naryn-Ges	NS	691.0	H W	N41 12.1 E072 10.9	E005	
Osh	OSH	112.4	V D H W	N40 36.4 E072 48.1	E004	2938
Zhalal-Abad	DA	600.0	H W	N40 56.6 E072 58.8	E005	
Bishkek (Manas)	IMN	111.7	LOC	RWY 08	E005	
	IBK	111.7	LOC	RWY 26	E005	
Issyk-Kul	ITM	109.9	LOC	RWY 07	E005	
	IKL	108.7	LOC	RWY 25	E005	
Osh	IOU	111.1	LOC	RWY 12	E004	

LATVIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Daugavpils	DGP	114.1	V D L W	N55 56.8 E026 40.5	E005	400
Liepaja	LEP	116.95	V D H	N56 30.8 E021 05.1	E006	
Riga	RIA	112.05	V D H W	N56 55.3 E023 57.9	E007	100
Smarde	TUK	112.3	V D H W	N56 55.8 E023 14.4	E007	200
Trakshi	LBN	112.9	V D L W	N56 46.4 E026 21.1	E005	300
Ventspils	VEN	117.85	V D H W	N57 20.7 E021 31.6	E006	
Liepaja	LPJ	108.55	LOC	RWY 24	E006	
Riga	IRV	111.1	LOC	RWY 18	E007	
	IRP	108.1	LOC	RWY 36	E007	

LITHUANIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Kaunas	KNA	114.4	V D H	N54 57.6	E024 04.0	E007	300
Klaipeda	KLP	115.0	V D H	N55 42.9	E021 14.6	E005	100
Paberze	PBZ	117.25	D H	N54 55.6	E025 14.4		815
Palanga	PLG	114.8	D H	N55 57.4	E021 05.2		100
Semeliskes	SML	112.5	D H	N54 40.5	E024 41.5		826
Siauliai	SAU	115.2	V D H W	N55 52.7	E023 25.0	E009	500
Siauliai	SQQ	116.3	T L	N55 53.4	E023 24.1	E009	500
Valkininkai	VLK	116.7	D H	N54 21.0	E024 48.2		719
Vilnius	AVN	385.0	H L	N54 40.9	E025 19.1	E008	
Vilnius	VNO	113.8	V D H	N54 38.2	E025 17.6	E008	700
Kaunas (Kaunas Intl)	IKM	109.5	LOC	RWY 08		E007	
	ISE	109.9	LOC	RWY 26		E007	
Palanga (Palanga Intl)	IAN	110.1	LOC	RWY 19		E005	
Siauliai	ISZ	108.3	LOC	RWY 14L		E009	
	IDL	108.7	LOC	RWY 32R		E009	
Vilnius (Vilnius Intl)	IAV	110.5	LOC	RWY 01		E008	
	IBK	109.1	LOC	RWY 19		E008	

MOLDOVA

Name	Ident	Freq.	Class			INS Coordinates		VAR/Stn Decl	Elev.	
Balti	LC	389.0	H	M	W	N47 51.4	E027 46.0	E006	760	
Balti	LCT	790.0	H	M	W	N47 52.9	E027 44.9	E006	760	
Chisinau	KIV	113.7	V	D	H	W	N46 55.6	E028 54.3	E006	400
Chisinau (Chisinau Intl)	IRG	110.3	LOC			RWY 08		E006		
	ILD	109.9	LOC			RWY 26		E006		

POLAND

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Bydgoszcz	BYZ	112.7	V D H W	N53 05.9	E017 58.3	E005	
Cewice	M	423.0	H L	N54 25.3	E017 47.9	E005	553
Cewice	ML	311.5	H L	N54 25.6	E017 50.5	E005	651
Cewice	TCW	113.95	T T	N54 24.9	E017 45.8	E005	505
Chociwel	CHO	375.0	H M W	N53 28.5	E015 20.0	E004	
Czaplinek	CZA	117.0	D H	N53 30.5	E016 18.1		591
Czempin	CMP	114.5	V D H	N52 08.0	E016 43.2	E005	295
Darlowo	DAR	114.2	V D H W	N54 24.6	E016 23.3	E004	98
Darlowo	S	436.0	H L	N54 24.9	E016 22.1	E005	
Darlowo	SA	474.5	H L	N54 25.9	E016 23.8	E005	
Darlowo	TDA	116.85	T T	N54 24.3	E016 21.5	E005	10
Deblin	ND	366.0	H L	N51 32.5	E021 55.1	E006	
Deblin	NDE	465.0	H L	N51 31.7	E021 57.3	E006	
Deblin	NE	366.0	H L	N51 33.6	E021 52.0	E006	
Deblin	NED	465.0	H L	N51 34.7	E021 49.0	E006	
Deblin	TDN	108.8	T T	N51 33.2	E021 53.7	E006	394
Drezdenko	DRE	115.3	D H	N52 49.0	E015 50.0		197
Dzialyn	DIA	117.95	D H	N53 04.8	E021 10.5		492
Gdansk	GZD	116.1	V D H W	N54 23.3	E018 25.5	E005	492
Gluchow Gorny	TBN	113.6	D H	N51 16.5	E017 08.1		886
Goleniow (Szczecin)	OL	397.0	H W	N53 33.3	E014 57.6	E004	154
Grudziadz	GRU	114.6	V D H W	N53 31.3	E018 46.9	E004	295
Inowroclaw	NR	262.0	H L	N52 50.1	E018 20.6	E005	
Inowroclaw	NRD	444.0	H L	N52 50.7	E018 21.9	E005	
Izbica	IZB	117.4	D H	N50 52.7	E023 09.0		787
Jedrzejew	JED	115.6	D H	N50 38.8	E020 15.1		984
Karnice	KRN	117.8	D H	N51 56.8	E020 26.7		591
Katowice	KAX	114.8	V D H W	N50 28.7	E019 05.1	E005	984
Kmiecin	KMI	116.85	D H	N54 12.1	E019 08.7		98
Krakow	KAK	112.8	V D H W	N50 04.6	E019 47.3	E005	787
Krzesiny (Poznan)	NK	489.0	H L	N52 19.3	E016 59.8	E004	

POLAND

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Krzesiny (Poznan)	TKS	111.5	T T	N52 20.0	E016 58.1	E004	276
Lask	TAS	108.55	T T	N51 33.0	E019 10.7	E006	634
Leczyca	TLY	110.1	T L	N52 00.1	E019 08.6	E005	423
Linin	LIN	113.1	D H	N51 56.0	E021 09.5		492
Lukawiec	RSW	110.6	V D H	N50 06.5	E022 08.1	E006	689
Malbork	NB	345.0	H L	N54 01.8	E019 10.1	E006	
Malbork	TMB	117.1	T T	N54 01.5	E019 08.3	E006	20
Minsk Mazowiecki	NF	282.0	H L	N52 11.7	E021 41.5	E006	
Minsk Mazowiecki	TMM	117.05	T T	N52 11.7	E021 39.9	E006	604
Miroslawiec	NA	297.0	H L	N53 23.0	E016 06.6	E005	
Miroslawiec	TMI	115.35	T T	N53 24.1	E016 04.3	E005	495
Modlin	MOL	116.6	V D H	N52 27.1	E020 40.7	E005	394
Mragowo	MRA	117.3	V D H W	N53 47.1	E021 08.0	E005	492
Nowy Targ	NTA	115.95	D H	N49 20.6	E019 58.1		3248
Okecie (Warsaw)	OKC	113.45	V D H	N52 10.2	E020 57.6	E005	394
Oksywie (Gdynia)	NO	290.0	H L	N54 35.7	E018 29.5	E005	
Oksywie (Gdynia)	NOW	494.0	H L	N54 37.0	E018 27.5	E005	
Oksywie (Gdynia)	NW	290.0	H L	N54 33.8	E018 32.6	E005	
Oksywie (Gdynia)	TOW	113.5	T T	N54 34.9	E018 30.4	E005	148
Olesno	OLX	115.4	D H	N50 12.7	E020 56.1		689
Plonsk	PCK	117.65	D H	N52 42.7	E019 34.2		394
Powidz	TPW	115.55	T L	N52 22.6	E017 51.0	E005	381
Poznan	POZ	115.8	V D U W	N52 25.3	E016 49.8	E003	308
Pruszcz Gdanski	NE	300.0	H L	N54 14.7	E018 42.0	E006	
Pruszcz Gdanski	NET	370.0	H L	N54 14.4	E018 44.7	E006	
Radom	NR	313.0	H L	N51 23.6	E021 14.5	E006	
Radom	NRA	328.0	H L	N51 24.0	E021 16.9	E006	
Radom	RAD	113.85	V D H	N51 23.4	E021 12.2	E006	591
Rzeszow	RZE	116.2	V D H	N50 06.5	E022 01.1	E006	787
Siedlce	SIE	114.7	V D H W	N52 09.3	E022 12.1	E005	591
Skupowo	RUD	115.1	V D H W	N52 49.8	E023 42.4	E006	689

POLAND

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Suwalki	SUW	117.7	V D H W	N54 04.2 E022 54.0	E006	591
Swidnik	SWI	112.2	V D H	N51 14.2 E022 41.1	E005	
Swidwin	ND	280.0	H L	N53 47.0 E015 51.5	E005	
Swidwin	TSN	116.0	T T	N53 47.0 E015 51.1	E005	394
Szczecin	SCZ	114.75	V D H	N53 35.7 E014 52.9	E004	98
Szymany	SYN	111.05	V D H	N53 36.4 E021 00.6	E006	591
Tomaszow Mazowiecki	NP	437.0	H L	N51 34.6 E020 07.4	E006	
Tomaszow Mazowiecki	NPR	488.0	H L	N51 33.9 E020 09.7	E006	
Tomaszow Mazowiecki	TTM	110.7	T L	N51 35.3 E020 05.6	E006	729
Trzebielino	TZE	113.8	D H	N54 12.6 E017 04.4		492
Wiaczyn Dolny	LOZ	112.4	V D L	N51 46.6 E019 37.5	E006	787
Wicko	WIC	108.0	D H	N54 40.8 E017 40.6		197
Wielun	WIE	109.65	D H	N50 53.0 E018 29.7		984
Wroclaw	WCL	111.65	V D L W	N51 05.6 E016 55.1	E004	
Zaborowek	WAR	114.9	V D H	N52 15.6 E020 39.4	E005	295
Zielona Gora	ZLG	110.65	V D H W	N52 08.5 E015 48.0	E004	197
Bydgoszcz	BYD	109.1	LOC	RWY 26	E005	
Cewice	ICE	111.3	LOC	RWY 25	E005	
Deblin	IDN	109.1	LOC	RWY 30	E006	
Gdansk (Lech Walesa)	IGDA	110.3	LOC	RWY 29	E005	
Gdynia (Okisywie)	IOW	109.5	LOC	RWY 31	E005	
Katowice (Pyrzowice)	IKTO	109.9	LOC	RWY 27	E005	
Krakow (Balice)	KRW	110.3	LOC	RWY 25	E005	
Lask	IAS	110.9	LOC	RWY 28	E006	
Lodz	LOD	110.5	LOC	RWY 25	E006	
Lublin	ISWI	111.95	LOC	RWY 25	E005	
Malbork	IMB	110.5	LOC	RWY 25	E006	
Minsk Mazowiecki	IMM	111.3	LOC	RWY 26	E006	
Miroslawiec	IMI	110.9	LOC	RWY 30	E005	
Olsztyn-Mazury	SZY	108.1	LOC	RWY 01	E005	

POLAND

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Powidz	IPW	111.1	LOC	RWY 28L	E005	
Poznan (Krzesiny)	IKS	111.9	LOC	RWY 29	E004	
Poznan (Lawica)	POZ	110.3	LOC	RWY 28	E005	
Rzeszow (Jasionka)	RZW	110.3	LOC	RWY 27	E006	
Swidwin	ISN	111.55	LOC	RWY 29	E005	
Szczecin (Goleniow)	SZC	110.5	LOC	RWY 31	E004	
Warsaw (Chopin)	WAS	109.9	LOC	RWY 11	E005	
	WA	110.3	LOC	RWY 33	E005	
Warsaw (Modlin)	IMDX	108.3	LOC	RWY 08	E005	
Wroclaw (Strachowice)	WRO	110.3	LOC	RWY 29	E004	
Zielona Gora (Babimost)	IZGA	111.3	LOC	RWY 24	E004	

ROMANIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Arad	ARD	109.0	V D H	N46 11.0	E021 08.6	E005	
Arad	ARD	517.0	H	N46 11.0	E021 08.7	E005	
Bacau	BAC	117.4	D H	N46 30.1	E026 55.1		700
Bacau	BCU	109.4	V D H	N46 30.7	E026 49.5	E005	1800
Baia Mare	BMR	404.0	H H	N47 40.3	E023 20.8	E006	
Baia Mare	M	266.0	H L	N47 39.7	E023 26.2	E006	
Baisoara	BAI	117.95	D H	N46 29.5	E023 14.2		6000
Baneasa (Bucharest)	BSE	256.0	H L W	N44 31.8	E026 13.8	E005	
Baneasa (Bucharest)	BSW	521.0	H L W	N44 28.3	E025 57.1	E005	
Brasov	BRV	117.6	V D H W	N45 34.1	E025 33.9	E005	5900
Cenei	CNI	115.6	D H	N45 43.0	E020 54.5		300
Cluj Napoca	CLJ	111.2	V D H W	N46 48.0	E023 47.2	E005	
Constanta	CND	112.7	V D H	N44 17.1	E028 28.7	E006	300
Craiova	CRV	110.2	V D H W	N44 19.1	E023 55.4	E004	600
Dealul Ciuhii	CHU	109.2	D H	N46 11.0	E024 49.2		2500
Deva	DVA	109.8	V D H W	N45 49.7	E022 58.1	E005	900
Floresti	FLR	112.2	V D H W	N44 30.1	E025 42.5	E005	400
Galati	GLT	108.2	V D H W	N45 25.0	E027 55.7	E006	200
George Enescu (Bacau)	BC	426.0	H L	N46 28.7	E026 55.6	E005	
Heniu	HNU	133.6	M H	N47 16.7	E024 44.1	E005	5400
Iasi	ISI	113.5	D H	N47 14.1	E027 34.8		300
Iasi	ISI	351.0	H W	N47 14.1	E027 34.8	E005	
Lugoj	LGJ	134.0	M H	N45 43.2	E021 59.7	E005	800
Oradea	ORA	418.0	H M W	N47 06.0	E021 55.4	E004	
Otopeni (Bucharest)	LL	659.0	H L W	N44 34.5	E026 04.3	E005	
Otopeni (Bucharest)	OPE	349.0	H L W	N44 34.5	E026 12.7	E005	
Otopeni (Bucharest)	OPW	267.5	H L W	N44 33.5	E025 59.1	E005	
Otopeni (Bucharest)	OTL	370.0	H L W	N44 34.2	E026 00.0	E005	
Otopeni (Bucharest)	OTR	318.0	H L W	N44 35.3	E026 14.1	E005	
Rosiori	OPT	117.1	V D H W	N44 35.6	E026 33.6	E005	300
Satu Mare	SAT	108.4	V D H W	N47 43.6	E022 53.6	E005	500

ROMANIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Sibiu	SBI	114.0	V D H	N45 46.9	E024 05.3	E005	
Sibiu	SIB	381.0	H W	N45 47.1	E024 09.2	E005	
Strejnic	STJ	113.2	V D H W	N44 55.1	E025 58.6	E005	600
Suceava	SCV	112.3	V D H W	N47 40.3	E026 21.7	E006	1300
Targu Jiu	TGJ	115.3	V D H W	N45 03.7	E023 20.1	E005	900
Targu Mures	D	373.0	H L W	N46 27.7	E024 22.9	E005	
Targu Mures	TGM	428.0	H H W	N46 26.8	E024 18.4	E005	
Timisoara	TA	378.0	H L W	N45 50.2	E021 13.9	E005	
Traian Vuia (Timisoara)	TSR	408.0	H	N45 49.1	E021 18.3	E005	
Tulcea	TLA	114.8	V D H W	N45 04.7	E028 42.6	E006	300
Zalau	ZLU	108.0	D H	N47 09.2	E023 06.1		2400
Arad	IAD	110.7	LOC	RWY 27		E005	
Bacau (George Enescu)	IBC	110.7	LOC	RWY 34		E005	
Baia Mare (Maramures)	IBM	109.3	LOC	RWY 09		E006	
Bucharest (Baneasa-Aurel Vlaicu)	IBS	109.5	LOC	RWY 07		E005	
	IBN	110.5	LOC	RWY 25		E005	
Bucharest (Henri Coanda)	ILL	110.9	LOC	RWY 08L		E005	
	IOP	110.3	LOC	RWY 08R		E005	
	IOE	109.1	LOC	RWY 26L		E005	
	IRR	110.7	LOC	RWY 26R		E005	
Cluj-Napoca (Avram Iancu)	ICX	111.9	LOC	RWY 25		E005	
Constanta (Mihail Kogalniceanu-Constanta)	ICK	110.3	LOC	RWY 36		E006	
Craiova	ICV	108.7	LOC	RWY 27		E004	
Iasi	IIS	109.1	LOC	RWY 14		E005	
Oradea	IOD	109.5	LOC	RWY 19		E004	
Satu Mare	ISM	110.95	LOC	RWY 19		E005	
Sibiu	ISB	110.7	LOC	RWY 27		E005	

ROMANIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Suceava (Stefan cel Mare)	ISV	110.1	LOC	RWY 34	E006	
Targu Mures (Transilvania-Targu Mures)	ITM	109.9	LOC	RWY 07	E005	
Timisoara (Traian Vuia)	ITS	110.9	LOC	RWY 11	E005	
	ITR	109.3	LOC	RWY 29	E005	
Tulcea (Delta Dunarii)	ITC	110.7	LOC	RWY 34	E006	

RUSSIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Abakan	ABK	113.3	V D H W	N53 44.7	E091 23.1	E004	787
Aginskoye	RO	921.0	H W	N55 15.9	E094 52.7	E003	2000
Agoy	AG	381.0	H W	N44 08.4	E039 01.6	E007	
Agoy	AGO	116.8	D H	N44 08.3	E039 01.5		131
Aksinyino	AO	732.0	H H W	N55 09.2	E038 17.3	E010	500
Alatyr	BT	696.0	H W	N54 49.0	E046 34.9	E012	600
Algasovo	AL	694.0	H W	N53 40.8	E041 40.8	E010	250
Algasovo	AO	115.3	D H	N53 40.8	E041 40.8		492
Anadyr	KB	790.0	H M W	N64 41.4	E177 42.6	E003	194
Anadyr	UX	790.0	H M W	N64 47.1	E177 46.2	E003	194
Anapa	AN	480.0	H O M W	N44 58.1	E037 18.2	E007	
Anapa	AP	480.0	H M W	N45 02.1	E037 23.4	E007	
Astrakhan	AST	116.1	V D H W	N46 16.9	E048 00.6	E008	1
Astrakhan	GV	650.0	H M W	N46 17.3	E047 56.4	E008	
Bagayevskiy	BA	1175.0	H W	N47 19.3	E040 21.6	E008	
Bakchar	BA	605.0	H W	N57 00.4	E082 03.6	E010	250
Balakovo	BW	375.0	H W	N51 53.7	E047 47.5	E010	
Barabinsk	SZ	965.0	H W	N55 21.4	E078 18.2	E011	100
Barnaul	AR	428.0	H W	N53 22.9	E083 36.8	E008	
Barnaul	BAN	111.8	V D H W	N53 22.4	E083 34.7	E008	787
Barnaul	BU	399.0	H W	N53 20.7	E083 27.9	E008	
Batagay	ZA	375.0	H W	N67 36.3	E134 37.8	W017	
Baykit	AL	326.0	H W	N61 42.1	E096 28.6	E004	500
Bazarnyye-Mataki	RD	445.0	H W	N54 53.0	E049 54.9	E012	
Begishevo	NA	370.0	H M W	N55 32.0	E052 02.0	E013	
Begishevo	NK	370.0	H M W	N55 35.9	E052 09.4	E013	
Belgorod	AN	718.0	H L W	N50 39.9	E036 31.5	E008	
Belgorod	BL	110.0	V D H W	N50 38.2	E036 36.5	E008	689
Belgorod	BX	718.0	H L W	N50 37.3	E036 39.3	E008	
Beloyarskiy	I	387.0	H M W	N63 42.2	E066 42.1	E020	
Belozersk	BLZ	110.4	V D H W	N60 01.0	E037 45.3	E013	

RUSSIA

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Belozersk	SU	791.0	H	W	N60 01.3	E037 45.6	E012	
Bely	BJ	114.2	D L		N55 51.3	E032 56.3		787
Bely	TU	1290.0	H	W	N55 51.3	E032 56.4	E009	750
Beringovskiy	BE	640.0	H	W	N63 02.3	E179 18.3	E003	100
Besovets (Petrozavodsk)	XO	340.0	H	M W	N61 49.2	E034 05.8	E013	
Bezhet'sk	BC	111.5	D H		N57 53.7	E036 55.8		689
Blagoveshchensk	BLG	113.6	V	D H W	N50 23.6	E127 25.6	W012	787
Blagoveshchensk	L	220.0	H	L W	N50 24.0	E127 25.3	W012	
Blagoveshchensk	LZ	350.0	H	L W	N50 22.5	E127 25.7	W012	
Bodaybo	BDB	112.6	V	D H W	N57 52.4	E114 13.9	W010	
Bogashevo (Tomsk)	IO	380.0	H	L W	N56 20.6	E085 09.8	E008	
Bogdanovo	BD	360.0	H	W	N57 06.5	E037 42.7	E011	1
Boguslavets	TD	325.0	H	W	N45 54.1	E134 52.0	W011	
Bolshevik	ND	507.0	H	W	N45 45.8	E040 14.7	E007	300
Bovanenkovo	BN	450.0	H	M W	N70 19.0	E068 20.9	E028	
Bratsk	BRT	113.6	V	D H W	N56 22.3	E101 41.1	W002	1575
Bratsk	BS	374.0	H	W	N56 21.0	E101 46.7	W002	
Bratsk	GG	374.0	H	W	N56 23.5	E101 36.8	W002	
Bryansk	NU	325.0	H	L W	N53 10.2	E034 11.2	E008	
Bryansk	O	668.0	H	L W	N53 14.0	E034 10.3	E008	
Bryansk	OD	325.0	H	L W	N53 15.6	E034 09.9	E008	
Bugulma	IBV	109.5	D H		N54 37.5	E052 47.3		991
Buturlino	BT	111.9	D H		N55 34.2	E044 52.4		394
Buturlino	UD	905.0	H	W	N55 34.2	E044 52.4	E012	
Buzharovo	AR	1080.0	H	H W	N55 59.0	E036 48.0	E010	
Chapayev	ML	740.0	H	W	N56 13.6	E073 55.8	E012	
Cheboksary	CR	510.0	H	M W	N56 06.3	E047 25.5	E013	
Cheboksary	LA	510.0	H	W	N56 04.4	E047 15.4	E013	
Chelobityevo	BP	680.0	H	W	N55 54.0	E037 40.4	E010	
Chelyabinsk	LBN	113.3	V	D H W	N55 18.4	E061 31.1	E014	787

RUSSIA

Name	Ident	Freq.	Class			INS Coordinates		VAR/Stn Decl	Elev.
Cheremshanka (Krasnoyarsk)	KP	390.0	H	M	W	N56 11.1	E092 31.0	E004	
Chernukha	MB	430.0	H		W	N55 35.7	E043 46.8	E012	
Chernyshevka	BL	605.0	H		W	N44 12.1	E133 07.3	W010	
Chersky	RKN	115.8	V	D	H	W	N68 44.4	E161 20.2	W007
Chertovitskoye (Voronezh)	IWV	114.9	V	D	H	W	N51 49.3	E039 13.4	E010 591
Cherusti	SF	410.0	H		W	N55 32.9	E039 59.8	E011	400
Chokurdakh	V	1220.0	H	L	W	N70 37.1	E147 50.9	W013	
Chulkovo	LP	109.2		D	H	N55 33.2	E038 02.1		787
Chulman (Neryungri)	NRG	113.8	V	D	H	W	N56 54.7	E124 53.9	W014
Chulman (Neryungri)	R	930.0	H	M	W	N56 54.3	E124 52.4	W014	
Chulman (Neryungri)	RN	458.0	H	M	W	N56 53.6	E124 49.1	W014	
Chulman (Neryungri)	U	930.0	H	M	W	N56 55.4	E124 57.5	W014	
Dobrynskoye	VA	307.0	H		W	N56 15.8	E040 36.0	E011	
Domodedovo (Moscow)	DM	320.0	H		W	N55 25.7	E037 51.8	E011	
Domodedovo (Moscow)	DMD	113.3	V	D	H	W	N55 23.3	E037 54.7	E011 492
Domodedovo (Moscow)	DO	659.0	H		W	N55 23.2	E037 54.8	E011	
Dudinka	BI	700.0	H		W	N69 24.5	E086 13.0	E020	
Dzhubga	DV	420.0	H		W	N44 18.6	E038 42.2	E007	500
Ekimchan	FA	680.0	H		W	N53 08.1	E132 49.9	W013	
Elista	ELI	117.65	V	D	H	W	N46 22.3	E044 21.3	E008 492
Elista	SA	311.0	H	M	W	N46 22.8	E044 16.2	E008	
Gagarin	FK	985.0	H		W	N55 33.3	E035 01.3	E010	500
Gagarin	GG	112.2		D	H	N55 33.3	E035 01.3		689
Gagarin	RK	113.0	V	D	H	W	N51 42.6	E046 11.1	E011 103
Gagarin (Saratov)	GR	479.0	H	M	W	N51 42.8	E046 08.4	E011	
Gelendzhik	GN	1000.0	H		W	N44 34.5	E038 00.8	E006	
Gelendzhik	GNV	114.3	V	D	H	W	N44 34.4	E038 00.7	E006 131
Glodayevo	DK	1020.0	H	H	W	N55 09.8	E037 47.9	E010	800
Glodayevo	GLW	110.5		D	H	N55 09.8	E037 47.9		689

RUSSIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Golitsyno	GL	110.8	D L	N53 37.7	E044 07.4		591
Gorevoye	GO	1061.0	H W	N56 38.5	E092 39.2	E005	1000
Gorno-Altaysk	GO	350.0	H M W	N52 01.6	E085 52.9	E006	967
Grabtsevo (Kaluga)	KLG	114.0	V D L W	N54 33.1	E036 22.2	E010	689
Igarka	IGR	112.3	V D U W	N67 25.8	E086 38.2	E017	98
Irkutsk	IKT	113.0	V D H W	N52 15.5	E104 25.7	W004	1673
Iturup	PTR	110.6	V D H W	N45 14.9	E147 58.8	W008	394
Iturup	TP	547.0	H M W	N45 14.8	E147 58.9	W008	
Ivanovskoye	UM	405.0	H H W	N55 51.7	E036 54.7	E010	
Kadala (Chita)	KTN	112.9	V D H W	N52 01.5	E113 18.5	W008	
Kamenka	IKM	111.6	D H	N55 13.3	E036 59.7		689
Kamenka	WZ	230.0	H H W	N55 13.3	E036 59.7	E010	
Karmanovo	BG	745.0	H W	N55 50.0	E034 51.6	E010	750
Karmanovo	KO	116.4	D H	N55 50.0	E034 51.6		787
Kartino	WT	1215.0	H W	N55 35.3	E037 47.2	E010	
Kazan	AM	475.0	H M W	N55 37.4	E049 14.2	E013	410
Kazan	BL	965.0	H M W	N55 35.6	E049 18.8	E013	410
Kazan	KZN	112.7	V D U W	N55 36.3	E049 16.3	E013	394
Kazan	PS	292.0	H W	N55 38.2	E049 12.4	E012	244
Kem	KM	445.0	H W	N64 56.8	E034 29.7	E014	
Khabarovsk	HAB	112.3	V D H W	N48 32.7	E135 12.6	W012	295
Khalaktyrka	HY	710.0	H W	N53 00.0	E158 47.6	W006	
Khanty-Mansiysk	HMN	113.8	V D H W	N61 02.0	E069 07.6	E017	200
Khatanga	HTG	113.1	V D H W	N71 58.2	E102 29.6	E005	98
Khrabrovo	KRD	117.05	V D H W	N54 53.6	E020 36.0	E006	98
Kirensk	KRN	112.8	V D H W	N57 46.3	E108 04.1	W006	
Kizlyar	KZ	455.0	H W	N43 50.1	E046 42.8	E007	1
Klimovsk	LO	1005.0	H M W	N55 21.1	E037 31.6	E010	650
Knevichi	KN	110.6	V D H W	N43 23.1	E132 07.1	W010	98
Knevichi (Vladivostok)	LN	368.0	H M W	N43 24.5	E132 10.7	W010	
Knevichi (Vladivostok)	WDT	108.2	D H	N43 24.5	E132 10.5		59

RUSSIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Koltsovo (Yekaterinburg)	EKB	113.2	V D H W	N56 44.6	E060 47.8	E015	787
Kolyvan	GV	660.0	H W	N55 19.3	E082 42.2	E009	500
Konstantinovsk	KA	1100.0	H W	N47 35.3	E041 06.9	E008	400
Kostino	IKO	113.2	D H	N56 18.1	E037 42.7		787
Kostino	KN	642.0	H W	N56 18.1	E037 42.7	E010	
Kotlas	KTL	117.8	V D H W	N61 14.3	E046 42.8	E017	197
Kozhevnikovo	NN	482.0	H W	N56 14.2	E083 59.3	E009	500
Krasnaya Gorbatka	CW	485.0	H W	N55 52.1	E041 47.1	E011	600
Krasnaya Gorbatka	KG	110.6	D H	N55 52.1	E041 47.1		492
Krasnoarmeysk	KR	932.0	H W	N51 01.9	E045 38.7	E010	
Krasnodar	KND	115.8	V D H W	N45 01.3	E039 09.8	E007	197
Krasnoyarsk	AJ	685.0	H M W	N56 11.0	E092 26.9	E004	
Krasnoyarsk	B	685.0	H M M W	N56 09.8	E092 32.0	E004	
Krasnoyarsk	KRS	113.2	V D H W	N56 09.8	E092 32.2	E004	984
Krasny Sulin	KL	486.0	H W	N47 53.1	E040 06.0	E008	500
Kresty (Pskov)	NP	300.0	H L W	N57 49.6	E028 25.3	E009	
Kresty (Pskov)	PK	300.0	H L W	N57 44.2	E028 22.0	E009	
Kromy	KY	110.2	D H	N52 42.9	E035 44.7		886
Kupol	KL	760.0	H L W	N66 54.2	E169 34.3	W002	
Kyzyl	KZL	112.3	D H	N51 35.6	E094 12.6		2165
Kyzyl	PS	490.0	H W	N51 41.9	E094 27.7	E003	
Ladozhskaya	RF	324.0	H H W	N45 17.2	E039 55.1	E007	450
Larionovo	MF	478.0	H W	N56 01.6	E039 38.1	E011	550
Lazarevskoye	LA	307.0	H W	N43 54.6	E039 20.3	E006	240
Lazarevskoye	LAZ	117.4	D H	N43 54.6	E039 20.2		131
Leshukonskoye	LKN	116.95	V D H W	N64 53.5	E045 43.6	E019	197
Lyskovo	OK	564.0	H W	N56 00.4	E045 01.5	E012	
Magadan	FK	375.0	H M W	N59 54.8	E150 37.1	W011	
Magdagachi	GU	344.0	H W	N53 28.2	E125 47.8	W013	
Magnitogorsk	MGR	114.1	V D H W	N53 24.3	E058 45.5	E012	1378
Magnitogorsk	RF	480.0	H M W	N53 20.6	E058 43.9	E012	

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Name	Ident	Freq.	Class			INS Coordinates		VAR/Stn Decl	Elev.	
Makhachkala	HC	365.0	H	L	W	N42 51.3	E047 37.2	E007		
Makhachkala	MKL	113.2	V	D	H	W	N42 49.3	E047 38.7	E007	98
Makhachkala (Tarki-Tau)	TA	822.0	H	L	W	N42 58.5	E047 31.3	E007		
Maksimkin Yar	CE	510.0	H		W	N58 38.4	E086 43.8	E009	300	
Malinovka	SP	535.0	H		W	N56 41.5	E085 19.8	E009	500	
Malka	MK	345.0	H		W	N53 19.6	E157 32.2	W007	2000	
Maloye Skuratovo	GD	975.0	H		W	N53 34.4	E037 03.3	E009	800	
Mama	RM	420.0	H		W	N58 18.6	E112 54.2	W009		
Mamadysh	HJ	425.0	H		W	N55 44.0	E051 23.9	E013	500	
Maryino	MRN	112.5		D	H		N55 42.7	E038 13.7		591
Maryino	RW	493.0	H		W	N55 42.7	E038 13.7	E010		
Matveyevskiy	EB	816.0	H		W	N54 55.7	E083 05.1	E009	1000	
Mezen	MZ	555.0	H		W	N65 50.4	E044 16.0	E018		
Mineralnyye Vody	MNW	117.1	V	D	H	W	N44 14.4	E043 03.2	E007	1083
Mirny	DEM	113.8	V	D	H	W	N62 32.5	E114 01.3	W011	1378
Mirny	NZ	385.0	H	M	W	N62 30.6	E113 57.6	W011		
Mirny	SG	385.0	H	M	W	N62 33.7	E114 07.7	W011		
Mogocha	KU	450.0	H		W	N53 41.1	E119 42.6	W011		
Morozovsk	MOR	113.4	V	D	H	W	N48 20.5	E041 48.0	E008	220
Mukhino	ULD	113.5	V	D	H	W	N51 48.7	E107 26.4	W005	1673
Mukhino (Ulan-Ude)	U	320.0	H	M	W	N51 48.3	E107 24.2	W005		
Muraveyka	BG	920.0	H		W	N43 53.1	E133 15.2	W010		
Muravlyanka	US	1025.0	H		W	N53 44.7	E038 29.8	E010	750	
Narjan-Mar	GA	680.0	H	L	W	N67 38.0	E052 59.5	E022		
Narjan-Mar	RK	680.0	H	L	W	N67 38.8	E053 14.2	E022		
Naryan-Mar	NRM	112.3	V	D	H	W	N67 38.3	E053 06.7	E022	98
Nerl	NE	900.0	H		W	N57 02.3	E037 59.7	E011		
Nerl	NX	111.0		D	H		N57 02.3	E037 59.7		492
Nikolayevsk-na-Amure	NA	112.4	V	D	H	W	N53 09.1	E140 41.3	W012	187
Nikolsk	NH	699.0	H		W	N52 44.9	E104 27.3	W003	2000	
Nikolskoye	DW	995.0	H		W	N54 02.5	E049 10.7	E012		

RUSSIA

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Nikolskoye	NK	595.0	H	W	N55 10.4	E166 02.8	W004	
Nizhnevartovsk	NJC	112.3	V D U W		N60 56.6	E076 28.1	E015	197
Nizhny Novgorod	NG	245.0	H	M W	N56 10.7	E043 45.8	E013	
Nizhny Novgorod	ST	245.0	H	M W	N56 16.5	E043 48.0	E013	
Norilsk	NOR	114.2	V D H W		N69 18.2	E087 18.2	E019	591
Novolokti	NR	750.0	H	W	N54 23.3	E082 56.0	E008	500
Novosibirsk	NSK	113.3	V D U W		N55 00.8	E082 38.4	E009	
Novotyryshkino	KD	715.0	H	W	N55 16.9	E082 24.3	E009	500
Novy Urengoy	N	568.0	H	L W	N66 04.6	E076 28.4	E020	
Novy Vasyugan	XV	350.0	H	W	N58 35.4	E076 30.5	E014	250
Noyabrsk	ZE	615.0	H	W	N63 08.5	E075 13.5	E018	
Octyabrskiy	SG	348.0	H	H W	N54 26.0	E053 23.0	E011	
Oktyabrskiy	FE	570.0	H	W	N54 14.4	E038 54.1	E010	500
Oktyabrskiy	OK	108.4	D H		N54 14.4	E038 54.1		591
Olzony	KA	1020.0	H	W	N52 57.7	E105 12.8	W004	2500
Omsk	RM	950.0	H	H W	N54 57.4	E073 13.9	E012	
Omsk	TK	950.0	H	H W	N54 58.8	E073 24.3	E012	
Omsukchan	BM	890.0	H	W	N62 27.6	E155 44.8	W009	
Opalikha	KS	565.0	H	H W	N55 49.5	E037 16.3	E010	500
Opalikha	OPH	109.7	D H		N55 49.5	E037 16.2		689
Orel	UY	605.0	H	H W	N52 59.0	E036 06.0	E008	
Orenburg	ORN	113.6	V D H W		N51 47.9	E055 27.2	E011	
Orsk	NW	385.0	H	H W	N51 04.3	E058 35.8	E010	
Osa	CS	420.0	H	W	N53 22.9	E103 52.5	W003	1600
Ozernaya	NS	435.0	H	W	N51 30.1	E156 32.4	W007	
Penza	PNZ	113.8	V D H W		N53 06.8	E045 01.1	E010	
Peredovaya	PR	1210.0	H	W	N44 07.1	E041 28.8	E007	3000
Perm	PER	108.2	V D H W		N57 55.2	E056 01.7	E015	394
Petrovskoye	PE	117.2	D H		N51 43.1	E040 11.4		591
Petrovskoye	PT	475.0	H	W	N51 43.1	E040 11.4	E009	650
Petrozavodsk	PTZ	109.25	V D H W		N61 53.3	E034 09.7	E013	197

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Name	Ident	Freq.	Class			INS Coordinates		VAR/Stn Decl	Elev.
Platov (Rostov-Na-Donu)	RD	682.0	H	M	W	N47 28.8	E039 53.7	E008	
Platov (Rostov-Na-Donu)	ROS	117.0	V	D	H	W	N47 30.1	E039 56.0	E008 295
Pochinok	DB	375.0	H		W		N57 42.8	E034 58.3	E010 600
Pochinok	PO	114.9		D	H		N57 42.8	E034 58.3	689
Podkamennaya Tunguska	PTG	113.4	V	D	H	W	N61 35.9	E090 00.8	E009 197
Podkamennya Tunguska	RE	290.0	H	M	W		N61 36.0	E090 01.2	E009
Poliarny	PLR	112.9	V	D	H	W	N66 24.5	E112 01.6	W009 1772
Provideniya Bay	BC	960.0	H		W		N64 22.6	W173 14.5	E008
Ramenskoye	RT	117.9	V	D	H	W	N55 32.6	E038 09.9	E011 394
Ramenskoye	RT	370.0	H	M	W		N55 30.6	E038 14.1	E011
Razdolye	BD	635.0	H		W		N52 26.5	E103 11.7	W003 1700
Rostov-Na-Donu	RND	114.7	V	D	H	W	N47 15.1	E039 48.8	E008
Ryazanskaya	XT	312.0	H		W		N44 57.7	E039 34.6	E007 200
Ryazhsk	RV	109.1		D	H		N53 40.9	E040 15.3	591
Sabetta	MNO	111.0	V	D	H	W	N71 12.4	E071 58.8	E029 98
Sabetta	ST	835.0	H	L	W		N71 13.4	E072 05.9	E029
Safonovo	SF	116.3	V	D	H	W	N55 04.5	E033 18.5	E010 886
Salekhard	DM	315.0	H	M	W		N66 36.7	E066 42.4	E023
Salekhard	SH	113.3	V	D	U	W	N66 35.3	E066 36.5	E023 197
Samara	BE	287.0	H		W		N53 28.8	E050 04.6	E012 476
Samara	MOF	108.8	V	D	H	W	N53 30.6	E050 10.6	E012
Sambek	SB	414.0	H		W		N47 45.2	E039 47.9	E008 500
Saransk	SRN	108.4	V	D	H	W	N54 07.8	E045 12.9	E012 689
Saratov	IGK	113.2	V	D	H	W	N51 33.8	E046 02.8	E010
Saratov	SA	479.0	H		W		N51 34.6	E046 01.3	E010 499
Savelovo	SW	1285.0	H	H	W		N56 22.1	E037 25.9	E010
Savelovo	SWO	111.8		D	H		N56 22.1	E037 25.9	591
Severnoye	KZ	1000.0	H		W		N56 20.3	E078 21.4	E011 500
Severnoy (Grozny)	WK	408.0	H	L	W		N43 23.4	E045 43.8	E007
Severo-Evensk	DL	900.0	H		W		N61 55.1	E159 13.5	W007

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Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Seymchan	LC	687.0	H	W	N62 55.4	E152 25.4	W011	
Sharanga	NG	108.9	D H		N57 10.8	E046 30.7		492
Sharanga	RZ	643.0	H	W	N57 10.8	E046 30.8	E013	
Shenkursk	S	312.0	H	W	N62 07.0	E042 54.0	E013	
Sheremetyevo	ER	794.0	H	M W	N55 59.4	E037 23.5	E011	
Sheremetyevo (Moscow)	MR	114.6	V	D L W	N55 58.7	E037 19.7	E011	591
Shumerlya	UW	215.0	H	W	N55 31.0	E046 26.9	E012	
Sirotninskaya	ST	777.0	H	W	N49 15.5	E043 40.8	E009	300
Skurygino	DR	415.0	H	H W	N55 12.7	E037 21.9	E010	750
Smolenskaya	SM	662.0	H	W	N44 46.5	E038 48.1	E007	500
Sobolevo	SW	552.0	H	W	N54 17.9	E155 57.4	W008	250
Sochi	AD	365.0	H	M W	N43 27.3	E039 57.6	E006	89
Sochi	ADL	112.7	V	D H W	N43 27.3	E039 57.7	E007	197
Sokol (Magadan)	WA	375.0	H	M W	N59 54.6	E150 46.4	W011	
Solodniki	SL	644.0	H	W	N48 24.1	E045 17.8	E009	20
Sosnovskoye	RP	960.0	H	W	N55 47.7	E043 09.6	E012	
Sosnovskoye	SE	112.3	D H		N55 47.8	E043 09.6		591
Srednebeloye	WZ	460.0	H	W	N50 38.1	E128 02.1	W012	
St Petersburg	PO	277.0	H	M W	N59 46.8	E030 20.9	E011	
St Petersburg	SPB	113.4	V	D H W	N59 48.4	E030 16.5	E011	90
Staritsa	AJ	430.0	H	W	N56 31.1	E034 56.2	E010	700
Staritsa	SC	108.8	D L		N56 31.0	E034 56.2		689
Strigino (Nizhny Nov-gorod)	BO	676.0	H	L W	N56 10.6	E043 45.9	E013	
Strigino (Nizhny Nov-gorod)	STR	112.9	V	D H W	N56 13.4	E043 46.6	E013	295
Strigino (Nizhny Nov-gorod)	U	327.0	H	L W	N56 14.9	E043 47.6	E013	
Sukhotino	IN	1055.0	H	W	N54 36.5	E037 19.4	E010	750
Svetlogorsk	AS	368.0	H	W	N66 50.7	E088 30.7	E015	
Taksimo	YW	350.0	H	H W	N56 21.6	E114 55.3	W010	2000

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Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Talakan	TRN	112.9	V D H W	N59 51.3	E111 02.7	W008	
Tazovskiy	GT	360.0	H H W	N67 29.0	E078 41.8	E022	100
Terbuny	TE	527.0	H W	N52 09.2	E038 16.1	E009	750
Tikhoretsk	UH	528.0	H W	N45 51.1	E040 05.4	E007	200
Tilichiki	TK	820.0	H W	N60 22.0	E166 00.8	W004	
Tobolsk	NH	372.0	H H W	N58 08.5	E068 16.6	E015	200
Troitskoye	FI	335.0	H W	N49 26.7	E136 34.1	W012	
Tukchi	SM	835.0	H W	N57 18.8	E139 25.8	W014	
Turan	TR	980.0	H W	N52 09.0	E093 54.3	E002	3000
Turukhansk	THN	113.7	V D H W	N65 48.0	E087 56.1	E014	197
Tyoply Klyuch	TV	310.0	H W	N62 46.1	E136 45.7	W016	1000
Tyumen	URT	111.6	V D H W	N57 11.0	E065 19.8	E015	394
Tyumen	X	599.0	H M W	N57 11.8	E065 18.6	E015	295
Tyumen	XZ	290.0	H W	N57 12.7	E065 17.0	E015	
Uelkal	NB	400.0	H W	N65 31.7	W179 17.6	E004	100
Ufa	NM	527.0	H W	N54 30.8	E055 54.4	E013	
Ufa	RG	112.3	V D H	N54 32.4	E055 53.2	E013	492
Ukhta	UHT	113.8	V D H W	N63 33.6	E053 47.6	E020	492
Ulyanovsk	UWS	113.7	V D H W	N54 24.1	E048 48.6	E012	253
Ulyanovsk-Baratayevka	BMK	113.4	V D H W	N54 15.8	E048 13.5	E012	394
Urgalan	UG	445.0	H W	N57 40.3	E134 22.2	W014	
Ust-Bolsheretsk	UB	907.0	H W	N52 49.0	E156 16.1	W007	100
Ust-Kamchatsk	UK	410.0	H W	N56 13.4	E162 41.3	W005	
Ust-Kut	CI	326.0	H M W	N56 50.2	E105 48.4	W004	
Ust-Labinsk	NZ	330.0	H W	N45 13.1	E039 40.4	E006	200
Ust-Mana	UJ	662.0	H M W	N55 56.9	E092 29.3	E004	
Uyar	RR	300.0	H W	N55 49.1	E094 18.8	E003	1000
Velikiye Luki	WKL	108.2	V D H W	N56 22.8	E030 36.4	E009	416
Venev	FV	335.0	H W	N54 20.7	E038 14.3	E010	750
Venev	WW	108.6	D H	N54 20.8	E038 14.3		787
Vitim	WT	365.0	H H W	N59 28.0	E112 32.0	W009	1000

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Name	Ident	Freq.	Class			INS Coordinates		VAR/Stn Decl	Elev.
Vladikavkaz	CH	1050.0	H	L	W	N43 12.6	E044 34.6	E007	
Vladimir	WR	109.0		D	H	N56 07.4	E040 19.0		591
Vnukovo (Moscow)	WNK	113.7	V	D	H	W	N55 35.3	E037 15.3	E010 689
Volgograd	WD	325.0	H	L	W	N48 45.6	E044 24.4	E009	482
Volgograd	WG	876.0	H	M	W	N48 46.8	E044 20.5	E009	
Volgograd	WGD	115.3	V	D	H	W	N48 46.8	E044 20.6	E009 492
Volochayevka	MR	305.0	H		W	N48 33.6	E134 34.9	W012	
Vologda	WGD	109.8	V	D	L	W	N59 17.1	E039 56.8	E014 394
Voronezh	AP	289.0	H	M	W	N51 46.6	E039 18.1	E010	
Voronezh	WR	289.0	H	M	W	N51 50.6	E039 10.5	E010	
Vostochny (Kursk)	GE	742.0	H		W	N51 46.6	E036 13.9	E008	
Vostochny (Kursk)	WA	742.0	H		W	N51 43.5	E036 21.5	E008	
Yakutsk	MF	334.0	H		W	N62 08.0	E129 50.4	W015	
Yakutsk	UTS	112.3	V	D	H	W	N62 05.6	E129 47.1	W015
Yakutsk	V	685.0	H	L	W	N62 04.4	E129 44.6	W015	
Yakutsk	VD	334.0	H	L	W	N62 03.2	E129 42.7	W015	
Yartsevo	WD	450.0	H		W	N60 15.3	E090 11.7	E008	500
Yegorlykskaya	ER	435.0	H		W	N46 35.1	E040 39.6	E007	200
Yelizovo	PKK	113.7	V	D	H	W	N53 11.7	E158 26.1	W007
Yelshanka	US	970.0	H		W	N51 48.9	E046 23.8	E010	
Yeniseysk	ENS	112.3	V	D	H	W	N58 28.1	E092 07.2	E005 295
Yeniseysk	RD	520.0	H	M	W	N58 29.6	E092 06.4	E005	
Yukhnov	UK	350.0	H		W	N54 44.3	E035 13.3	E009	500
Yuzhno-Sakhalinsk	PI	505.0	H	O	L	W	N46 56.2	E142 43.1	W011
Yuzhno-Sakhalinsk	SL	505.0	H	L	W	N46 50.0	E142 42.9	W011	
Yuzhno-Sakhalinsk	YS	114.9	V	D	H	W	N46 51.8	E142 43.0	W011 98
Yuzhny (Taganrog)	MS	350.0	H	L	W	N47 11.6	E038 52.6	E008	
Zadonsk	TS	360.0	H		W	N52 23.4	E038 55.9	E009	500
Zaliv Kresta	AS	275.0	H		W	N66 19.2	W179 06.5	E004	2500
Zaliv Lavrentiya	LA	445.0	H		W	N65 35.1	W171 00.5	E009	800
Zelenga	ZG	905.0	H		W	N46 11.4	E048 36.1	E008	20

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Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Zenzeli	UP	337.0	H	W	N45 55.6	E047 03.6	E008	100
Abakan	AB	360.0	LO		N53 42.1	E091 21.3	E004	
	IAB	110.3	LOC		RWY 02		E004	
	IAK	109.9	LOC		RWY 20		E004	
Anadyr (Ugolny)	IKB	110.3	LOC		RWY 01		E003	
	IUR	110.7	LOC		RWY 19		E003	
Anapa (Vityazevo)	IAN	109.1	LOC		RWY 04		E007	
	IAP	110.9	LOC		RWY 22		E007	
Apatity (Khibiny)	IO	1210.0	LO		N67 29.6	E033 29.2	E016	
	IIO	110.5	LOC		RWY 11		E016	
Arkhangelsk (Talagi)	AZ	690.0	LOM		N64 36.4	E040 35.1	E015	
	IAZ	110.3	LOC		RWY 08		E015	
	KM	690.0	LOM		N64 35.7	E040 50.0	E015	
	IKM	111.7	LOC		RWY 26		E015	
Astrakhan	IGV	110.3	LOC		RWY 09		E008	
			OM		N46 17.3	E047 56.4		
	IBJ	110.5	LOC		RWY 27		E008	
Barnaul (Mikhaylovka)	IAR	108.7	LOC		RWY 24		E008	
Begishevo	INK	109.9	LOC		RWY 21		E013	
			OM		N55 35.9	E052 09.4		
Belgorod	IBX	110.5	LOC		RWY 29		E008	
			OM		N50 37.3	E036 39.3		
Beloyarskiy	IU	785.0	LO		N63 43.6	E066 42.2	E020	
	IIU	110.3	LOC		RWY 16		E020	
Blagoveshchensk (Ignatyev)	BM	350.0	LO		N50 28.5	E127 23.8	W012	
	ILZ	108.7	LOC		RWY 36		W012	
Bratsk	IBS	110.3	LOC		RWY 30		W002	
			OM		N56 21.0	E101 46.7		
Bryansk	INU	109.9	LOC		RWY 34		E008	

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Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
			OM	N53 10.2	E034 11.2		
Bugulma	LB	325.0	LO	N54 41.3	E052 50.1	E011	
	MC	325.0	LO	N54 36.2	E052 46.3	E011	
	ILB	110.9	LOC	RWY 19		E011	
Cheboksary	ILA	110.3	LOC	RWY 06		E013	
			OM	N56 04.4	E047 15.4		
	ICR	108.3	LOC	RWY 24		E013	
			OM	N56 06.3	E047 25.5		
Chelyabinsk (Balandino)	LB	452.0	LO	N55 19.0	E061 25.2	E014	
	ILB	109.9	LOC	RWY 09		E014	
			OM	N55 19.0	E061 25.2		
	KS	412.0	LO	N55 17.7	E061 35.2	E014	
	IKS	108.7	LOC	RWY 27		E014	
			OM	N55 17.7	E061 35.2		
Cherepovets	FP	405.0	LO	N59 18.6	E038 04.8	E013	
	OW	405.0	LO	N59 14.6	E037 57.6	E013	
	IFP	108.7	LOC	RWY 21		E013	
Chita (Kadala)	DG	518.0	LO	N52 01.1	E113 22.8	W008	
	ZM	518.0	LO	N52 02.4	E113 11.4	W008	
	IDG	110.3	LOC	RWY 29		W008	
Chokurdakh	LT	600.0	LO	N70 38.6	E148 01.8	W013	
Elista	ISA	108.5	LOC	RWY 09		E008	
Gelendzhik	IGN	110.1	LOC	RWY 01		E006	
Gorno-Altaysk	IGO	109.9	LOC	RWY 20		E006	
Grozny (Severny)	IWK	108.7	LOC	RWY 26		E007	
Igarka	LS	315.0	LO	N67 28.3	E086 31.9	E017	
	ILS	110.3	LOC	RWY 12		E017	
Irkutsk	CN	514.0	LO	N52 17.1	E104 19.6	W004	
	IR	514.0	LO	N52 14.9	E104 27.7	W004	
	ICN	111.3	LOC	RWY 12		W004	
	IIR	110.3	LOC	RWY 30		W004	

RUSSIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Iturup	TR	623.0	LO	N45 16.6	E147 53.8	W008	
	ITP	111.3	LOC	RWY 13		W008	
	ITU	111.1	LOC	RWY 31		W008	
Ivanovo (Yuzhny)	AL	326.0	LO	N56 58.1	E040 51.4	E013	
	DD	326.0	LO	N56 55.0	E041 00.4	E013	
	IDD	110.3	LOC	RWY 29		E013	
Izhevsk	LV	635.0	LO	N56 52.9	E053 30.1	E014	
	MD	635.0	LO	N56 47.6	E053 25.6	E014	
	IMD	110.3	LOC	RWY 01		E014	
	ILV	108.7	LOC	RWY 19		E014	
Kaliningrad (Khrabrovo)	KR	840.0	LO	N54 54.9	E020 41.2	E006	
	IFG	110.3	LOC	RWY 06		E006	
	IKR	109.5	LOC	RWY 24		E006	
				OM	N54 54.9		E020 41.2
Kaluga (Grabtsevo)	FR	286.0	LO	N54 32.0	E036 23.5	E010	
	WI	286.0	LO	N54 33.9	E036 21.1	E010	
	IFR	111.7	LOC	RWY 31		E010	
	Kazan	IAM	110.5	LOC	RWY 11		E013
IBL		111.7	LOC	RWY 29		E013	
Kemerovo (Alexey Leonov)	NC	489.0	LOM	N55 18.0	E086 10.7	E008	
	INC	109.1	LOC	RWY 23		E008	
Khabarovsk (Novy)	HI	469.0	LO	N48 34.1	E135 14.8	W012	
	UF	469.0	LO	N48 29.3	E135 08.2	W012	
	IUF	110.3	LOC	RWY 05R		W012	
	IHB	111.15	LOC	RWY 23L		W012	
Khanty-Mansiysk	BD	707.0	LO	N61 01.0	E068 59.3	E017	
	ZJ	707.0	LO	N61 02.5	E069 11.2	E017	
	IBD	111.9	LOC	RWY 06		E017	
				OM	N61 01.0		E068 59.3
	IZJ	110.1	LOC	RWY 24		E017	

RUSSIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
			OM	N61 02.5	E069 11.2		
Khatanga	OA	332.0	LO	N71 57.1	E102 18.7	E005	
	ZT	332.0	LO	N71 59.9	E102 37.8	E005	
	IOA	110.3	LOC	RWY 06		E005	
Kirov (Pobedilovo)	OR	438.0	LO	N58 28.4	E049 16.9	E014	
	XA	438.0	LO	N58 32.1	E049 24.8	E014	
	IOR	109.3	LOC	RWY 03		E014	
	IXA	109.9	LOC	RWY 21		E014	
Kogalym	KG	490.0	LO	N62 14.8	E074 33.3	E018	
	IKG	108.5	LOC	RWY 17		E018	
			OM	N62 14.8	E074 33.3		
	OL	490.0	LOM	N62 08.7	E074 31.1	E018	
	IOL	109.5	LOC	RWY 35		E018	
Komsomolsk-Na-Amure (Dzemgi)	FQ	370.0	LO	N50 40.2	E137 04.9	W012	
	UI	370.0	LO	N50 31.8	E137 04.8	W012	
Krasnodar (Pashkovskiy)	IKR	110.7	LOC	RWY 05R		E007	
	ILD	109.5	LOC	RWY 23L		E007	
Krasnoyarsk (Cherem- shanka)	RL	390.0	LO	N56 09.5	E092 37.6	E004	
	IRL	110.3	LOC	RWY 29		E004	
Krasnoyarsk (Yemelya- novo)	IAJ	110.5	LOC	RWY 11		E004	
			OM	N56 11.0	E092 26.9		
	BK	334.0	LOM	N56 09.1	E092 35.0	E004	
	IBK	111.7	LOC	RWY 29		E004	
Kubinka	ND	670.0	LO	N55 38.6	E036 42.9	E010	
Kurgan	RD	708.0	LO	N55 26.1	E065 22.4	E013	
	UN	708.0	LO	N55 31.1	E065 27.5	E013	
	IRD	110.9	LOC	RWY 02		E013	
	IUN	109.9	LOC	RWY 20		E013	

RUSSIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Kursk (Vostochny)	IWA	110.3	LOC	RWY 30		E008
Lensk	IG	678.0	LO	N60 44.8 E114 54.2		W010
	IIG	110.3	LOC	RWY 25L		W010
Lipetsk	DD	815.0	LO	N52 44.8 E039 30.7		E010
	IT	815.0	LO	N52 39.7 E039 33.8		E010
Magadan (Sokol)	IFK	110.3	LOC	RWY 10		W011
Magnitogorsk	ICP	109.9	LOC	RWY 18		E012
	IRF	108.7	LOC	RWY 36		E012
Makhachkala (Uytash)	SM	365.0	LO	N42 46.6 E047 41.1		E007
	IHC	108.3	LOC	RWY 14		E007
	ISM	109.9	LOC	RWY 32		E007
Mineralnyye Vody	MD	468.0	LO	N44 15.6 E043 00.5		E007
	IMD	111.7	LOC	RWY 12		E007
	IMW	109.3	LOC	RWY 30		E007
Mirny	ISG	110.3	LOC	RWY 25		W011
			OM	N62 33.7 E114 07.7		
Moscow (Domodedovo)	IDW	108.5	LOC	RWY 14		E011
	IDM	110.1	LOC	RWY 14R		E011
	IDE	111.9	LOC	RWY 32		E011
	IDO	109.3	LOC	RWY 32L		E011
Moscow (Sheremetyevo)	IMR	108.1	LOC	RWY 06C		E011
	MR	700.0	LOM	N55 57.6 E037 19.4		E011
	IMA	108.75	LOC	RWY 06L		E011
	INL	109.1	LOC	RWY 06R		E011
	NL	380.0	LOM	N55 57.5 E037 19.7		E011
	AD	700.0	LOM	N55 59.2 E037 30.0		E011
	IAD	111.3	LOC	RWY 24C		E011
	BW	380.0	LOM	N55 59.1 E037 30.4		E011
	IBW	110.5	LOC	RWY 24L		E011
	IBR	109.35	LOC	RWY 24R		E011
Moscow (Vnukovo)	IWM	111.7	LOC	RWY 01		E010

RUSSIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
	IGT	108.9	LOC	RWY 06		E010	
	ITA	111.5	LOC	RWY 19		E010	
	IOB	111.1	LOC	RWY 24		E010	
Murmansk	RD	635.0	LO	N68 44.6	E032 49.3	E015	
	PF	635.0	LOM	N68 49.4	E032 40.4	E015	
	IPF	110.3	LOC	RWY 13		E015	
	IRD	108.5	LOC	RWY 31		E015	
Nadym	NO	485.0	LO	N65 31.5	E072 39.3	E021	
	PZ	485.0	LO	N65 26.4	E072 44.5	E021	
	INO	110.5	LOC	RWY 14		E021	
	IPZ	110.3	LOC	RWY 32		E021	
Nalchik	NF	718.0	LO	N43 32.0	E043 41.5	E007	
	INF	110.5	LOC	RWY 24		E007	
			OM	N43 32.0	E043 41.5		
Naryan-Mar	IRK	109.5	LOC	RWY 24		E022	
Neryungri (Chulman)	IRN	110.3	LOC	RWY 08		W014	
Nikolayevsk na Amure (Nikolayevsk-na-Amure)	INC	110.1	LOC	RWY 11		W012	
	IME	111.7	LOC	RWY 29		W012	
Nikolayevsk-na-Amure	ME	444.0	LO	N53 09.0	E140 43.5	W012	
Nizhnevartovsk	JH	450.0	LOM	N60 54.7	E076 24.8	E015	
	IJH	110.5	LOC	RWY 03		E015	
	NZ	450.0	LO	N60 59.2	E076 33.1	E015	
	INZ	111.9	LOC	RWY 21		E015	
			OM	N60 59.2	E076 33.1		
Nizhny Novgorod (Stri- gino)	IUV	108.1	LOC	RWY 18L		E013	
	IST	109.9	LOC	RWY 18R		E013	
			OM	N56 16.5	E043 48.0		
	ING	109.5	LOC	RWY 36L		E013	
			OM	N56 10.7	E043 45.8		

RUSSIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
	IBO	110.5	LOC	RWY 36R	E013	
Nogliki	JD	750.0	LO	N51 49.1 E143 10.0	W011	
	ING	108.1	LOC	RWY 22	W011	
Norilsk (Alykel)	AP	535.0	LO	N69 16.1 E087 15.3	E019	
	BF	535.0	LO	N69 21.2 E087 24.5	E019	
	IAP	109.5	LOC	RWY 01	E019	
	IBF	110.3	LOC	RWY 19	E019	
Novokuznetsk (Spichenkovo)	UF	300.0	LO	N53 51.4 E086 54.3	E006	
	IUF	111.1	LOC	RWY 19	E006	
Novosibirsk (Tolmachevo)	GH	875.0	LO	N54 58.9 E082 36.9	E009	
	KT	310.0	LO	N55 01.3 E082 44.5	E009	
	SV	520.0	LO	N55 05.0 E082 35.0	E009	
	RO	860.0	LOM	N55 00.3 E082 33.8	E009	
	IRO	110.1	LOC	RWY 07	E009	
	ISV	109.7	LOC	RWY 16	E009	
	IKT	108.5	LOC	RWY 25	E009	
	IGH	111.1	LOC	RWY 34	E009	
Novy Urengoy	ND	275.0	LO	N66 05.1 E076 24.4	E020	
	YC	275.0	LO	N66 03.4 E076 37.6	E020	
	IYC	109.5	LOC	RWY 27	E020	
Noyabrsk	UC	615.0	LO	N63 13.7 E075 18.9	E018	
	IZE	109.1	LOC	RWY 01	E018	
Nyagan	LS	298.0	LO	N62 03.9 E065 36.6	E018	
	NA	298.0	LO	N62 09.4 E065 37.1	E018	
	ILS	110.3	LOC	RWY 34	E018	
Okha (Novostroyka)	OG	437.0	LO	N53 29.3 E142 58.1	W012	
	TF	437.0	LO	N53 32.3 E142 49.2	W012	
Omsk (Tsentralny)	IRM	108.3	LOC	RWY 07	E012	
	ITK	110.1	LOC	RWY 25	E012	

RUSSIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Elev. Decl
Orenburg	LM	415.0	LO	N51 47.8	E055 32.1	E011
	WP	415.0	LO	N51 47.7	E055 22.9	E011
	IWP	109.9	LOC	RWY 08		E011
	ILM	109.3	LOC	RWY 26		E011
Orsk	OR	385.0	LO	N51 05.0	E058 40.1	E010
	SF	385.0	LO	N51 03.7	E058 31.0	E010
	IRK	109.55	LOC	RWY 07		E010
	IOR	108.1	LOC	RWY 25		E010
			OM	N51 05.0	E058 40.1	
Ostafyevo	NW	625.0	LO	N55 30.3	E037 26.2	E010
	IPS	108.3	LOC	RWY 26		E010
			OM	N55 30.7	E037 35.0	
Ostavyevo (Ostafyevo)	PS	625.0	LO	N55 30.7	E037 35.0	E010
Penza	RN	591.0	LO	N53 07.8	E044 57.5	E010
	WH	591.0	LO	N53 05.3	E045 05.9	E010
	IRN	111.1	LOC	RWY 11		E010
	IWH	108.7	LOC	RWY 29		E010
Perm (Bolshoe Savino)	BK	705.0	LO	N57 52.7	E055 57.1	E015
	PX	705.0	LO	N57 57.0	E056 05.4	E015
	IPX	109.9	LOC	RWY 21		E015
Petropavlovsk-Kamchat- sky (Yelizovo)	LW	920.0	LO	N53 06.8	E158 29.3	W007
	IKM	109.9	LOC	RWY 16R		W007
	ILW	108.7	LOC	RWY 34L		W007
Petrozavodsk (Besovets)	QD	340.0	LO	N61 56.3	E034 12.2	E013
	IPD	110.7	LOC	RWY 19		E013
Pevek	BM	272.0	LO	N69 44.1	E170 37.6	W001
Podkamennyya Tunguska (Podkamennaya Tung- uska)	PU	290.0	LO	N61 33.8	E089 56.0	E009
Poliarny	WN	525.0	LO	N66 21.3	E112 03.8	W009

RUSSIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
	IWN	108.1	LOC	RWY 35	W009	
			OM	N66 21.3 E112 03.8		
Ramenskoye	DM	581.0	LO	N55 36.3 E038 02.8	E011	
	IRT	110.9	LOC	RWY 30	E011	
Rostov-Na-Donu (Platov)	IRD	111.5	LOC	RWY 05	E008	
	IRS	110.9	LOC	RWY 23	E008	
Sabetta	SA	835.0	LO	N71 12.1 E071 57.1	E029	
	ITB	108.9	LOC	RWY 04	E029	
Salekhard	INA	111.5	LOC	RWY 04	E023	
	IDM	111.3	LOC	RWY 22	E023	
Samara (Kurumoch)	AZ	287.0	LO	N53 27.7 E050 12.2	E012	
	FK	287.0	LO	N53 31.6 E050 13.2	E012	
	WG	287.0	LO	N53 33.2 E050 08.9	E012	
	IBE	110.5	LOC	RWY 05	E012	
	IWG	111.9	LOC	RWY 15	E012	
	IFK	109.7	LOC	RWY 23	E012	
	IAZ	111.1	LOC	RWY 33	E012	
Saransk	IGE	110.35	LOC	RWY 20	E012	
Saratov (Gagarin)	ITW	108.55	LOC	RWY 08	E011	
	ITL	108.75	LOC	RWY 26	E011	
Saratov (Tsentralny)	OH	427.0	LOM	N51 35.7 E045 58.9	E010	
	IOH	110.5	LOC	RWY 12	E010	
	IDK	109.1	LOC	RWY 30	E010	
Shakhtersk	RD	207.0	LO	N49 09.4 E142 07.2	W011	
Sleptsovskaya (Magas)	SC	276.0	LO	N43 19.7 E044 56.7	E007	
	ISC	108.9	LOC	RWY 09	E007	
Sochi	IAD	110.5	LOC	RWY 02	E006	
	ISO	111.1	LOC	RWY 06	E006	
Sovetskiy	UY	1075.0	LO	N61 17.3 E063 39.8	E018	
	ISW	111.9	LOC	RWY 12	E018	
	IUY	108.9	LOC	RWY 30	E018	

RUSSIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
St Petersburg (Pulkovo)	PK	342.0	LO	N59 48.6	E030 08.9	E011	
	PL	525.0	LO	N59 47.5	E030 22.3	E011	
	PU	326.0	LO	N59 49.2	E030 10.3	E011	
	IPU	110.5	LOC	RWY 10L		E011	
	IPK	111.9	LOC	RWY 10R		E011	
	IPO	108.9	LOC	RWY 28L		E011	
	IPL	111.3	LOC	RWY 28R		E011	
Stavropol (Shpakovskoye)	OP	730.0	LO	N45 05.9	E042 02.9	E008	
	IOP	110.5	LOC	RWY 07		E008	
			OM	N45 05.9	E042 02.9		
	KT	730.0	LOM	N45 07.3	E042 10.8	E008	
	IKT	110.7	LOC	RWY 25		E008	
Strezhevoy	MP	655.0	LO	N60 45.2	E077 38.0	E015	
	IMP	108.3	LOC	RWY 15		E015	
Surgut	GK	325.0	LOM	N61 20.6	E073 17.9	E017	
	IGK	110.5	LOC	RWY 07		E017	
	AM	325.0	LOM	N61 20.7	E073 30.3	E017	
	IAM	109.1	LOC	RWY 25		E017	
Syktyvkar	PW	345.0	LO	N61 36.2	E050 48.6	E018	
	SR	345.0	LO	N61 41.6	E050 53.1	E018	
	ISR	111.7	LOC	RWY 18		E018	
	IPW	108.3	LOC	RWY 36		E018	
Taganrog (Yuzhny)	UF	350.0	LO	N47 12.6	E038 46.9	E008	
Talakan	IDT	110.3	LOC	RWY 19		W008	
Tambov (Donskoe)	FF	735.0	LO	N52 51.2	E041 26.6	E010	
	XV	735.0	LO	N52 45.7	E041 31.2	E010	
Tomsk (Bogashevo)	TI	380.0	LO	N56 25.5	E085 15.6	E008	
	ITI	110.3	LOC	RWY 21		E008	
Turukhansk	FT	492.0	LO	N65 49.8	E087 52.1	E014	
Tynda	PW	480.0	LO	N55 15.3	E124 43.1	W013	

RUSSIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Tyumen (Roshchino)	RN	315.0	LO	N57 08.8	E065 14.1	E015	
	TM	315.0	LO	N57 12.7	E065 22.2	E015	
	IRN	108.3	LOC	RWY 03		E015	
	ITM	110.7	LOC	RWY 21		E015	
	IAT	111.1	LOC	RWY 30		E015	
Ufa	LZ	212.0	LO	N54 31.1	E055 55.3	E013	
	RG	212.0	LO	N54 35.9	E055 50.6	E013	
	IPT	110.3	LOC	RWY 14R		E013	
	INM	108.7	LOC	RWY 32L		E013	
Ukhta	BF	304.0	LO	N63 31.3	E053 46.6	E020	
	DP	304.0	LO	N63 36.7	E053 49.9	E020	
	IDP	110.1	LOC	RWY 18		E020	
	IBF	109.7	LOC	RWY 36		E020	
Ulan-Ude (Mukhino)	ZD	349.0	LO	N51 49.2	E107 31.3	W005	
	IUL	111.3	LOC	RWY 08		W005	
	IZD	110.3	LOC	RWY 26		W005	
Ulyanovsk (Baratayevka)	LS	332.0	LO	N54 18.8	E048 16.3	E012	
	IMR	110.3	LOC	RWY 02		E012	
	ILS	111.3	LOC	RWY 20		E012	
Ulyanovsk (Vostochny)	UL	408.0	LOM	N54 21.1	E048 45.1	E012	
	IUL	110.1	LOC	RWY 02		E012	
	WN	408.0	LOM	N54 27.2	E048 51.4	E012	
	IWN	110.1	LOC	RWY 20		E012	
Uray	PM	780.0	LO	N60 03.8	E064 48.4	E017	
	WI	780.0	LO	N60 09.1	E064 50.8	E017	
Usinsk	UL	370.0	LO	N66 02.8	E057 19.3	E023	
	YT	370.0	LO	N65 57.7	E057 24.7	E023	
	IUL	108.7	LOC	RWY 13		E023	
Ust-Kut	ICI	108.9	LOC	RWY 30		W004	
Vladikavkaz (Beslan)	ICH	110.5	LOC	RWY 09		E007	
	IWL	111.3	LOC	RWY 27		E007	

RUSSIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Vladivostok (Knevichi)	LS	630.0	LO	N43 21.9	E132 04.3	W010	
	ILS	109.3	LOC	RWY 07R		W010	
	ILN	110.1	LOC	RWY 25L		W010	
Volograd (Gumrak)	IWG	111.7	LOC	RWY 06		E009	
	IWD	110.5	LOC	RWY 24		E009	
Vorkuta	DW	522.0	LO	N67 30.0	E063 51.7	E025	
	KZ	522.0	LO	N67 28.8	E064 06.5	E025	
Voronezh (Chertovitskoye)	IWR	110.5	LOC	RWY 12		E010	
	IAP	111.9	LOC	RWY 30		E010	
			OM	N51 46.6	E039 18.1		
Voronezh (Pridacha)	ZF	495.0	LO	N51 42.2	E039 19.1	E008	
	IZF	109.9	LOC	RWY 21		E008	
Yakutsk	IMF	111.7	LOC	RWY 23L		W015	
Yamburg	MB	345.0	LO	N68 01.9	E075 02.8	E024	
	ON	345.0	LO	N67 56.7	E075 09.0	E024	
	IMB	110.1	LOC	RWY 13		E024	
	ION	108.1	LOC	RWY 31		E024	
Yaroslavl (Tunoshna)	RG	315.0	LO	N57 34.9	E040 14.3	E012	
	IRG	110.5	LOC	RWY 23		E012	
Yekaterinburg (Koltsovo)	IKO	111.7	LOC	RWY 08L		E015	
	IEL	109.9	LOC	RWY 08R		E015	
	IED	109.5	LOC	RWY 26L		E015	
	IEU	110.5	LOC	RWY 26R		E015	
Yoshkar-Ola	IO	610.0	LO	N56 39.5	E047 54.3	E013	
Yuzhno-Kurilsk (Mendelevevo)	BF	525.0	LO	N43 54.8	E145 40.7	W009	
	IMO	110.9	LOC	RWY 01		W009	
Yuzhno-Sakhalinsk (Khomutovo)	ISL	109.5	LOC	RWY 01		W011	
	IPI	111.7	LOC	RWY 19		W011	

SLOVAKIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Centr (Piestany)	PNY	297.0	H L	N48 36.5 E017 49.3	E004	567
Janovce	JAN	110.8	V D U W	N48 10.7 E017 32.7	E004	423
Kosice	KE	425.0	H M	N48 35.3 E021 12.9	E005	755
Kosice	KSC	108.2	V D U	N48 41.0 E021 14.9	E005	787
Nitra	NIT	116.5	V D U W	N48 17.4 E018 03.0	E004	810
Sliac	SLC	114.0	V D U	N48 27.2 E019 07.0	E005	1670
Stefanik North	OKR	391.0	H W	N48 13.4 E017 17.4	E004	450
Stefanik South	OB	330.0	H W	N48 06.9 E017 17.9	E004	436
Tatry	PPD	112.1	V D H	N49 03.9 E020 21.0	E005	2382
Tatry	PPD	317.0	H M	N49 04.1 E020 21.2	E005	
Tatry East	PE	438.0	H M	N49 03.8 E020 26.5	E005	
Tatry West	PW	418.0	H M	N49 04.8 E020 04.4	E005	
Zilina	ZLA	404.0	H L W	N49 12.2 E018 30.6	E005	
Bratislava (M.R. Stefanik)	OKR	108.3	LOC	RWY 22	E004	
	OB	110.7	LOC	RWY 31	E004	
Kosice	KE	109.5	LOC	RWY 01	E005	
			OM	N48 35.3 E021 12.9		
Piestany	CN	109.3	LOC	RWY 01	E004	
Poprad (Tatry)	TT	110.1	LOC	RWY 27	E005	
			OM	N49 04.1 E020 21.2		
Sliac	FS	108.7	LOC	RWY 36	E005	
			OM	N48 33.8 E019 07.8		
Zilina	ZNA	108.15	LOC	RWY 06	E005	

TAJIKISTAN

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Bokhtar	KTB	114.5	D H	N37 51.6	E068 51.7		1378
Dangara	DNR	114.1	D H	N38 15.8	E069 13.3		7615
Dushanbe	DBE	114.2	D H	N38 32.5	E068 49.3		2461
Fayzobod	JD	475.0	H H W	N38 32.6	E069 18.8	E004	
Istaravshan	IRN	114.0	D H	N40 03.6	E068 56.7		2251
Khujand	D	318.0	H L W	N40 12.8	E069 40.3	E004	1450
Khujand	HD	655.0	H H W	N40 12.5	E069 38.2	E004	1450
Khujand	HND	114.3	D H	N40 12.8	E069 42.1		1476
Kulob	CG	298.0	H H W	N37 56.5	E069 47.4	E004	
Kulob	KLB	114.4	D H	N37 59.1	E069 48.1		2067
Oktyabrskiy	PR	310.0	H H W	N38 32.3	E068 23.7	E004	
Pugus	SX	505.0	H H W	N38 50.7	E068 50.8	E004	
Ura-Tyube	PF	385.0	H H W	N40 03.6	E068 56.7	E004	
Bokhtar	NH	420.0	LO	N37 49.3	E068 52.5	E004	
Dushanbe	WG	372.0	LO	N38 32.6	E068 53.3	E004	
	FN	372.0	LOM	N38 32.6	E068 45.3	E004	
	IFN	110.3	LOC	RWY 09		E004	
Khujand	IHD	111.5	LOC	RWY 08		E004	
			OM	N40 12.5	E069 38.2		
	HV	655.0	LOM	N40 13.3	E069 45.5	E004	
	IHV	109.9	LOC	RWY 26		E004	
Kulob	ICG	108.1	LOC	RWY 01		E003	
			OM	N37 56.5	E069 47.4		

TURKMENISTAN

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Ashgabat	ASB	114.5	V D U W	N38 00.2	E058 20.1	E004	
Ashgabat	GH	320.0	H L W	N38 00.3	E058 20.0	E004	
Balkanabat	LA	430.0	H W	N39 29.2	E054 20.4	E006	
Dashoguz	DSH	112.0	V D H W	N41 45.6	E059 47.7	E006	300
Turkmenabat	LBA	109.2	V D H W	N38 54.8	E063 35.4	E005	600
Turkmenabat	NQ	326.0	H M	N38 56.9	E063 32.3	E005	
Turkmenbashi	KRS	112.3	V D H W	N40 02.4	E053 00.7	E005	300
Ashgabat	PQ	295.0	LO	N37 57.4	E058 24.8	E004	
	ABW	108.5	LOC	RWY 12L		E004	
	IAD	111.1	LOC	RWY 12R		E004	
	IPQ	110.5	LOC	RWY 30L		E004	
	AHD	108.7	LOC	RWY 30R		E004	
Dashoguz	RP	322.0	LO	N41 45.6	E059 45.8	E006	
	IRP	108.3	LOC	RWY 08		E006	
	ISH	111.3	LOC	RWY 26		E006	
Mary	MR	439.0	LO	N37 34.3	E061 54.0	E004	
	NS	480.0	LO	N37 34.3	E061 53.9	E004	
	IML	111.5	LOC	RWY 36L		E004	
	IMR	109.7	LOC	RWY 36R		E004	
			OM	N37 34.3	E061 54.0		
Turkmenabat	IHQ	110.3	LOC	RWY 13		E005	
	IUT	110.5	LOC	RWY 31		E005	
Turkmenbashi	CO	610.0	LO	N40 06.5	E052 59.6	E005	
	WZ	610.0	LO	N40 01.1	E053 01.3	E005	
	ITR	111.7	LOC	RWY 16R		E005	
	ITL	109.1	LOC	RWY 34L		E005	

UKRAINE

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
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RUSSIA

Molochnoye	MO	110.7	D L	N45 14.6	E033 11.4		197
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UKRAINE

Bakhmach	BAH	116.7	D H	N51 03.9	E032 53.2		520
Bohdanivka	BO	1290.0	H H W	N50 37.7	E030 53.5	E007	
Boryspil (Kyiv)	BRP	115.9	V D H W	N50 17.1	E030 54.1	E007	423
Cherkasy	CK	705.0	H M W	N49 23.9	E032 00.6	E007	
Chernivtsi	CR	509.0	H L	N48 14.5	E025 59.6	E005	
Chervonyi	CY	960.0	H H W	N50 04.1	E031 23.5	E007	
Dnipro	DNP	112.5	V D H	N48 21.6	E035 06.2	E008	511
Donets'k	DON	115.0	V D H W	N48 04.5	E037 41.0	E006	714
Ivano-Frankivsk	IF	290.0	H L	N48 52.3	E024 45.6	E006	919
Ivano-Frankivsk	IV	290.0	H L	N48 53.7	E024 36.9	E006	919
Ivano-Frankivsk	IVF	114.2	V D H W	N48 53.1	E024 41.5	E006	937
Kakhovka	KH	485.0	H H W	N46 48.5	E033 29.8	E006	
Kerch	KR	110.0	D L	N45 18.6	E036 26.6		394
Kharkiv	KHR	116.5	V D H W	N49 55.7	E036 17.4	E010	537
Koshany	KSN	108.6	D H	N50 56.8	E030 58.7		480
Krabor	KR	600.0	H H W	N50 36.4	E029 16.8	E007	
Kropy	KVH	114.9	V D H W	N48 32.7	E032 17.5	E007	605
Kryvyi Rih	KVR	116.0	D L	N48 03.1	E033 12.7		430
Lozuvatka (Kryvyi Rih)	RG	697.0	H L	N48 03.9	E033 12.7	E008	
Lviv	LIV	115.5	V D H W	N49 48.7	E023 57.1	E006	1094
Makivka	TM	402.0	H H W	N47 49.1	E034 44.2	E006	280
Mykolaiv	NI	509.0	H L	N47 02.7	E031 53.8	E007	
Odesa	OD	348.0	H H W	N46 28.4	E030 39.4	E006	
Odesa	ODS	113.95	V D H W	N46 25.8	E030 40.3	E006	194
Odesa	OE	348.0	H H W	N46 22.8	E030 41.8	E006	
Pavliv	PW	815.0	H H W	N47 44.9	E037 13.5	E006	650
Pekari	KP	274.0	H M	N49 41.8	E031 33.9	E007	

UKRAINE

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Pii	PI	425.0	H	H W	N49 52.4	E031 07.5	E007	
Poltava	PO	580.0	H	L	N49 34.3	E034 21.7	E007	
Rashivka	RS	672.0	H	H W	N50 12.8	E033 53.1	E008	
Rivne	RD	678.0	H	L	N50 35.8	E026 10.4	E006	
Rivne	RVN	114.65		D H	N50 36.5	E026 08.7		791
Serednie	SR	690.0	H	M W	N48 31.3	E022 30.5	E005	
Simferopol'	SF	588.0	H	L W	N45 06.3	E033 59.5	E004	598
Soloviivka	SLV	113.3	V	D H W	N50 11.2	E029 34.2	E007	
Stebliv	STB	113.0		D T	N49 24.3	E031 04.6		472
Sumy	SU	303.0	H	L	N50 51.3	E034 43.7	E008	
Ternopil	TE	530.0	H	L	N49 31.7	E025 41.8	E006	
Ternopil	TER	115.25		D H	N49 31.4	E025 41.9		1083
Uzhhorod	UO	645.0	H	L W	N48 38.0	E022 15.7	E005	
Uzhhorod	UZH	115.65		D H	N48 38.0	E022 15.6		413
Verhnie	VI	334.0	H	H W	N48 56.5	E023 02.7	E006	
Vinnytsia	VIN	113.9		D H	N49 14.4	E028 37.3		994
Yahotyn	YHT	117.0		D H	N50 15.9	E031 47.7		451
Chernivtsi (Chernivtsi Intl)	ICN	109.5	LOC		RWY 15		E005	
			OM		N48 17.9 E025 57.0			
	ICR	110.3	LOC		RWY 33		E005	
			OM		N48 12.8 E026 00.9			
Dnipro (Dnipro Intl)	DP	335.0	LOM		N48 21.4 E035 01.6		E008	
	IDP	109.5	LOC		RWY 08		E008	
	DR	335.0	LOM		N48 21.4 E035 10.5		E008	
	IDR	110.3	LOC		RWY 26		E008	
Ivano-Frankivsk (Ivano-Frankivsk Intl)	IIV	108.7	LOC		RWY 10		E006	
			OM		N48 53.7 E024 36.9			
	IIF	109.3	LOC		RWY 28		E006	

UKRAINE

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
			OM	N48 52.3	E024 45.6		
Kharkiv (Osnova)	IHR	111.1	LOC	RWY 07		E010	
	IHA	111.7	LOC	RWY 25		E010	
Kherson (Kherson Intl)	HE	1065.0	LO	N46 38.3	E032 28.2	E007	
	IHE	110.1	LOC	RWY 03		E007	
Kremenchuk (Velyka Kokhnyvka Natl)	KN	562.0	LO	N49 05.7	E033 29.0	E008	
Kryvyi Rih (Lozuvatka)	IRG	110.1	LOC	RWY 18		E008	
	IRO	108.3	LOC	RWY 36		E008	
			OM	N47 59.6	E033 12.1		
Kyiv (Antonov-2 Intl)	LC	534.0	LOM	N50 39.1	E030 09.4	E007	
	ILC	111.9	LOC	RWY 15		E007	
	GO	590.0	LOM	N50 33.5	E030 13.5	E007	
	IGO	108.7	LOC	RWY 33		E007	
Kyiv (Boryspil Intl)	NO	310.0	LO	N50 17.2	E030 54.1	E007	
	BI	310.0	LOM	N50 23.8	E030 54.5	E007	
	IBI	111.3	LOC	RWY 18L		E007	
	IKB	108.9	LOC	RWY 18R		E007	
	KB	825.0	LOM	N50 23.2	E030 53.0	E007	
	IKE	110.5	LOC	RWY 36L		E007	
	KE	825.0	LOM	N50 17.0	E030 52.6	E007	
	INO	109.7	LOC	RWY 36R		E007	
Kyiv (Zhuliany Intl)	IKI	111.7	LOC	RWY 08		E007	
	IKV	108.3	LOC	RWY 26		E007	
Lviv (Lviv Intl)	ILO	109.5	LOC	RWY 13		E006	
	ILV	110.3	LOC	RWY 31		E006	
Mykolaiv (Mykolaiv Intl)	INI	110.7	LOC	RWY 04		E007	
			OM	N47 01.7	E031 52.1		
Odesa	IOD	108.3	LOC	RWY 16		E006	
	IOE	110.3	LOC	RWY 34		E006	

UKRAINE

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Vinnytsia (Gavryshivka Intl)	WI	415.0	LO	N49 16.7 E028 33.9	E006	
	WN	415.0	LO	N49 12.4 E028 39.9	E006	
	IWI	111.1	LOC	RWY 13	E006	
	IWN	110.3	LOC	RWY 31	E006	
Zaporizhzhia (Zaporizhzhia Intl)	ZA	295.0	LO	N47 49.3 E035 17.2	E007	
	IZA	110.3	LOC	RWY 02R	E007	
	IZP	111.5	LOC	RWY 20L	E007	

UZBEKISTAN

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Andizhan	AN	422.0	H	M W	N40 41.6	E072 14.8	E005	
Fergana	ZU	625.0	H	M W	N40 24.7	E071 44.9	E005	
Karshi	JP	622.0	H	H W	N38 50.9	E065 45.4	E004	
Karshi	K	301.0	H	H W	N38 46.8	E065 46.9	E004	
Kasan	YU	365.0	H	H W	N39 03.1	E065 35.1	E004	
Muynak	MNK	116.5	V	D U W	N43 45.2	E059 01.7	E007	220
Namangan	NMA	116.0	V	D U W	N40 58.9	E071 33.6	E004	
Namangan	SA	329.0	H	L W	N40 58.1	E071 37.3	E004	
Navoi	NVI	113.8	V	D U W	N40 06.9	E065 10.6	E005	1171
Nukus	DP	435.0	H	L W	N42 31.9	E059 35.7	E006	
Nukus	ZR	435.0	H	L W	N42 26.8	E059 39.0	E006	
Samarkand	SKD	115.0	V	D H W	N39 42.2	E066 58.4	E005	2199
Sergeli	SR	743.0	H	L W	N41 11.1	E069 13.4	E005	
Sherabad	HA	340.0	H	H W	N37 41.6	E067 03.2	E004	
Syrdarya	CV	535.0	H	W	N40 48.6	E068 40.9	E005	
Tamdybulak	TMD	114.0	V	D U W	N41 45.6	E064 37.0	E006	
Tashkent	TKT	113.2	V	D H W	N41 15.3	E069 15.2	E005	1391
Termez	TRZ	113.4	V	D H W	N37 17.2	E067 19.1	E004	
Urgench	RG	983.0	H	L W	N41 37.2	E060 36.1	E006	
Urgench	URG	114.2	V	D U W	N41 34.7	E060 39.3	E006	
Andizhan	IAN	110.5	LOC		RWY 04		E005	
Bukhara	BR	795.0	LO		N39 49.4	E064 29.6	E005	
	UH	795.0	LO		N39 43.7	E064 28.3	E005	
	IUH	110.3	LOC		RWY 01		E005	
Fergana	IZU	109.7	LOC		RWY 18		E005	
Karshi	IJP	109.1	LOC		RWY 16		E004	
Namangan	ISA	110.1	LOC		RWY 28		E004	
Navoi	IHG	109.3	LOC		RWY 07		E005	
	INL	108.7	LOC		RWY 25		E005	
Nukus	IZR	110.3	LOC		RWY 33		E006	

UZBEKISTAN

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Samarkand	IMZ	109.5	LOC	RWY 09	E005	
	ISD	110.7	LOC	RWY 27	E005	
Tashkent (Islam Kari- mov)	ING	110.5	LOC	RWY 08L	E005	
	IZW	111.7	LOC	RWY 08R	E005	
	IFD	108.5	LOC	RWY 26R	E005	
Termez	NO	398.0	LO	N37 18.0 E067 21.8	E004	
	INO	110.3	LOC	RWY 25	E004	
Urgench	NU	983.0	LOM	N41 32.7 E060 41.2	E006	
	INU	109.5	LOC	RWY 31	E006	

NAVIGATION AIDS LISTED BY IDENTIFIER - EASTERN EUROPE

(See end of listing for Localizers)

A		AL	Baykit, Russia
A	Abakan, Russia	AL	Yuzhny (Ivanovo), Russia
A	Aktobe, Kazakhstan	AM	Kazan, Russia
A	Almaty, Kazakhstan	AM	Surgut, Russia
A	Alykel (Norilsk), Russia	AMI	Amari, Estonia
A	Andizhan, Uzbekistan	AN	Anapa, Russia
A	Begishevo, Russia	AN	Andizhan, Uzbekistan
A	Belgorod, Russia	AN	Belgorod, Russia
A	Chertovitskoye (Voronezh), Russia	AND	Andranik, Armenia
A	Kurumoch (Samara), Russia	AO	Aksinyino, Russia
A	Mikhaylovka (Barnaul), Russia	AO	Algasovo, Russia
A	Sheremetyevo (Moscow), Russia	AO	Szolnok, Hungary
A	Surgut, Russia	AP	Alykel (Norilsk), Russia
A	Szolnok, Hungary	AP	Anapa, Russia
A	Talagi (Arkhangelsk), Russia	AP	Voronezh, Russia
A	Yuzhny (Ivanovo), Russia	AR	Barnaul, Russia
AB	Abakan, Russia	AR	Buzharovo, Russia
ABK	Abakan, Russia	ARD	Arad, Romania
ABW	Ashgabat, Turkmenistan	ARK	Arkalyk, Kazakhstan
AD	Sheremetyevo (Moscow), Russia	AS	Svetlogorsk, Russia
AD	Sochi, Russia	AS	Zaliv Kresta, Russia
ADL	Sochi, Russia	ASB	Ashgabat, Turkmenistan
AG	Agoy, Russia	AST	Astana, Kazakhstan
AGO	Agoy, Russia	AST	Astrakhan, Russia
AGZ	Ayaguz, Kazakhstan	ATA	Almaty, Kazakhstan
AHD	Ashgabat, Turkmenistan	ATR	Atyrau, Kazakhstan
AJ	Krasnoyarsk, Russia	AVN	Vilnius, Lithuania
AJ	Staritsa, Russia	AZ	Kurumoch (Samara), Russia
AKB	Aktobe, Kazakhstan	AZ	Talagi (Arkhangelsk), Russia
AKT	Aktau, Kazakhstan		
AL	Algasovo, Russia		

NAVIGATION AIDS LISTED BY IDENTIFIER - EASTERN EUROPE

(See end of listing for Localizers)

B		BCU	Bacau, Romania
B	Alykel (Norilsk), Russia	BD	Bogdanovo, Russia
B	Balkhash, Kazakhstan	BD	Khanty-Mansiysk, Russia
B	M.R. Stefanik (Bratislava), Slovakia	BD	Razdolye, Russia
B	Belgorod, Russia	BDA	Budapest, Hungary
B	Turany (Brno), Czechia	BDB	Bodaybo, Russia
B	Boryspil Intl (Kyiv), Ukraine	BDF	Budapest, Hungary
B	Bratsk, Russia	BE	Beringovsky, Russia
B	Brest, Belarus	BE	Samara, Russia
B	Bukhara, Uzbekistan	BF	Alykel (Norilsk), Russia
B	George Enescu (Bacau), Romania	BF	Mendeleyevo (Yuzhno-Kurilsk), Russia
B	Ignatyev (Blagoveshchensk), Russia	BF	Ukhta, Russia
B	Khanty-Mansiysk, Russia	BG	Karmanovo, Russia
B	Krasnoyarsk, Russia	BG	Muraveyka, Russia
B	Kurumoch (Samara), Russia	BGS	Burgas, Bulgaria
B	Manas (Bishkek), Kyrgyzstan	BI	Boryspil Intl (Kyiv), Ukraine
B	Mendeleyevo (Yuzhno-Kurilsk), Russia	BI	Dudinka, Russia
B	Novy (Khabarovsk), Russia	BJ	Bely, Russia
B	Sheremetyevo (Moscow), Russia	BK	Bolshoe Savino (Perm), Russia
B	Ukhta, Russia	BK	Manas (Bishkek), Kyrgyzstan
BA	Bagayevskiy, Russia	BK	Yemelyanovo (Krasnoyarsk), Russia
BA	Bakchar, Russia	BKS	Bekes, Hungary
BAC	Bacau, Romania	BKU	Bakuriani, Georgia
BAH	Bakhmach, Ukraine	BL	Belgorod, Russia
BAI	Baisoara, Romania	BL	Chernyshevka, Russia
BAK	Baku, Azerbaijan	BL	Kazan, Russia
BAN	Barnaul, Russia	BLG	Blagoveshchensk, Russia
BC	Bekescsaba, Hungary	BLH	Balkhash, Kazakhstan
BC	Bezhetsk, Russia	BLO	Bailovo, Bulgaria
BC	George Enescu (Bacau), Romania	BLZ	Belozersk, Russia
BC	Provideniya Bay, Russia	BM	Ignatyev (Blagoveshchensk), Russia

NAVIGATION AIDS LISTED BY IDENTIFIER - EASTERN EUROPE

(See end of listing for Localizers)

BM	Omsukchan, Russia	BUG	Bugac, Hungary
BM	Pevek, Russia	BW	Balakovo, Russia
BMK	Ulyanovsk-Baratayevka, Russia	BW	Sheremetyevo (Moscow), Russia
BMR	Baia Mare, Romania	BX	Belgorod, Russia
BN	Bovanenkovo, Russia	BY	Brest, Belarus
BNO	Brno, Czechia	BYD	Bydgoszcz, Poland
BNU	Beineu, Kazakhstan	BYZ	Bydgoszcz, Poland
BO	Bohdanivka, Ukraine	C	
BO	Strigino (Nizhny Novgorod), Russia	C	Antonov-2 Intl (Kyiv), Ukraine
BO	Turany (Brno), Czechia	C	Brest, Belarus
BOZ	Bozhourishte, Bulgaria	C	Caslav, Czechia
BP	Chelobityevo, Russia	C	Cheboksary, Russia
BPL	Liszt Ferenc Intl (Budapest), Hungary	C	Debrecen Intl (Debrecen), Hungary
BPR	Liszt Ferenc Intl (Budapest), Hungary	C	Irkutsk, Russia
BR	Bukhara, Uzbekistan	C	Kulob, Tajikistan
BRP	Boryspil (Kyiv), Ukraine	C	Magnitogorsk, Russia
BRT	Bratsk, Russia	C	Mahiliou, Belarus
BRT	Brest, Belarus	C	Papa, Hungary
BRV	Brasov, Romania	C	Turkmenbashi, Turkmenistan
BS	Bratsk, Russia	C	Ust-Kut, Russia
BSE	Baneasa (Bucharest), Romania	CE	Maksimkin Yar, Russia
BSW	Baneasa (Bucharest), Romania	CF	Caslav, Czechia
BT	Alatyr, Russia	CG	Kulob, Tajikistan
BT	Ali, Georgia	CH	Vladikavkaz, Russia
BT	Buturlino, Russia	CHO	Chociwel, Poland
BTM	Batumi, Georgia	CHU	Dealul Ciuhii, Romania
BU	Barnaul, Russia	CI	Ust-Kut, Russia
BU	Burgas, Bulgaria	CK	Cherkasy Intl (Cherkasy), Ukraine
BUA	Liszt Ferenc Intl (Budapest), Hungary	CK	Prerov, Czechia
BUD	Budapest, Hungary	CLJ	Cluj Napoca, Romania
BUF	Budapest, Hungary		

NAVIGATION AIDS LISTED BY IDENTIFIER - EASTERN EUROPE

(See end of listing for Localizers)

CMP	Czempin, Poland	DAR	Darlowo, Poland
CN	Irkutsk, Russia	DB	Pochinok, Russia
CN	Piestany, Slovakia	DBE	Dushanbe, Tajikistan
CND	Constanta, Romania	DC	Debrecen Intl (Debrecen), Hungary
CNI	Genei, Romania	DCN	Debrecen Intl (Debrecen), Hungary
CO	Mahiliou, Belarus	DD	Lipetsk, Russia
CO	Turkmenbashi, Turkmenistan	DD	Yuzhny (Ivanovo), Russia
CP	Papa, Hungary	DEM	Mirny, Russia
CR	Cheboksary, Russia	DF	Mukhrani, Georgia
CR	Chernivtsi Intl (Chernivtsi), Ukraine	DG	Kadala (Chita), Russia
CRV	Craiova, Romania	DGP	Daugavpils, Latvia
CS	Osa, Russia	DIA	Dzialyn, Poland
CV	Syrdarya, Uzbekistan	DK	Glodayevo, Russia
CW	Krasnaya Gorbatka, Russia	DK	Tsentralny (Saratov), Russia
CY	Chervonyi, Ukraine	DL	Severo-Evensk, Russia
CZA	Czaplinek, Poland	DM	Domodedovo (Moscow), Russia
D		DM	Ramenskoye, Russia
D	Kadala (Chita), Russia	DM	Salekhard, Russia
D	Khujand, Tajikistan	DMD	Domodedovo (Moscow), Russia
D	Koltsovo (Yekaterinburg), Russia	DNP	Dnipro, Ukraine
D	Lipetsk, Russia	DNR	Dangara, Tajikistan
D	Nukus, Uzbekistan	DO	Domodedovo (Moscow), Russia
D	Odesa, Ukraine	DON	Donets'k, Ukraine
D	Ramenskoye, Russia	DP	Dnipro Intl (Dnipro), Ukraine
D	Salekhard, Russia	DP	Nukus, Uzbekistan
D	Targu Mures, Romania	DP	Ukhta, Russia
D	Ukhta, Russia	DR	Dnipro Intl (Dnipro), Ukraine
D	Vorkuta, Russia	DR	Skurygino, Russia
D	Yuzhny (Ivanovo), Russia	DRE	Drezdenko, Poland
DA	Zhalal-Abad, Kyrgyzstan	DSH	Dashoguz, Turkmenistan
		DSK	Dashki, Belarus

NAVIGATION AIDS LISTED BY IDENTIFIER - EASTERN EUROPE

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DV	Dzhubga, Russia	F	Tiksi, Russia
DVA	Deva, Romania	F	Turukhansk, Russia
DW	Nikolskoye, Russia	FA	Ekimchan, Russia
DW	Vorkuta, Russia	FE	Oktyabrskiy, Russia
DWN	Devnya, Bulgaria	FER	Liszt Ferenc Intl (Budapest), Hungary
DZG	Zhezkazgan, Kazakhstan	FF	Donskoe (Tambov), Russia
E		FH	Erebuni (Yerevan), Armenia
E	Boryspil Intl (Kyiv), Ukraine	FHL	Liszt Ferenc Intl (Budapest), Hungary
E	Odesa, Ukraine	FI	Troitskoye, Russia
EB	Matveyevskiy, Russia	FK	Gagarin, Russia
EKB	Koltsovo (Yekaterinburg), Russia	FK	Kurumoch (Samara), Russia
ELI	Elista, Russia	FK	Magadan, Russia
EMO	Emona, Bulgaria	FLR	Floresti, Romania
EN	Debrecen Intl (Debrecen), Hungary	FN	Dushanbe, Tajikistan
ENS	Yeniseysk, Russia	FP	Cherepovets, Russia
ER	Erebuni (Yerevan), Armenia	FQ	Dzemgi (Komsomolsk-Na-Amure), Russia
ER	Sheremetyevo, Russia	FR	Grabtsevo (Kaluga), Russia
ER	Yegorlykskaya, Russia	FS	Sliac, Slovakia
F		FT	Turukhansk, Russia
F	Caslav, Czechia	FV	Venev, Russia
F	Cherepovets, Russia	G	
F	Donskoe (Tambov), Russia	G	Amari, Estonia
F	Dushanbe, Tajikistan	G	Astrakhan, Russia
F	Dzemgi (Komsomolsk-Na-Amure), Russia	G	Bratsk, Russia
F	Ivano-Frankivsk Intl (Ivano-Frankivsk), Ukraine	G	Homiel, Belarus
F	Kurumoch (Samara), Russia	G	Hrodna, Belarus
F	Sliac, Slovakia	G	Minsk-2 (Minsk), Belarus
F	Sokol (Magadan), Russia	G	Naryan-Mar, Russia
		G	Saransk, Russia
		G	Surgut, Russia

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(See end of listing for Localizers)

G	Tolmachevo (Novosibirsk), Russia	GRM	Gyumri, Armenia
G	Vostochny (Kursk), Russia	GRN	Gorna, Bulgaria
GA	Narjan-Mar, Russia	GRU	Grudziadz, Poland
GD	Maloye Skuratovo, Russia	GT	Tazovski, Russia
GE	Vostochny (Kursk), Russia	GT	Vnukovo (Moscow), Russia
GG	Bratsk, Russia	GU	Magdagachi, Russia
GG	Gagarin, Russia	GUD	Gudauri, Georgia
GH	Ashgabat, Turkmenistan	GV	Astrakhan, Russia
GH	Minsk-2 (Minsk), Belarus	GV	Kolyvan, Russia
GH	Tolmachevo (Novosibirsk), Russia	GYR	Gyor, Hungary
GK	Surgut, Russia	GZD	Gdansk, Poland
GL	Golitsyno, Russia		
GLB	Hlybokaje, Belarus	H	
GLT	Galati, Romania	H	Novy (Khabarovsk), Russia
GLW	Glodayevo, Russia	H	Uytash (Makhachkala), Russia
GM	Homiel, Belarus	HA	Sherabad, Uzbekistan
GM	Shirak (Gyumri), Armenia	HAB	Khabarovsk, Russia
GN	Gelendzhik, Russia	HC	Makhachkala, Russia
GNA	Gorna Oryahovitsa, Bulgaria	HD	Khujand, Tajikistan
GND	Ganja, Azerbaijan	HE	Kherson Intl (Kherson), Ukraine
GNV	Gelendzhik, Russia	HI	Novy (Khabarovsk), Russia
GO	Amari, Estonia	HJ	Mamadysh, Russia
GO	Antonov-2 Intl (Kyiv), Ukraine	HLV	Holesov, Czechia
GO	Gorevoye, Russia	HMN	Khanty-Mansiysk, Russia
GO	Gorno-Altaysk, Russia	HND	Khujand, Tajikistan
GOL	Golyama, Bulgaria	HNU	Heniu, Romania
GOL	Homiel, Belarus	HTG	Khatanga, Russia
GP	Hrodna, Belarus	HV	Khujand, Tajikistan
GPR	Gyor-Per, Hungary	HY	Khalaktyrka, Russia
GR	Gagarin (Saratov), Russia		
GRD	Hrodna, Belarus	I	
		I	Beloyarskiy, Russia

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I	Bogashevo (Tomsk), Russia	IAY	Atyrau, Kazakhstan
I	Boryspil Intl (Kyiv), Ukraine	IAZ	Kurumoch (Samara), Russia
I	Gavryshivka Intl (Vinnytsia), Ukraine	IBA	Heydar Aliyev Intl (Baku), Azerbaijan
I	Irkutsk, Russia	IBC	George Enescu (Bacau), Romania
I	Khibiny (Apatity), Russia	IBF	Alykel (Norilsk), Russia
I	Lensk, Russia	IBF	Ukhta, Russia
I	Lipetsk, Russia	IBG	Burgas, Bulgaria
I	Shymkent, Kazakhstan	IBI	Heydar Aliyev Intl (Baku), Azerbaijan
I	Yoshkar-Ola, Russia	IBJ	Astrakhan, Russia
IAA	Almaty, Kazakhstan	IBK	Manas (Bishkek), Kyrgyzstan
IAD	Arad, Romania	IBK	Vilnius Intl (Vilnius), Lithuania
IAD	Ashgabat, Turkmenistan	IBK	Yemelyanovo (Krasnoyarsk), Russia
IAD	Sochi, Russia	IBL	Kazan, Russia
IAJ	Yemelyanovo (Krasnoyarsk), Russia	IBM	Maramures (Baia Mare), Romania
IAK	Nursultan Nazarbayev Intl (Astana), Kazakhstan	IBN	Baneasa-Aurel Vlaicu (Bucharest), Romania
IAL	Almaty, Kazakhstan	IBN	Heydar Aliyev Intl (Baku), Azerbaijan
IAM	Amari, Estonia	IBO	Strigino (Nizhny Novgorod), Russia
IAM	Kazan, Russia	IBS	Baneasa-Aurel Vlaicu (Bucharest), Romania
IAM	Surgut, Russia	IBU	Heydar Aliyev Intl (Baku), Azerbaijan
IAN	Palanga Intl (Palanga), Lithuania	IBV	Bugulma, Russia
IAN	Vityazevo (Anapa), Russia	ICE	Cewice, Poland
IAP	Alykel (Norilsk), Russia	ICH	Beslan (Vladikavkaz), Russia
IAP	Vityazevo (Anapa), Russia	ICK	Mihail Kogalniceanu-Constanta (Constanta), Romania
IAR	Mikhaylovka (Barnaul), Russia	ICV	Craiova, Romania
IAS	Iasi, Romania	ICX	Avram Iancu (Cluj-Napoca), Romania
IAS	Lask, Poland	IDE	Domodedovo (Moscow), Russia
IAT	Aktobe, Kazakhstan	IDG	Kadala (Chita), Russia
IAT	Roshchino (Tyumen), Russia	IDM	Domodedovo (Moscow), Russia
IAU	Aktau, Kazakhstan	IDN	Deblin, Poland
IAV	Vilnius Intl (Vilnius), Lithuania		

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IDO	Domodedovo (Moscow), Russia	IIB	Lennart Meri (Tallinn), Estonia
IDP	Ukhta, Russia	IIM	Shymkent, Kazakhstan
IDT	Talakan, Russia	IIS	Iasi, Romania
IDW	Domodedovo (Moscow), Russia	IIU	Beloyarskiy, Russia
IED	Koltsovo (Yekaterinburg), Russia	IKA	Karaganda, Kazakhstan
IEL	Koltsovo (Yekaterinburg), Russia	IKI	Zhuliany Intl (Kyiv), Ukraine
IEN	Shymkent, Kazakhstan	IKL	Issyk-Kul, Kyrgyzstan
IEU	Koltsovo (Yekaterinburg), Russia	IKM	Kamenka, Russia
IF	Ivano-Frankivsk, Ukraine	IKM	Kaunas Intl (Kaunas), Lithuania
IFD	Islam Karimov (Tashkent), Uzbekistan	IKM	Yelizovo (Petropavlovsk-Kamchatsky), Russia
IFG	Khrabrovo (Kaliningrad), Russia	IKO	Koltsovo (Yekaterinburg), Russia
IFK	Sokol (Magadan), Russia	IKO	Kopitnari (Kutaisi), Georgia
IFR	Grabtsevo (Kaluga), Russia	IKO	Kostino, Russia
IG	Lensk, Russia	IKR	Khrabrovo (Kaliningrad), Russia
IGDA	Lech Walesa (Gdansk), Poland	IKR	Pashkovskiy (Krasnodar), Russia
IGE	Saransk, Russia	IKS	Kopitnari (Kutaisi), Georgia
IGH	Tolmachevo (Novosibirsk), Russia	IKS	Krzesiny (Poznan), Poland
IGK	Saratov, Russia	IKT	Irkutsk, Russia
IGL	Ganja, Azerbaijan	IKT	Narimanovka (Kostanay), Kazakhstan
IGN	Gelendzhik, Russia	IKT	Tolmachevo (Novosibirsk), Russia
IGN	Zhezkazgan, Kazakhstan	IKTO	Pyrzowice (Katowice), Poland
IGO	Amari, Estonia	IKV	Zhuliany Intl (Kyiv), Ukraine
IGO	Gorno-Altaysk, Russia	IKW	Kokshetau, Kazakhstan
IGR	Ganja, Azerbaijan	IKZ	Kyzylorda, Kazakhstan
IGR	Igarka, Russia	ILB	Bugulma, Russia
IGT	Vnukovo (Moscow), Russia	ILD	Chisinau Intl (Chisinau), Moldova
IHA	Osnova (Kharkiv), Ukraine	ILD	Pashkovskiy (Krasnodar), Russia
IHB	Novy (Khabarovsk), Russia	ILK	Issyk-Kul, Kyrgyzstan
IHG	Navoi, Uzbekistan	ILK	Lennart Meri (Tallinn), Estonia
IHQ	Turkmenabat, Turkmenistan	ILL	Henri Coanda (Bucharest), Romania
IHR	Osnova (Kharkiv), Ukraine		

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ILM	Almaty, Kazakhstan	ING	Islam Karimov (Tashkent), Uzbekistan
ILM	Lenkoran, Azerbaijan	INK	Begishevo, Russia
ILN	Knevichi (Vladivostok), Russia	INL	Nakhchivan, Azerbaijan
ILO	Lviv Intl (Lviv), Ukraine	INL	Navoi, Uzbekistan
ILS	Igarka, Russia	INM	Ufa, Russia
ILS	Knevichi (Vladivostok), Russia	INR	Nakhchivan, Azerbaijan
ILU	Batumi, Georgia	IO	Bogashevo (Tomsk), Russia
ILV	Lviv Intl (Lviv), Ukraine	IO	Khibiny (Apatity), Russia
IMA	Almaty, Kazakhstan	IO	Yoshkar-Ola, Russia
IMB	Aulie-Ata (Taraz), Kazakhstan	IOA	Khatanga, Russia
IMB	Malbork, Poland	IOB	Vnukovo (Moscow), Russia
IMD	Mineralnyye Vody, Russia	IOD	Oradea, Romania
IMDL	Minsk-2 (Minsk), Belarus	IOE	Henri Coanda (Bucharest), Romania
IMD	Modlin (Warsaw), Poland	IOP	Henri Coanda (Bucharest), Romania
X		IOT	Kokshetau, Kazakhstan
IMF	Yakutsk, Russia	IOU	Osh, Kyrgyzstan
IMI	Mirowslawiec, Poland	IOW	Oksywie (Gdynia), Poland
IML	Mary, Turkmenistan	IPD	Besovets (Petrozavodsk), Russia
IMM	Minsk Mazowiecki, Poland	IPI	Khomutovo (Yuzhno-Sakhalinsk), Russia
IMN	Manas (Bishkek), Kyrgyzstan	IPK	Pulkovo (St Petersburg), Russia
IMN	Minsk-2 (Minsk), Belarus	IPO	Pulkovo (St Petersburg), Russia
IMO	Nursultan Nazarbayev Intl (Astana), Kazakhstan	IPQ	Ashgabat, Turkmenistan
IMO	Mendeleyevo (Yuzhno-Kurilsk), Russia	IPT	Petropavlovsk, Kazakhstan
IMR	Mary, Turkmenistan	IPT	Ufa, Russia
IMW	Mineralnyye Vody, Russia	IPW	Pavlodar, Kazakhstan
IMZ	Samarkand, Uzbekistan	IPW	Powidz, Poland
IN	Sukhotino, Russia	IQL	Gabala, Azerbaijan
INA	Narimanovka (Kostanay), Kazakhstan	IQR	Gabala, Azerbaijan
INA	Salekhard, Russia	IR	Irkutsk, Russia
INA	Tbilisi, Georgia	IRD	Murmansk, Russia
INC	Nikolayevsk-na-Amure, Russia		

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IRD	Platov (Rostov-Na-Donu), Russia	ITB	Sabetta, Russia
IRG	Chisinau Intl (Chisinau), Moldova	ITC	Delta Dunarii (Tulcea), Romania
IRG	Karaganda, Kazakhstan	ITL	Gagarin (Saratov), Russia
IRN	Istaravshan, Tajikistan	ITL	Turkmenbashi, Turkmenistan
IRP	Dashoguz, Turkmenistan	ITM	Issyk-Kul, Kyrgyzstan
IRP	Riga, Latvia	ITM	Transilvania-Targu Mures (Targu Mures), Romania
IRR	Henri Coanda (Bucharest), Romania	ITP	Iturup, Russia
IRS	Platov (Rostov-Na-Donu), Russia	ITR	Traian Vuia (Timisoara), Romania
IRT	Ramenskoye, Russia	ITR	Turkmenbashi, Turkmenistan
IRV	Riga, Latvia	ITS	Traian Vuia (Timisoara), Romania
ISA	Elista, Russia	ITU	Aktobe, Kazakhstan
ISB	Sibiu, Romania	ITU	Iturup, Russia
ISD	Samarkand, Uzbekistan	ITW	Gagarin (Saratov), Russia
ISE	Kaunas Intl (Kaunas), Lithuania	ITY	Atyrau, Kazakhstan
ISF	Sofia, Bulgaria	IU	Beloyarskiy, Russia
ISH	Dashoguz, Turkmenistan	IUF	Novy (Khabarovsk), Russia
ISI	Iasi, Romania	IUL	Mukhino (Ulan-Ude), Russia
ISI	Ust-Kamenogorsk, Kazakhstan	IUM	Tartu, Estonia
ISK	Uralsk, Kazakhstan	IUN	Kurgan, Russia
ISL	Sofia, Bulgaria	IUR	Uralsk, Kazakhstan
ISM	Satu Mare, Romania	IUS	Ust-Kamenogorsk, Kazakhstan
ISN	Swidwin, Poland	IUT	Turkmenabat, Turkmenistan
ISO	Sochi, Russia	IUV	Strigino (Nizhny Novgorod), Russia
ISP	Semey, Kazakhstan	IV	Ivano-Frankivsk, Ukraine
ISR	Sykytvykar, Russia	IVF	Ivano-Frankivsk, Ukraine
ISV	Stefan cel Mare (Suceava), Romania	IVP	Tbilisi, Georgia
ISV	Tolmachevo (Novosibirsk), Russia	IWA	Kuressaare, Estonia
ISWI	Lublin, Poland	IWD	Gumrak (Volgograd), Russia
IT	Lipetsk, Russia	IWG	Gumrak (Volgograd), Russia
ITA	Aktau, Kazakhstan	IWG	Kurumoch (Samara), Russia
ITA	Vnukovo (Moscow), Russia		

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IWK	Severny (Grozny), Russia	K	Bolshoe Savino (Perm), Russia
IWL	Beslan (Vladikavkaz), Russia	K	Karaganda, Kazakhstan
IWM	Vnukovo (Moscow), Russia	K	Karshi, Uzbekistan
IWN	Varna, Bulgaria	K	Kbely, Czechia
IWP	Orenburg, Russia	K	Khrabrovo (Kaliningrad), Russia
IWV	Chertovitskoye (Voronezh), Russia	K	Kogalym, Russia
IXA	Pobedilovo (Kirov), Russia	K	Kokshetau, Kazakhstan
IZB	Izbica, Poland	K	Pashkovskiy (Krasnodar), Russia
IZD	Mukhino (Ulan-Ude), Russia	K	Pulkovo (St Petersburg), Russia
IZGA	Babimost (Zielona Gora), Poland	K	Shpakovskoye (Stavropol), Russia
IZK	Zagatala, Azerbaijan	K	Talagi (Arkhangelsk), Russia
IZP	Zaporizhzhia Intl (Zaporizhzhia), Ukraine	K	Taldykorgan, Kazakhstan
IZR	Zvartnots (Yerevan), Armenia	K	Tiksi, Russia
IZW	Islam Karimov (Tashkent), Uzbekistan	K	Tolmachevo (Novosibirsk), Russia
		K	Ugolny (Anadyr), Russia
J		K	Vorkuta, Russia
J	Karshi, Uzbekistan	KA	Konstantinovsk, Russia
J	Nizhnevartovsk, Russia	KA	Olzony, Russia
J	Nogliki, Russia	KAK	Krakov, Poland
JAN	Janovce, Slovakia	KAL	Kalotina, Bulgaria
JBR	Jaszbereny, Hungary	KAX	Katowice, Poland
JD	Fayzobod, Tajikistan	KB	Anadyr, Russia
JD	Nogliki, Russia	KB	Boryspil Intl (Kyiv), Ukraine
JED	Jedrzejow, Poland	KD	Kbely, Czechia
JH	Nizhnevartovsk, Russia	KD	Kirovohrad, Ukraine
JP	Karshi, Uzbekistan	KD	Novotyrshkino, Russia
JRK	Jarkent, Kazakhstan	KE	Boryspil Intl (Kyiv), Ukraine
		KE	Kosice, Slovakia
K		KEE	Kecskemet, Hungary
K	Balandino (Chelyabinsk), Russia	KET	Kecskemet, Hungary
K	Begishevo, Russia	KEW	Kecskemet, Hungary

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KG	Kogalym, Russia	KRG	Karaganda, Kazakhstan
KG	Krasnaya Gorbatka, Russia	KRN	Karnice, Poland
KH	Kakhovka, Ukraine	KRN	Kirensk, Russia
KHR	Kharkiv, Ukraine	KRS	Krasnoyarsk, Russia
KIV	Chisinau, Moldova	KRS	Turkmenbashi, Turkmenistan
KL	Krasny Sulin, Russia	KRW	Balice (Krakow), Poland
KL	Kupol, Russia	KS	Balandino (Chelyabinsk), Russia
KLB	Kulob, Tajikistan	KS	Opalikha, Russia
KLG	Grabtsevo (Kaluga), Russia	KSC	Kosice, Slovakia
KLP	Klaipeda, Lithuania	KSN	Koshany, Ukraine
KM	Kem, Russia	KST	Kostanay, Kazakhstan
KM	Talagi (Arkhangelsk), Russia	KT	Shpakovskoye (Stavropol), Russia
KMI	Kmiecin, Poland	KT	Tolmachevo (Novosibirsk), Russia
KN	Knevichi, Russia	KTB	Bokhtar, Tajikistan
KN	Kostino, Russia	KTL	Kotlas, Russia
KN	Velyka Kokhnyivka Natl (Kremenchuk), Ukraine	KTN	Kadala (Chita), Russia
KNA	Kaunas, Lithuania	KTS	Kutaisi, Georgia
KND	Krasnodar, Russia	KTU	Kokshetau, Kazakhstan
KNE	Kunovice, Czechia	KTZ	Khatzezhyna, Belarus
KO	Karmanovo, Russia	KU	Mogocha, Russia
KP	Cheremshanka (Krasnoyarsk), Russia	KUN	Kunovice, Czechia
KP	Pekari, Ukraine	KUS	Kaunas Intl (Kaunas), Lithuania
KR	Kerch, Ukraine	KVH	Kropy, Ukraine
KR	Khrabrovo (Kaliningrad), Russia	KVR	Kryvyi Rih, Ukraine
KR	Krabor, Ukraine	KVY	Karlovy Vary, Czechia
KR	Krasnoarmeysk, Russia	KY	Kromy, Russia
KR	Pashkovskiy (Krasnodar), Russia	KZ	Kizlyar, Russia
KR	Taldykorgan, Kazakhstan	KZ	Severnoye, Russia
KRD	Kardla, Estonia	KZ	Vorkuta, Russia
KRD	Khrabrovo, Russia	KZL	Kyzyl, Russia

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KZN	Kazan, Russia	LC	Balti, Moldova
KZO	Kyzylorda, Kazakhstan	LC	Seymchan, Russia
L		LCT	Balti, Moldova
L	Balandino (Chelyabinsk), Russia	LEP	Liepaja, Latvia
L	Baratayevka (Ulyanovsk), Russia	LGJ	Lugoj, Romania
L	Blagoveshchensk, Russia	LIN	Linin, Poland
L	Cheboksary, Russia	LIV	Lviv, Ukraine
L	Chokurdakh, Russia	LKN	Leshukonskoye, Russia
L	Igarka, Russia	LL	Otopeni (Bucharest), Romania
L	Izhevsk, Russia	LM	Orenburg, Russia
L	Knevichi (Vladivostok), Russia	LN	Knevichi (Vladivostok), Russia
L	Lenkoran, Azerbaijan	LO	Klimovsk, Russia
L	Ruzyne (Prague), Czechia	LOD	Lodz, Poland
L	Namest, Czechia	LOZ	Wiaczyn Dolny, Poland
L	Orenburg, Russia	LP	Cholpon-Ata, Kyrgyzstan
L	Pulkovo (St Petersburg), Russia	LP	Chulkovo, Russia
L	Ufa, Russia	LPJ	Liepaja, Latvia
L	Vrata (Karlovy Vary), Czechia	LS	Baratayevka (Ulyanovsk), Russia
LA	Balkanabat, Turkmenistan	LS	Igarka, Russia
LA	Cheboksary, Russia	LS	Knevichi (Vladivostok), Russia
LA	Lazarevskoye, Russia	LS	Nyagan, Russia
LA	Namest, Czechia	LT	Chokurdakh, Russia
LA	Zaliv Lavrentiya, Russia	LU	Batumi, Georgia
LAZ	Lazarevskoye, Russia	LV	Izhevsk, Russia
LB	Balandino (Chelyabinsk), Russia	LW	Yelizovo (Petropavlovsk-Kamchatsky), Russia
LB	Bugulma, Russia	LZ	Blagoveshchensk, Russia
LBA	Turkmenabat, Turkmenistan	LZ	Ufa, Russia
LBN	Chelyabinsk, Russia	M	
LBN	Trakshi, Latvia	M	Nursultan Nazarbayev Intl (Astana), Kazakhstan
LC	Antonov-2 Intl (Kyiv), Ukraine		

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M	Baia Mare, Romania	MNS	Minsk-2, Belarus
M	Baratayevka (Ulyanovsk), Russia	MNW	Mineralnyye Vody, Russia
M	Cewice, Poland	MO	Molochnoye, Russia
M	Homiel, Belarus	MOF	Samara, Russia
M	Izhevsk, Russia	MOL	Modlin, Poland
M	Mary, Turkmenistan	MOR	Morozovsk, Russia
M	Nikolayevsk-na-Amure, Russia	MP	Strezhevoy, Russia
M	Sheremetyevo (Moscow), Russia	MR	Mary, Turkmenistan
M	Strezhevoy, Russia	MR	Sheremetyevo (Moscow), Russia
M	Yakutsk, Russia	MR	Volochayevka, Russia
M	Yamburg, Russia	MRA	Mragowo, Poland
M	Yelizovo (Petropavlovsk-Kamchatsky), Russia	MRN	Maryino, Russia
MB	Chernukha, Russia	MS	Yuzhny (Taganrog), Russia
MB	Yamburg, Russia	MV	Homiel, Belarus
MC	Bugulma, Russia	MZ	Mezen, Russia
MD	Izhevsk, Russia	MZR	Mazyr, Belarus
MD	Mineralnyye Vody, Russia	N	
ME	Nikolayevsk-na-Amure, Russia	N	Bokhtar, Tajikistan
MF	Larionovo, Russia	N	Bryansk, Russia
MF	Yakutsk, Russia	N	Gavryshivka Intl (Vinnytsia), Ukraine
MGL	Mahiliou, Belarus	N	Kecskemet, Hungary
MGR	Magnitogorsk, Russia	N	Alexey Leonov (Kemerovo), Russia
MK	Malka, Russia	N	Kresty (Pskov), Russia
MKL	Makhachkala, Russia	N	Kubinka, Russia
ML	Cewice, Poland	N	Mary, Turkmenistan
ML	Chapayev, Russia	N	Mirny, Russia
MNK	Muynak, Uzbekistan	N	Nada (Ostrava), Czechia
MNO	Sabetta, Russia	N	Nalchik, Russia
MNR	Monor, Hungary	N	Narimanovka (Kostanay), Kazakhstan
MNS	Manas, Kyrgyzstan	N	Nizhnevartovsk, Russia

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N	Novy Urengoy, Russia	NET	Pruszcz Gdanski, Poland
N	Ostafyevo, Russia	NF	Minsk Mazowiecki, Poland
N	Salekhard, Russia	NF	Nalchik, Russia
N	Sheremetyevo (Moscow), Russia	NG	Nizhny Novgorod, Russia
N	Strigino (Nizhny Novgorod), Russia	NG	Powidz, Poland
N	Termez, Uzbekistan	NG	Sharanga, Russia
N	Ufa, Russia	NH	Bokhtar, Tajikistan
N	Urgench, Uzbekistan	NH	Nikolsk, Russia
N	Velyka Kokhnyvka Natl (Kremenchuk), Ukraine	NH	Tobolsk, Russia
N	Vityazevo (Anapa), Russia	NI	Mykolaiv Intl (Mykolaiv), Ukraine
NA	Begishevo, Russia	NIT	Nitra, Slovakia
NA	Mirowslawiec, Poland	NJC	Nizhnevartovsk, Russia
NA	Nikolayevsk-na-Amure, Russia	NK	Begishevo, Russia
NA	Nyagan, Russia	NK	Krzesiny (Poznan), Poland
NA	Tbilisi, Georgia	NK	Nikolskoye, Russia
NAX	Nakhchivan, Azerbaijan	NKZ	Novokazalinsk, Kazakhstan
NB	Malbork, Poland	NL	Sheremetyevo (Moscow), Russia
NB	Uelkal, Russia	NM	Ufa, Russia
NC	Alexey Leonov (Kemerovo), Russia	NMA	Namangan, Uzbekistan
ND	Bolshevik, Russia	NN	Kozhevnikovo, Russia
ND	Deblin, Poland	NO	Boryspil Intl (Kyiv), Ukraine
ND	Kubinka, Russia	NO	Nadym, Russia
ND	Novy Urengoy, Russia	NO	Nakhchivan, Azerbaijan
ND	Swidwin, Poland	NO	Oksywie (Gdynia), Poland
NDE	Deblin, Poland	NO	Termez, Uzbekistan
NE	Deblin, Poland	NOR	Norilsk, Russia
NE	Nerl, Russia	NOW	Oksywie (Gdynia), Poland
NE	Pruszcz Gdanski, Poland	NP	Kresty (Pskov), Russia
NED	Deblin, Poland	NP	Tomaszow Mazowiecki, Poland
NER	Neratovice, Czechia	NPR	Tomaszow Mazowiecki, Poland
		NQ	Turkmenabat, Turkmenistan

NAVIGATION AIDS LISTED BY IDENTIFIER - EASTERN EUROPE

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NR	Inowroclaw, Poland	O	
NR	Novolokti, Russia	O	Antonov-2 Intl (Kyiv), Ukraine
NR	Sadkow (Radom), Poland	O	Boryspil Intl (Kyiv), Ukraine
NRA	Sadkow (Radom), Poland	O	Bryansk, Russia
NRD	Inowroclaw, Poland	O	Cherepovets, Russia
NRG	Chulman (Neryungri), Russia	O	Kardla, Estonia
NRM	Naryan-Mar, Russia	O	Khatanga, Russia
NS	Mary, Turkmenistan	O	Kogalym, Russia
NS	Naryn-Ges, Kyrgyzstan	O	Kyzylorda, Kazakhstan
NS	Ozernaya, Russia	O	Novostroyka (Okha), Russia
NSK	Novosibirsk, Russia	O	Oradea, Romania
NT	Kecskemet, Hungary	O	Orsk, Russia
NT	Lask, Poland	O	Osh, Kyrgyzstan
NT	Nakhchivan, Azerbaijan	O	Pobedilovo (Kirov), Russia
NT	Powidz, Poland	O	Pulkovo (St Petersburg), Russia
NTA	Nowy Targ, Poland	O	Shpakovskoye (Stavropol), Russia
NU	Bryansk, Russia	O	Szolnok, Hungary
NU	Urgench, Uzbekistan	O	Tsentralny (Saratov), Russia
NVI	Navoi, Uzbekistan	O	Yamburg, Russia
NW	Leczyca, Poland	OA	Khatanga, Russia
NW	Oksywie (Gdynia), Poland	OA	Szolnok, Hungary
NW	Orsk, Russia	OB	M.R. Stefanik (Bratislava), Slovakia
NW	Ostafyevo, Russia	OB	Stefanik South, Slovakia
NWT	Leczyca, Poland	OB	Vnukovo (Moscow), Russia
NX	Nerl, Russia	OD	Bryansk, Russia
NY	Nyiregyhaza, Hungary	OD	Odesa, Ukraine
NYR	Nyiregyhaza, Hungary	ODS	Odesa, Ukraine
NZ	Mirny, Russia	OE	Odesa, Ukraine
NZ	Nizhnevartovsk, Russia	OE	Vnukovo (Moscow), Russia
NZ	Ust-Labinsk, Russia	OG	Novostroyka (Okha), Russia
		OH	Tsentralny (Saratov), Russia

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OK	Lyskovo, Russia	P	
OK	Oktyabrskiy, Russia	P	Dnipro Intl (Dnipro), Ukraine
OKC	Okecie (Warsaw), Poland	P	Khomutovo (Yuzhno-Sakhalinsk), Russia
OKF	Desna, Czechia		
OKG	Cheb, Czechia	P	Kresty (Pskov), Russia
OKL	Prague, Czechia	P	Kyzyl, Russia
OKR	M.R. Stefanik (Bratislava), Slovakia	P	Murmansk, Russia
OKR	Stefanik North, Slovakia	P	Ostafyevo (Ostavyevo), Russia
OKX	Frydlant, Czechia	P	Papa, Hungary
OL	Goleniow (Szczecin), Poland	P	Pardubice, Czechia
OL	Kogalym, Russia	P	Podkamennaya Tunguska (Podkamennaya Tunguska), Russia
OLX	Olesno, Poland		
ON	Yamburg, Russia	P	Syktyvkar, Russia
OP	Shpakovskoye (Stavropol), Russia	P	Tynda, Russia
OPE	Otopeni (Bucharest), Romania	P	Ufa, Russia
OPH	Opalikha, Russia	P	Uray, Russia
OPT	Rosiori, Romania	P	Vityazevo (Anapa), Russia
OPW	Otopeni (Bucharest), Romania	PA	Ruzyne (Prague), Czechia
OR	Orsk, Russia	PBZ	Paberze, Lithuania
OR	Pobedilovo (Kirov), Russia	PC	Papa, Hungary
ORA	Oradea, Romania	PCD	Papa, Hungary
ORN	Orenburg, Russia	PCK	Plonsk, Poland
OSH	Osh, Kyrgyzstan	PCN	Papa, Hungary
OSV	Mosnov (Ostrava), Czechia	PCS	Pogany (Pecs), Hungary
OTA	Ostrava, Czechia	PCT	Papa, Hungary
OTL	Otopeni (Bucharest), Romania	PD	Plovdiv, Bulgaria
OTR	Otopeni (Bucharest), Romania	PDV	Plovdiv, Bulgaria
OU	Osh, Kyrgyzstan	PE	Petrovskoye, Russia
OW	Cherepovets, Russia	PE	Tatry East, Slovakia
OZ	Kardla, Estonia	PER	Perm, Russia
		PF	Murmansk, Russia
		PF	Ura-Tyube, Tajikistan

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PG	Ruzyne (Prague), Czechia	PSK	Petropavlovsk, Kazakhstan
PH	Ruzyne (Prague), Czechia	PSK	Pisek, Czechia
PI	Pii, Ukraine	PT	Petrovskoye, Russia
PI	Yuzhno-Sakhalinsk, Russia	PTB	Pusztaszabolcs, Hungary
PK	Kresty (Pskov), Russia	PTG	Podkamennaya Tunguska, Russia
PK	Pardubice, Czechia	PTI	Poti, Georgia
PK	Pulkovo (St Petersburg), Russia	PTR	Iturup, Russia
PKK	Yelizovo, Russia	PTZ	Petrozavodsk, Russia
PL	Pulkovo (St Petersburg), Russia	PU	Podkamennaya Tunguska (Podkamennaya Tunguska), Russia
PLG	Palanga, Lithuania	PU	Pulkovo (St Petersburg), Russia
PLR	Poliarny, Russia	PVL	Pavlodar, Kazakhstan
PM	Uray, Russia	PW	Pavliv, Ukraine
PN	Palanga Intl (Palanga), Lithuania	PW	Syktvykar, Russia
PNK	Pinsk, Belarus	PW	Tatry West, Slovakia
PNY	Centr (Piestany), Slovakia	PW	Tynda, Russia
PNZ	Penza, Russia	PX	Bolshoe Savino (Perm), Russia
PO	Pochinok, Russia	PZ	Nadym, Russia
PO	Suprunivka Intl (Poltava), Ukraine		
PO	St Petersburg, Russia	Q	
POZ	Lawica (Poznan), Poland	Q	Besovets (Petrozavodsk), Russia
POZ	Poznan, Poland	QBL	Gabala, Azerbaijan
PP	Pogany (Pecs), Hungary	QD	Besovets (Petrozavodsk), Russia
PPD	Tatry, Slovakia		
PQ	Ashgabat, Turkmenistan	R	
PQ	Nyiregyhaza, Hungary	R	Cheremshanka (Krasnoyarsk), Russia
PR	Oktyabrskiy, Tajikistan	R	Chulman (Neryungri), Russia
PR	Peredovaya, Russia	R	Dashoguz (Dazhoguz), Turkmenistan
PR	Ruzyne (Prague), Czechia	R	Dnipro Intl (Dnipro), Ukraine
PS	Kazan, Russia	R	Kurgan, Russia
PS	Kyzyl, Russia	R	Magnitogorsk, Russia
PS	Ostafyevo (Ostavyevo), Russia	R	Murmansk, Russia

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R	Naryan-Mar, Russia	RK	Gagarin, Russia
R	Penza, Russia	RK	Narjan-Mar, Russia
R	Petropavlovsk, Kazakhstan	RKN	Chersky, Russia
R	Rada (Ostrava), Czechia	RL	Cheremshanka (Krasnoyarsk), Russia
R	Ramenskoye, Russia	RM	Mama, Russia
R	Roshchino (Tyumen), Russia	RM	Omsk, Russia
R	Shakhtersk, Russia	RN	Chulman (Neryungri), Russia
R	Tolmachevo (Novosibirsk), Russia	RN	Penza, Russia
R	Tsentralny (Omsk), Russia	RN	Roshchino (Tyumen), Russia
R	Tunoshna (Yaroslavl), Russia	RND	Rostov-Na-Donu, Russia
R	Ufa, Russia	RO	Aginskoye, Russia
R	Urgench, Uzbekistan	RO	Tolmachevo (Novosibirsk), Russia
R	Usharal, Kazakhstan	ROS	Platov (Rostov-Na-Donu), Russia
RAD	Radom, Poland	ROZ	Rozhen, Bulgaria
RAK	Rakovnik, Czechia	RP	Dashoguz, Turkmenistan
RD	Bazarnyye-Mataki, Russia	RP	Sosnovskoye, Russia
RD	Kurgan, Russia	RR	Uyar, Russia
RD	Murmansk, Russia	RS	Rashivka, Ukraine
RD	Platov (Rostov-Na-Donu), Russia	RT	Ramenskoye, Russia
RD	Rivne, Ukraine	RUD	Skupowo, Poland
RD	Shakhtersk, Russia	RV	Ryazhsk, Russia
RD	Yeniseysk, Russia	RVC	Revnicov, Czechia
RE	Podkamennaya Tunguska (Podkamennaya Tunguska), Russia	RVN	Rivne, Ukraine
RF	Ladozhskaya, Russia	RVS	Ravanichskaya Slabada, Belarus
RF	Magnitogorsk, Russia	RW	Maryino, Russia
RG	Lozuvatka (Kryvyi Rih), Ukraine	RZ	Sharanga, Russia
RG	Tunoshna (Yaroslavl), Russia	RZE	Rzeszow, Poland
RG	Ufa, Russia	RZW	Jasionka (Rzeszow), Poland
RG	Urgench, Uzbekistan	S	
RIA	Riga, Latvia	S	Darlowo, Poland

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S	Khomutovo (Yuzhno-Sakhalinsk), Russia	SF	Orsk, Russia
S	Magas (Sleptsovskaya), Russia	SF	Safonovo, Russia
S	Mirny, Russia	SF	Simferopol', Ukraine
S	Namangan, Uzbekistan	SG	Mirny, Russia
S	Orsk, Russia	SG	Octyabrsky, Russia
S	Semey, Kazakhstan	SH	Salekhard, Russia
S	Shenkursk, Russia	SH	Usharal, Kazakhstan
S	Strigino (Nizhny Novgorod), Russia	SIB	Sibiu, Romania
S	Syktvykar, Russia	SIE	Siedlce, Poland
S	Tolmachevo (Novosibirsk), Russia	SKD	Samarkand, Uzbekistan
S	Uralsk, Kazakhstan	SL	Solodniki, Russia
S	Ust-Kamenogorsk, Kazakhstan	SL	Yuzhno-Sakhalinsk, Russia
S	Uytash (Makhachkala), Russia	SLC	Sliac, Slovakia
SA	Darlowo, Poland	SLV	Soloviivka, Ukraine
SA	Elista, Russia	SM	Smolenskaya, Russia
SA	Namangan, Uzbekistan	SM	Tukchi, Russia
SA	Sabetta, Russia	SM	Uytash (Makhachkala), Russia
SA	Saratov, Russia	SME	Sarmellek, Hungary
SAG	Sajohidveg, Hungary	SMK	Balaton (Sarmellek), Hungary
SAT	Satu Mare, Romania	SMK	Shymkent, Kazakhstan
SAU	Siauliai, Lithuania	SML	Semeliskes, Lithuania
SB	Sambek, Russia	SOF	Sofia, Bulgaria
SBI	Sibiu, Romania	SP	Malinovka, Russia
SC	Magas (Sleptsovskaya), Russia	SPB	St Petersburg, Russia
SC	Staritsa, Russia	SQQ	Siauliai, Lithuania
SCV	Suceava, Romania	SR	Serednie, Ukraine
SCZ	Szczecin, Poland	SR	Sergeli, Uzbekistan
SE	Sosnovskoye, Russia	SR	Syktvykar, Russia
SEG	Szeged, Hungary	SRN	Saransk, Russia
SF	Cherusti, Russia	ST	Nizhny Novgorod, Russia
		ST	Sabetta, Russia

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ST	Sirotinskaya, Russia	T	Tsentralny (Omsk), Russia
STB	Stebliv, Ukraine	TA	Makhachkala (Tarki-Tau), Russia
STJ	Strejnic, Romania	TA	Timisoara, Romania
STR	Strigino (Nizhny Novgorod), Russia	TAR	Taraz, Kazakhstan
SU	Belozersk, Russia	TAS	Lask, Poland
SU	Sumy Natl (Sumy), Ukraine	TBN	Gluchow Gorny, Poland
SUW	Suwalki, Poland	TBS	Tbilisi, Georgia
SV	Tolmachevo (Novosibirsk), Russia	TBV	Trebova, Czechia
SVR	Sagvar, Hungary	TCW	Cewice, Poland
SW	Savelovo, Russia	TD	Boguslavets, Russia
SW	Sobolevo, Russia	TDA	Darlowo, Poland
SWI	Swidnik, Poland	TDK	Taldykorgan, Kazakhstan
SWO	Savelovo, Russia	TDN	Deblin, Poland
SX	Pugus, Tajikistan	TE	Terbuny, Russia
SX	Vnukovo (Moscow), Russia	TE	Ternopil Natl (Ternopil), Ukraine
SYN	Szymany, Poland	TER	Ternopil, Ukraine
SZ	Barabinsk, Russia	TF	Novostroyka (Okha), Russia
SZC	Goleniow (Szczecin), Poland	TGJ	Targu Jiu, Romania
SZY	Olsztyn-Mazury, Poland	TGM	Targu Mures, Romania
T		THN	Turukhansk, Russia
T	Aktau, Kazakhstan	TI	Bogashevo (Tomsk), Russia
T	Atyrau, Kazakhstan	TIM	Traian Vuia (Timisoara), Romania
T	Bogashevo (Tomsk), Russia	TK	Omsk, Russia
T	Iturup, Russia	TK	Taldykorgan, Kazakhstan
T	Kecskemet, Hungary	TK	Tilichiki, Russia
T	Nakhchivan, Azerbaijan	TKS	Krzesiny (Poznan), Poland
T	Novostroyka (Okha), Russia	TKT	Tashkent, Uzbekistan
T	Roshchino (Tyumen), Russia	TLA	Tulcea, Romania
T	Talakan, Russia	TLL	Tallinn, Estonia
T	Taldykorgan, Kazakhstan	TLY	Leczyca, Poland
		TM	Makivka, Ukraine

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TM	Roshchino (Tyumen), Russia	U	Mukhino (Ulan-Ude), Russia
TMB	Malbork, Poland	U	Novy (Khabarovsk), Russia
TMD	Tamdybulak, Uzbekistan	U	Pulkovo (St Petersburg), Russia
TMI	Mirolawiec, Poland	U	Sovetskiy, Russia
TMM	Minsk Mazowiecki, Poland	U	Spichenkovo (Novokuznetsk), Russia
TN	Kecskemet, Hungary	U	Strigino (Nizhny Novgorod), Russia
TOW	Oksywie (Gdynia), Poland	U	Ugolny (Anadyr), Russia
TP	Iturup, Russia	U	Tartu, Estonia
TPS	Tapiosap, Hungary	U	Usinsk, Russia
TPW	Powidz, Poland	U	Viciebsk, Belarus
TR	Iturup, Russia	U	Vostochny (Ulyanovsk), Russia
TR	Turan, Russia	U	Yuzhny (Taganrog), Russia
TRN	Talakan, Russia	UB	Ust-Bolsheretsk, Russia
TRZ	Termez, Uzbekistan	UC	Noyabrsk, Russia
TS	Zadonsk, Russia	UD	Buturlino, Russia
TSN	Swidwin, Poland	UF	Mahiliou, Belarus
TSN	Tsnori, Georgia	UF	Novy (Khabarovsk), Russia
TSR	Traian Vuia (Timisoara), Romania	UF	Spichenkovo (Novokuznetsk), Russia
TTM	Tomaszow Mazowiecki, Poland	UF	Yuzhny (Taganrog), Russia
TU	Bely, Russia	UG	Urgalan, Russia
TUK	Smarde, Latvia	UH	Bukhara, Uzbekistan
TV	Tyoply Klyuch, Russia	UH	Tikhoretsk, Russia
TZE	Trzebielino, Poland	UHT	Ukhta, Russia
U		UI	Dzemgi (Komsomolsk-Na-Amure), Russia
U	Bukhara, Uzbekistan	UJ	Ust-Mana, Russia
U	Chulman (Neryungri), Russia	UK	Ust-Kamchatsk, Russia
U	Dzemgi (Komsomolsk-Na-Amure), Russia	UK	Yukhnov, Russia
U	Koltsovo (Yekaterinburg), Russia	UKM	Ust-Kamenogorsk, Kazakhstan
U	Kurgan, Russia	UL	Usinsk, Russia
U	Mahiliou, Belarus	UL	Vostochny (Ulyanovsk), Russia

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ULD	Mukhino, Russia	VD	Yakutsk, Russia
UM	Ivanovskoye, Russia	VEN	Ventspils, Latvia
UM	Tartu, Estonia	VI	Verhnie, Ukraine
UN	Kurgan, Russia	VI	Vohma, Estonia
UO	Uzhhorod, Ukraine	VIN	Vinnytsia, Ukraine
UP	Zenzeli, Russia	VIT	Vitoshka, Bulgaria
URG	Urgench, Uzbekistan	VLK	Valkininkai, Lithuania
URL	Uralsk, Kazakhstan	VLM	Vlasim, Czechia
URT	Tyumen, Russia	VNO	Vilnius, Lithuania
US	Muravlyanka, Russia	VO	Vodochody (Prague), Czechia
US	Yelshanka, Russia	VOZ	Vozice, Czechia
US	Zagatala, Azerbaijan	VP	Tbilisi, Georgia
UTS	Yakutsk, Russia	VRB	Varbitsa, Bulgaria
UU	Viciebsk, Belarus	VTB	Viciebsk, Belarus
UV	Urdzhar, Kazakhstan	VX	Minsk-2 (Minsk), Belarus
UW	Shumerlya, Russia		
UWS	Ulyanovsk, Russia	W	
UX	Anadyr, Russia	W	Antonov-1 Natl (Kyiv), Ukraine
UY	Kutaisi, Georgia	W	Chertovitskoye (Voronezh), Russia
UY	Orel, Russia	W	Dushanbe, Tajikistan
UY	Sovetskiy, Russia	W	Hrodna, Belarus
UZH	Uzhhorod, Ukraine	W	Kurumoch (Samara), Russia
		W	Orenburg, Russia
V		W	Pavlodar, Kazakhstan
V	Chokurdakh, Russia	W	Penza, Russia
V	Ivano-Frankivsk Intl (Ivano-Frankivsk), Ukraine	W	Poliarny, Russia
V	Khujand, Tajikistan	W	Turkmenbashi, Turkmenistan
V	Maslovice (Vodochody), Czechia	W	Uray, Russia
V	Minsk-2 (Minsk), Belarus	W	Viciebsk, Belarus
V	Yakutsk, Russia	W	Vostochny (Kursk), Russia
VA	Dobrynskoye, Russia	W	Vostochny (Ulyanovsk), Russia

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W	Yelizovo (Petropavlovsk-Kamchatsky), Russia	WR	Vladimir, Russia
WA	Chopin (Warsaw), Poland	WR	Voronezh, Russia
WA	Sokol (Magadan), Russia	WRN	Varna, Bulgaria
WA	Vostochny (Kursk), Russia	WRO	Strachowice (Wroclaw), Poland
WAK	Vakarel, Bulgaria	WT	Kartino, Russia
WAR	Zaborowek, Poland	WT	Vitim, Russia
WAS	Chopin (Warsaw), Poland	WW	Venev, Russia
WCL	Wroclaw, Poland	WZ	Kamenka, Russia
WD	Volgograd, Russia	WZ	Srednebeloye, Russia
WD	Yartsevo, Russia	WZ	Turkmenbashi, Turkmenistan
WDT	Knevichi (Vladivostok), Russia	X	
WF	Hrodna, Belarus	X	Besovets (Petrozavodsk), Russia
WG	Dushanbe, Tajikistan	X	Bolshoe Savino (Perm), Russia
WG	Kurumoch (Samara), Russia	X	Donskoe (Tambov), Russia
WG	Volgograd, Russia	X	Namest, Czechia
WGD	Volgograd, Russia	X	Pobedilovo (Kirov), Russia
WGD	Vologda, Russia	X	Tyumen, Russia
WH	Penza, Russia	XA	Pobedilovo (Kirov), Russia
WI	Gavryshivka Intl (Vinnytsia), Ukraine	XO	Besovets (Petrozavodsk), Russia
WI	Grabtsevo (Kaluga), Russia	XT	Ryazanskaya, Russia
WI	Uray, Russia	XU	Namest, Czechia
WIC	Wicko, Poland	XV	Donskoe (Tambov), Russia
WIE	Wielun, Poland	XV	Novy Vasyugan, Russia
WK	Severny (Grozny), Russia	XZ	Tyumen, Russia
WKL	Velikiye Luki, Russia	Y	
WN	Gavryshivka Intl (Vinnytsia), Ukraine	Y	Erebuni (Yerevan), Armenia
WN	Poliarny, Russia	Y	Novy Urengoy, Russia
WN	Vostochny (Ulyanovsk), Russia	Y	Nyiregyhaza, Hungary
WNK	Vnukovo (Moscow), Russia	Y	Aulie-Ata (Taraz), Kazakhstan
WP	Orenburg, Russia	Y	Usinsk, Russia

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G		IAZ	Arkhangelsk (Talagi), Russia
GPR	Gyor-Per, Hungary	IBA	Baku (Heydar Aliyev Intl), Azerbaijan
I		IBC	Bacau (George Enescu), Romania
IAA	Almaty, Kazakhstan	IBD	Khanty-Mansiysk, Russia
IAB	Abakan, Russia	IBE	Samara (Kurumoch), Russia
IAD	Arad, Romania	IBF	Norilsk (Alykel), Russia
IAD	Ashgabat, Turkmenistan	IBF	Ukhta, Russia
IAD	Moscow (Sheremetyevo), Russia	IBG	Burgas, Bulgaria
IAD	Sochi, Russia	IBI	Kyiv (Boryspil Intl), Ukraine
IAJ	Krasnoyarsk (Yemelyanovo), Russia	IBI	Baku (Heydar Aliyev Intl), Azerbaijan
IAK	Abakan, Russia	IBJ	Astrakhan, Russia
IAK	Astana (Nursultan Nazarbayev Intl), Kazakhstan	IBK	Bishkek (Manas), Kyrgyzstan
IAL	Almaty, Kazakhstan	IBK	Vilnius (Vilnius Intl), Lithuania
IAM	Amari, Estonia	IBK	Krasnoyarsk (Yemelyanovo), Russia
IAM	Kazan, Russia	IBL	Kazan, Russia
IAM	Surgut, Russia	IBM	Baia Mare (Maramures), Romania
IAN	Andizhan, Uzbekistan	IBN	Bucharest (Baneasa-Aurel Vlaicu), Romania
IAN	Palanga (Palanga Intl), Lithuania	IBN	Baku (Heydar Aliyev Intl), Azerbaijan
IAN	Anapa (Vityazevo), Russia	IBO	Nizhny Novgorod (Strigino), Russia
IAP	Norilsk (Alykel), Russia	IBR	Moscow (Sheremetyevo), Russia
IAP	Voronezh (Chertovitskoye), Russia	IBS	Bucharest (Baneasa-Aurel Vlaicu), Romania
IAP	Anapa (Vityazevo), Russia	IBS	Bratsk, Russia
IAR	Barnaul (Mikhaylovka), Russia	IBU	Baku (Heydar Aliyev Intl), Azerbaijan
IAS	Lask, Poland	IBU	Barnaul (Mikhaylovka), Russia
IAT	Aktobe, Kazakhstan	IBW	Moscow (Sheremetyevo), Russia
IAT	Tyumen (Roshchino), Russia	IBX	Belgorod, Russia
IAU	Aktau, Kazakhstan	IBY	Brest, Belarus
IAV	Vilnius (Vilnius Intl), Lithuania	ICE	Cewice, Poland
IAY	Atyrau, Kazakhstan	ICG	Kulob, Tajikistan
IAZ	Samara (Kurumoch), Russia	ICH	Vladikavkaz (Beslan), Russia

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ICI	Ust-Kut, Russia	IFK	Magadan (Sokol), Russia
ICK	Constanta (Mihail Kogalniceanu-Constanta), Romania	IFN	Dushanbe, Tajikistan
ICN	Chernivtsi (Chernivtsi Intl), Ukraine	IFP	Cherepovets, Russia
ICN	Irkutsk, Russia	IFR	Kaluga (Grabtsevo), Russia
ICP	Magnitogorsk, Russia	IGDA	Gdansk (Lech Walesa), Poland
ICR	Cheboksary, Russia	IGE	Saransk, Russia
ICR	Chernivtsi (Chernivtsi Intl), Ukraine	IGH	Minsk (Minsk-2), Belarus
ICV	Craiova, Romania	IGH	Novosibirsk (Tolmachevo), Russia
ICX	Cluj-Napoca (Avram Iancu), Romania	IGK	Surgut, Russia
IDD	Ivanovo (Yuzhny), Russia	IGL	Ganja, Azerbaijan
IDE	Moscow (Domodedovo), Russia	IGM	Homiel, Belarus
IDG	Chita (Kadala), Russia	IGM	Gyumri (Shirak), Armenia
IDK	Saratov (Tsentralny), Russia	IGN	Gelendzhik, Russia
IDL	Siauliai (Siauliai Intl), Lithuania	IGN	Zhezkazgan, Kazakhstan
IDM	Moscow (Domodedovo), Russia	IGO	Amari, Estonia
IDM	Salekhard, Russia	IGO	Kyiv (Antonov-2 Intl), Ukraine
IDN	Deblin, Poland	IGO	Gorno-Altaysk, Russia
IDO	Moscow (Domodedovo), Russia	IGP	Hrodna, Belarus
IDP	Dnipro (Dnipro Intl), Ukraine	IGR	Ganja, Azerbaijan
IDP	Ukhta, Russia	IGT	Moscow (Vnukovo), Russia
IDR	Dnipro (Dnipro Intl), Ukraine	IGV	Astrakhan, Russia
IDT	Talakan, Russia	IHA	Kharkiv (Osnova), Ukraine
IDW	Moscow (Domodedovo), Russia	IHB	Khabarovsk (Novy), Russia
IED	Yekaterinburg (Koltsovo), Russia	IHC	Makhachkala (Uytash), Russia
IEL	Yekaterinburg (Koltsovo), Russia	IHD	Khujand, Tajikistan
IEN	Shymkent, Kazakhstan	IHE	Kherson (Kherson Intl), Ukraine
IEU	Yekaterinburg (Koltsovo), Russia	IHG	Navoi, Uzbekistan
IFD	Tashkent (Islam Karimov), Uzbekistan	IHQ	Turkmenabat, Turkmenistan
IFG	Kaliningrad (Khrabrovo), Russia	IHR	Kharkiv (Osnova), Ukraine
IFK	Samara (Kurumoch), Russia	IHV	Khujand, Tajikistan
		IIB	Tallinn (Lennart Meri), Estonia

NAVIGATION AIDS LISTED BY IDENTIFIER - EASTERN EUROPE

(See end of listing for Localizers)

IIF	Ivano-Frankivsk (Ivano-Frankivsk Intl), Ukraine	IKTO	Katowice (Pyrzowice), Poland
IIG	Lensk, Russia	IKV	Kyiv (Zhuliany Intl), Ukraine
IIM	Shymkent, Kazakhstan	IKW	Kokshetau, Kazakhstan
IIR	Irkutsk, Russia	IKZ	Kyzylorda, Kazakhstan
IIS	Iasi, Romania	ILA	Cheboksary, Russia
IIU	Beloyarskiy, Russia	ILB	Chelyabinsk (Balandino), Russia
IIV	Ivano-Frankivsk (Ivano-Frankivsk Intl), Ukraine	ILB	Bugulma, Russia
IJH	Nizhnevartovsk, Russia	ILC	Kyiv (Antonov-2 Intl), Ukraine
IJP	Karshi, Uzbekistan	ILD	Chisinau (Chisinau Intl), Moldova
IKA	Karaganda, Kazakhstan	ILD	Krasnodar (Pashkovskiy), Russia
IKB	Kyiv (Boryspil Intl), Ukraine	ILK	Tallinn (Lennart Meri), Estonia
IKB	Anadyr (Ugolny), Russia	ILL	Bucharest (Henri Coanda), Romania
IKE	Kyiv (Boryspil Intl), Ukraine	ILM	Almaty, Kazakhstan
IKG	Kogalym, Russia	ILM	Lenkoran, Azerbaijan
IKI	Kyiv (Zhuliany Intl), Ukraine	ILM	Orenburg, Russia
IKL	Issyk-Kul, Kyrgyzstan	ILN	Vladivostok (Knevichi), Russia
IKM	Kaunas (Kaunas Intl), Lithuania	ILO	Lviv (Lviv Intl), Ukraine
IKM	Arkhangelsk (Talagi), Russia	ILS	Ulyanovsk (Baratayevka), Russia
IKM	Petropavlovsk-Kamchatsky (Yelizovo), Russia	ILS	Igarka, Russia
IKO	Yekaterinburg (Koltsovo), Russia	ILS	Vladivostok (Knevichi), Russia
IKO	Kutaisi (Kopitnari), Georgia	ILS	Nyagan, Russia
IKR	Kaliningrad (Khrabrovo), Russia	ILU	Batumi, Georgia
IKR	Krasnodar (Pashkovskiy), Russia	ILV	Izhevsk, Russia
IKS	Chelyabinsk (Balandino), Russia	ILV	Lviv (Lviv Intl), Ukraine
IKS	Kutaisi (Kopitnari), Georgia	ILW	Petropavlovsk-Kamchatsky (Yelizovo), Russia
IKS	Poznan (Krzesiny), Poland	ILZ	Blagoveshchensk (Ignatyev), Russia
IKT	Kostanay (Narimanovka), Kazakhstan	IMA	Almaty, Kazakhstan
IKT	Stavropol (Shpakovskoye), Russia	IMA	Moscow (Sheremetyevo), Russia
IKT	Novosibirsk (Tolmachevo), Russia	IMB	Taraz (Aulie-Ata), Kazakhstan
		IMB	Malbork, Poland

NAVIGATION AIDS LISTED BY IDENTIFIER - EASTERN EUROPE

(See end of listing for Localizers)

IMB	Yamburg, Russia	ING	Nogliki, Russia
IMD	Izhevsk, Russia	ING	Nizhny Novgorod (Strigino), Russia
IMD	Mineralnyye Vody, Russia	INI	Mykolaiv (Mykolaiv Intl), Ukraine
IMDL	Minsk (Minsk-2), Belarus	INK	Begishevo, Russia
IMD	Warsaw (Modlin), Poland	INL	Nakhchivan, Azerbaijan
X		INL	Navoi, Uzbekistan
IME	Nikolayevsk na Amure (Nikolayevsk-na-Amure), Russia	INL	Moscow (Sheremetyevo), Russia
IMF	Yakutsk, Russia	INM	Ufa, Russia
IMI	Miroslawiec, Poland	INO	Kyiv (Boryspil Intl), Ukraine
IML	Mary, Turkmenistan	INO	Nadym, Russia
IMM	Minsk Mazowiecki, Poland	INO	Termez, Uzbekistan
IMN	Bishkek (Manas), Kyrgyzstan	INR	Nakhchivan, Azerbaijan
IMN	Minsk (Minsk-2), Belarus	INU	Bryansk, Russia
IMO	Yuzhno-Kurilsk (Mendeleyevo), Russia	INU	Urgench, Uzbekistan
IMO	Astana (Nursultan Nazarbayev Intl), Kazakhstan	INZ	Nizhnevartovsk, Russia
IMP	Strezhevoy, Russia	IOA	Khatanga, Russia
IMR	Ulyanovsk (Baratayevka), Russia	IOB	Moscow (Vnukovo), Russia
IMR	Mary, Turkmenistan	IOD	Odesa, Ukraine
IMR	Moscow (Sheremetyevo), Russia	IOD	Oradea, Romania
IMV	Homiel, Belarus	IOE	Bucharest (Henri Coanda), Romania
IMW	Mineralnyye Vody, Russia	IOE	Odesa, Ukraine
IMZ	Samarkand, Uzbekistan	IOH	Saratov (Tsentralny), Russia
INA	Kostanay (Narimanovka), Kazakhstan	IOL	Kogalym, Russia
INA	Salekhard, Russia	ION	Yamburg, Russia
INA	Tbilisi, Georgia	IOP	Bucharest (Henri Coanda), Romania
INC	Kemerovo (Alexey Leonov), Russia	IOP	Stavropol (Shpakovskoye), Russia
INC	Nikolayevsk na Amure (Nikolayevsk-na-Amure), Russia	IOR	Orsk, Russia
INF	Nalchik, Russia	IOR	Kirov (Pobedilovo), Russia
ING	Tashkent (Islam Karimov), Uzbekistan	IOT	Kokshetau, Kazakhstan
		IOU	Osh, Kyrgyzstan
		IOW	Gdynia (Oksywie), Poland

NAVIGATION AIDS LISTED BY IDENTIFIER - EASTERN EUROPE

(See end of listing for Localizers)

IPD	Petrozavodsk (Besovets), Russia	IRN	Neryungri (Chulman), Russia
IPD	Plovdiv, Bulgaria	IRN	Penza, Russia
IPF	Murmansk, Russia	IRN	Tyumen (Roshchino), Russia
IPI	Yuzhno-Sakhalinsk (Khomutovo), Russia	IRO	Kryvyi Rih (Lozuvatka), Ukraine
IPK	St Petersburg (Pulkovo), Russia	IRO	Novosibirsk (Tolmachevo), Russia
IPL	St Petersburg (Pulkovo), Russia	IRP	Dashoguz, Turkmenistan
IPO	St Petersburg (Pulkovo), Russia	IRP	Riga, Latvia
IPQ	Ashgabat, Turkmenistan	IRR	Bucharest (Henri Coanda), Romania
IPS	Ostafyevo, Russia	IRS	Rostov-Na-Donu (Platov), Russia
IPT	Petropavlovsk, Kazakhstan	IRT	Ramenskoye, Russia
IPT	Ufa, Russia	IRV	Riga, Latvia
IPU	St Petersburg (Pulkovo), Russia	ISA	Elista, Russia
IPW	Pavlodar, Kazakhstan	ISA	Namangan, Uzbekistan
IPW	Powidz, Poland	ISB	Sibiu, Romania
IPW	Sykytyvkar, Russia	ISC	Sleptsovskaya (Magas), Russia
IPX	Perm (Bolshoe Savino), Russia	ISD	Samarkand, Uzbekistan
IPZ	Nadym, Russia	ISE	Kaunas (Kaunas Intl), Lithuania
IQL	Gabala, Azerbaijan	ISF	Sofia, Bulgaria
IQR	Gabala, Azerbaijan	ISG	Mirny, Russia
IRD	Kurgan, Russia	ISH	Dashoguz, Turkmenistan
IRD	Murmansk, Russia	ISI	Ust-Kamenogorsk, Kazakhstan
IRD	Rostov-Na-Donu (Platov), Russia	ISK	Uralsk, Kazakhstan
IRF	Magnitogorsk, Russia	ISL	Yuzhno-Sakhalinsk (Khomutovo), Russia
IRG	Chisinau (Chisinau Intl), Moldova	ISL	Sofia, Bulgaria
IRG	Karaganda, Kazakhstan	ISM	Satu Mare, Romania
IRG	Kryvyi Rih (Lozuvatka), Ukraine	ISM	Makhachkala (Uytash), Russia
IRG	Yaroslavl (Tunoshna), Russia	ISN	Swidwin, Poland
IRK	Naryan-Mar, Russia	ISO	Sochi, Russia
IRL	Krasnoyarsk (Cheremshanka), Russia	ISP	Semey, Kazakhstan
IRM	Omsk (Tsentralny), Russia	ISR	Sykytyvkar, Russia

NAVIGATION AIDS LISTED BY IDENTIFIER - EASTERN EUROPE

(See end of listing for Localizers)

IST	Nizhny Novgorod (Strigino), Russia	IUL	Usinsk, Russia
ISV	Suceava (Stefan cel Mare), Romania	IUL	Ulyanovsk (Vostochny), Russia
ISV	Novosibirsk (Tolmachevo), Russia	IUM	Tartu, Estonia
ISW	Sovetskiy, Russia	IUN	Kurgan, Russia
ISWI	Lublin, Poland	IUR	Anadyr (Ugolny), Russia
ISZ	Siauliai (Siauliai Intl), Lithuania	IUR	Uralsk, Kazakhstan
ITA	Aktau, Kazakhstan	IUS	Ust-Kamenogorsk, Kazakhstan
ITA	Moscow (Vnukovo), Russia	IUT	Turkmenabat, Turkmenistan
ITB	Sabetta, Russia	IUU	Viciebsk, Belarus
ITC	Tulcea (Delta Dunarii), Romania	IUV	Nizhny Novgorod (Strigino), Russia
ITI	Tomsk (Bogashevo), Russia	IUY	Sovetskiy, Russia
ITK	Omsk (Tsentralny), Russia	IVP	Tbilisi, Georgia
ITL	Saratov (Gagarin), Russia	IVX	Minsk (Minsk-2), Belarus
ITL	Turkmenbashi, Turkmenistan	IWA	Kuressaare, Estonia
ITM	Issyk-Kul, Kyrgyzstan	IWA	Kursk (Vostochny), Russia
ITM	Tyumen (Roshchino), Russia	IWD	Volgograd (Gumrak), Russia
ITM	Targu Mures (Transilvania-Targu Mures), Romania	IWG	Volgograd (Gumrak), Russia
ITP	Iturup, Russia	IWG	Samara (Kurumoch), Russia
ITR	Timisoara (Traian Vuia), Romania	IWH	Penza, Russia
ITR	Turkmenbashi, Turkmenistan	IWI	Vinnytsia (Gavryshivka Intl), Ukraine
ITS	Timisoara (Traian Vuia), Romania	IWK	Grozny (Severny), Russia
ITU	Aktobe, Kazakhstan	IWL	Vladikavkaz (Beslan), Russia
ITU	Iturup, Russia	IWM	Moscow (Vnukovo), Russia
ITW	Saratov (Gagarin), Russia	IWN	Vinnytsia (Gavryshivka Intl), Ukraine
ITY	Atyrau, Kazakhstan	IWN	Poliarny, Russia
IUF	Mahiliou, Belarus	IWN	Varna, Bulgaria
IUF	Khabarovsk (Novy), Russia	IWN	Ulyanovsk (Vostochny), Russia
IUF	Novokuznetsk (Spichenkovo), Russia	IWP	Orenburg, Russia
IUH	Bukhara, Uzbekistan	IWR	Voronezh (Chertovitskoye), Russia
IUL	Ulan-Ude (Mukhino), Russia	IXA	Kirov (Pobedilovo), Russia
		IYC	Novy Urengoy, Russia

NAVIGATION AIDS LISTED BY IDENTIFIER - EASTERN EUROPE

(See end of listing for Localizers)

IZA	Zaporizhzhia (Zaporizhzhia Intl), Ukraine	P	
IZD	Ulan-Ude (Mukhino), Russia	PA	Prague (Ruzyne), Czechia
IZE	Noyabrsk, Russia	PCD	Papa, Hungary
IZF	Voronezh (Pridacha), Russia	PCN	Papa, Hungary
IZGA	Zielona Gora (Babimost), Poland	PCS	Pecs (Pogany), Hungary
IZJ	Khanty-Mansiysk, Russia	PG	Prague (Ruzyne), Czechia
IZK	Zagatala, Azerbaijan	PH	Prague (Ruzyne), Czechia
IZP	Zaporizhzhia (Zaporizhzhia Intl), Ukraine	PK	Pardubice, Czechia
IZR	Nukus, Uzbekistan	POZ	Poznan (Lawica), Poland
IZR	Yerevan (Zvartnots), Armenia	PR	Prague (Ruzyne), Czechia
IZU	Fergana, Uzbekistan	R	
IZW	Tashkent (Islam Karimov), Uzbekistan	RZW	Rzeszow (Jasionka), Poland
K		S	
KD	Kbely, Czechia	SMK	Heviz (Balaton), Hungary
KE	Kosice, Slovakia	SZC	Szczecin (Goleniow), Poland
KEE	Kecskemet, Hungary	SZY	Olsztyn-Mazury, Poland
KEW	Kecskemet, Hungary	T	
KRW	Krakow (Balice), Poland	TT	Poprad (Tatry), Slovakia
KVY	Karlovy Vary, Czechia	V	
L		VO	Prague (Vodochody), Czechia
LA	Namest, Czechia	W	
LOD	Lodz, Poland	WA	Warsaw (Chopin), Poland
LPJ	Liepaja, Latvia	WAS	Warsaw (Chopin), Poland
O		WRO	Wroclaw (Strachowice), Poland
OB	Bratislava (M.R. Stefanik), Slovakia	Z	
OKR	Bratislava (M.R. Stefanik), Slovakia	ZNA	Zilina, Slovakia
OSV	Ostrava (Mosnov), Czechia		



Radio Aids

Radio Data - China

CHINA, P.R. OF

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Aksu	AKS	115.1	V D H W	N41 15.7	E080 17.1	E004	
Altay	TAI	114.3	V D H W	N47 44.8	E088 05.0	E004	
Andong	AND	114.8	V D H W	N30 15.4	E121 13.3	W006	16
Ankang	UF	290.0	H W	N32 43.8	E108 49.4	W003	
Baihesi	BHS	117.9	V D H W	N30 30.7	E104 12.0	W002	1624
Bangda	DCH	113.3	V D H W	N30 31.3	E097 08.5	W001	14180
Bantaji	OF	340.0	H W	N32 40.4	E118 34.7	W005	
Baoan	QJ	253.0	H M W	N22 47.7	E113 43.8	W002	
Baolong	WL	426.0	H H W	N18 29.3	E109 24.2	W001	1000
Baotou	BAV	117.3	V D H W	N40 33.4	E109 59.9	W005	3343
Beijijazao	BJZ	108.2	V D H W	N40 03.3	E113 29.6	W005	3468
Beijing Capital	DK	354.0	H M W	N40 02.2	E116 34.8	W006	
Benniu	ZJ	217.0	H H W	N31 56.5	E119 42.6	W005	
Boao	DBA	115.4	V D H W	N19 09.8	E110 26.4	W002	108
Bose	BSE	115.9	V D H W	N23 53.5	E106 38.7	W002	620
Caidian	DCD	114.25	V D H W	N30 26.4	E114 09.5	W004	164
Cencun	CEN	114.6	V D H W	N23 09.1	E113 25.0	W002	354
Cha'an	HFC	111.8	V D H W	N32 04.8	E116 46.1	W004	154
Changbei	E	192.0	H L W	N28 50.5	E115 53.5	W003	
Changbei	NCH	115.1	V D H W	N28 53.1	E115 54.7	W003	141
Changde	CD	225.0	H W	N28 50.9	E111 37.3	W003	
Changdu	RG	247.0	H W	N31 08.8	E097 10.6	W001	
Changhai	CHI	116.8	V D H W	N39 16.0	E122 37.0	W008	112
Changsha	Q	265.0	H M W	N28 10.0	E113 13.3	W004	
Changshengqiao	SHC	111.0	V D H W	N29 25.9	E106 43.7	W002	1640
Changwu	HO	375.0	H W	N35 12.6	E107 46.1	W003	
Changzhi	SQ	398.0	H H W	N36 14.4	E113 07.0	W005	
Changzhou	CZO	113.8	V D H W	N31 55.3	E119 46.5	W004	52
Chaoshan	CSS	110.6	V D H W	N23 31.8	E116 29.0	W003	66
Chaoyang	CHG	114.5	V D H W	N41 32.2	E120 26.0	W008	
Chaoyangchuan (Yanji)	J	437.0	H M W	N42 52.8	E129 25.2	W009	

CHINA, P.R. OF

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Chedaoyu	CDY	292.0	H	W	N40 34.7	E117 13.4	W007	
Chengde	DHC	112.3	V D H W		N41 07.7	E118 02.8	W008	2254
Chengdu	ZW	260.0	H	L W	N30 29.9	E103 54.6	W002	
Chenghai	CEH	113.4	V D H W		N26 39.9	E100 43.2	W001	8625
Chengtán	QU	304.0	H	W	N24 10.3	E116 05.5	W002	
Chenjiaying (Hohhot)	KJ	434.0	H	H W	N40 52.0	E111 53.5	W005	
Chifeng	CHF	115.5	V D H W		N42 11.4	E118 48.7	W008	2454
Chonggu	CGT	112.5	V D L W		N31 12.6	E121 11.6	W006	79
Chongzhou	CZH	114.5	V D H W		N30 38.7	E103 41.2	W002	1624
Conghua	CON	113.0	V D H W		N23 35.3	E113 35.2	W002	253
Dahushan	DHN	116.5	V D H W		N41 38.7	E122 06.9	W008	
Dajiaochang	A	511.0	H	W	N31 59.1	E118 47.6	W006	
Dali	DAL	112.6	V D H W		N25 38.6	E100 19.4	W001	
Dalian	DBL	115.4	V D H W		N38 57.7	E121 34.2	W007	194
Dandong	DDG	113.9	V D H W		N40 15.4	E124 17.0	W008	
Dangjiazhuang	DP	226.0	H	H W	N36 46.4	E117 22.2	W006	
Dangshan	DSH	117.3	V D H W		N30 08.9	E120 30.1	W004	43
Darongjiang	VQ	398.0	H	W	N25 33.7	E110 28.6	W002	
Datuopu	ZK	520.0	H	W	N28 01.1	E112 57.8	W003	
Datuopunanjintai	Z	252.0	H	W	N28 02.8	E112 57.7	W004	
Dawangzhuang	VYK	112.7	V D H W		N39 11.7	E116 34.3	W006	
Daxing	DXG	115.35	V D H W		N39 28.4	E116 23.7	W006	118
Dayakou	DYK	111.2	V D L W		N30 20.2	E109 29.0	W003	1762
Dazhou	DAX	115.0	V D H W		N31 09.5	E107 26.5	W002	1053
Dengkou	DKO	113.5	V D H W		N40 18.9	E106 59.8	W004	
Dexin	CDX	116.35	V D H W		N31 15.0	E104 22.8	W002	1772
Donglihu	TJK	113.4	V D H W		N39 09.4	E117 31.2	W006	13
Dongmulantou	MLT	112.7	V D H W		N20 09.1	E110 40.4	W001	190
Dongshan	DST	109.2	V D H W		N27 45.0	E120 37.8	W004	128
Dongyangjiao	PU	296.0	H	W	N41 30.4	E123 17.5	W008	
Dongying	DYN	114.0	V D H W		N37 31.7	E118 47.2	W007	

CHINA, P.R. OF

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Dunhuang	DNH	115.5	V D H W	N40 09.8	E094 50.7	E001	3681
Ejinaqi	JNQ	112.7	V D H W	N41 59.4	E101 03.0	W002	3114
Enshi	ENH	114.7	V D U W	N30 17.5	E109 36.1	W003	3600
Erenhot	LHT	112.5	V D H W	N43 24.8	E112 07.6	W006	3326
Ertang	QP	213.0	H W	N24 40.2	E110 46.6	W002	
Fenghuang	HUT	114.7	V D H W	N18 18.4	E109 26.3	W001	108
Fenghuo	FNH	113.2	V D L W	N34 33.2	E108 37.7	W003	1690
Fujiachang	FJC	113.9	V D H W	N29 55.7	E104 18.2	W002	1500
Fujiashuang	FC	213.0	H W	N38 52.1	E121 37.7	W007	
Fukang	FKG	116.3	V D H W	N44 10.4	E087 59.0	E003	1762
Fuling	FLG	114.0	V D H W	N29 42.0	E107 22.7	W002	1000
Fuqing	FQG	117.4	V D H W	N25 44.4	E119 23.1	W003	
Fuyang	FYG	112.9	V D H W	N32 53.0	E115 43.8	W005	
Fuyu	FYU	113.7	V D H W	N44 54.7	E124 48.2	W010	
Fuyun	XFY	114.7	V D H W	N46 47.7	E089 32.4	E003	
Fuzhou	FOC	116.8	V D H W	N25 56.6	E119 39.8	W003	
Fuzhou	N	229.0	H W	N25 57.4	E119 40.5	W003	
Ganlanba	JHG	112.5	V D H W	N21 51.8	E100 56.2	W001	1814
Gaolan	UJ	204.0	H W	N21 55.2	E113 17.6	W002	
Gaomi	YO	443.0	H W	N36 26.3	E119 41.3	W007	
Gaoyao	GYA	116.5	V D H W	N23 04.2	E112 29.2	W002	300
Gengma	GMA	114.7	V D H W	N23 31.7	E099 24.5	W001	
Guangzhou	FO	410.0	H M W	N23 08.3	E113 14.5	W002	
Guanlan	GLN	112.0	V D H W	N22 42.5	E114 02.0	W002	30
Guanzhuang	PEK	114.7	V D H W	N40 02.9	E116 44.1	W006	203
Guilin	KWL	114.9	V D H W	N25 12.7	E110 02.2	W002	591
Guiyang	KWE	114.3	V D H W	N26 31.4	E106 47.7	W001	3865
Gutang	W	388.0	H M W	N28 13.2	E113 13.1	W004	
Guyuan	GUY	112.6	V D H W	N36 04.8	E106 12.9	W003	5692
Haikou	H	389.0	H M W	N19 56.1	E110 25.9	W001	
Hailar	HLD	115.1	V D H W	N49 12.2	E119 49.3	W009	2188

CHINA, P.R. OF

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn Decl	Elev.
Haiqing	IJ	394.0	H	W	N47 52.1	E134 38.7	W012	
Hangzhou	HGH	113.0	V D H W		N30 14.5	E120 27.6	W004	43
Harbin	HRB	112.5	V D H W		N45 37.6	E126 15.6	W010	446
Harbin	L	220.0	H	L W	N45 36.3	E126 13.7	W010	
Harbin	M	202.0	H	L W	N45 38.5	E126 16.3	W010	
Harbin	MJ	417.0	H	M W	N45 41.0	E126 19.1	W010	
Hebaohu	DHB	114.45	V D H W		N30 41.9	E113 58.3	W004	328
Hedong (Yinchuan)	V	249.0	H	M W	N38 20.6	E106 24.5	W003	
Hehua (Zhangjiajie)	PS	278.0	H	M W	N29 07.9	E110 34.3	W003	
Heihe	HEK	114.0	V D H W		N50 10.1	E127 18.6	W012	
Hekou	HOK	116.0	V D H W		N31 19.5	E114 25.8	W004	500
Heliushui	DS	250.0	H	W	N30 12.0	E106 50.9	W002	
Hengsha	HSH	114.4	V D H W		N31 22.1	E121 50.8	W006	1
Hengshui	HG	350.0	H	H W	N37 43.0	E115 42.3	W006	1000
Hexi	SB	319.0	H	H W	N27 44.4	E102 09.9	W001	
Hohhot	HET	116.9	V D H W		N40 43.5	E111 54.0	W005	3593
Hongqiao	SHA	117.2	V D H W		N31 12.9	E121 20.0	W006	30
Hotan	HTN	113.1	V D H W		N37 02.2	E079 52.1	E002	4685
Huaian	HUN	113.3	V D H W		N33 46.5	E119 06.7	W005	59
Huailai	KM	360.0	H	W	N40 23.3	E115 29.8	W006	
Huairou	HUR	113.6	V D H W		N40 19.8	E116 44.9	W006	203
Huairou	OB	380.0	H	H W	N40 17.3	E116 32.1	W006	
Huangcheng	HCH	116.1	V D H W		N37 39.3	E120 32.6	W007	
Huangpi	DHP	113.75	V D H W		N30 52.2	E114 28.2	W004	180
Huangping	KHP	113.4	V D H W		N26 58.4	E107 59.5	W002	
Huangshan/Tunxi	TXN	116.1	V D H W		N29 44.3	E118 15.2	W005	463
Huayuan	HUY	112.0	V D H W		N28 34.8	E109 27.0	W003	
Huguang	LH	356.0	H	W	N21 08.1	E110 20.0	W002	
Huilong	HLC	115.95	V D H W		N30 18.1	E103 41.7	W002	1860
Huixing	W	210.0	H	M W	N29 41.8	E106 38.0	W002	
Jiamusi	JMU	113.5	V D H W		N46 50.5	E130 27.9	W011	289

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Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Jiangbei	CKG	116.1	V D H W	N29 44.8	E106 39.2	W002	1371
Jianqiao	CJ	324.0	H H W	N30 18.3	E120 10.0	W004	
Jiayuguan	CHW	114.5	V D H W	N39 51.3	E098 21.0	W001	
Jinan	YQG	113.7	V D H W	N36 50.0	E117 12.9	W006	102
Jingning	JIG	113.7	V D H W	N35 31.9	E105 43.4	W003	
Jingtai	JTA	114.9	V D H W	N37 11.8	E104 04.8	W002	
Jinjiang	D	405.0	H M W	N24 46.8	E118 34.7	W004	
Jinjiang	JNJ	117.0	V D H W	N24 48.2	E118 35.7	W004	52
Jinjiang	OJ	212.0	H M W	N24 51.7	E118 37.8	W004	
Jinning	XSJ	108.2	V D H W	N24 41.0	E102 48.0	W001	7818
Jintang	JTG	115.4	V D H W	N30 52.3	E104 23.4	W002	1500
Jiuting	JTN	109.6	V D H W	N31 07.4	E121 20.5	W006	10
Jiyuan	GU	234.0	H W	N35 06.6	E112 31.8	W005	
Kaiyuan	KYU	114.9	V D H W	N42 37.9	E124 00.4	W009	
Kangding	KDJ	112.4	V D H W	N30 08.5	E101 43.9	W002	13937
Kashi	KHG	115.7	V D H W	N39 32.8	E076 01.4	E003	4596
Kashi	L	210.0	H M W	N39 32.6	E076 03.0	E003	
Kashi	X	223.0	H M W	N39 32.4	E075 59.4	E003	
Kouling	KLX	110.6	V D H W	N34 15.9	E109 14.9	W003	2979
Laibin	LBN	113.7	V D H W	N23 45.8	E109 08.8	W002	413
Laiyang	FD	298.0	H W	N36 55.8	E120 37.9	W007	
Lanzhou	DNC	114.0	V D H W	N36 32.4	E103 37.2	W002	6447
Laoliangcang	GJ	245.0	H W	N28 05.0	E112 13.0	W003	
Laoliangcang	LLC	116.2	V D H W	N28 04.1	E112 12.5	W003	
Ledu	LED	112.2	V D H W	N36 36.5	E102 29.3	W002	10102
Lhasa	LXA	113.1	V D H W	N29 17.8	E090 59.9	W001	11713
Liangcheng	SZ	282.0	H W	N40 31.1	E112 29.7	W005	
Liangxiang	JR	475.0	H H W	N39 43.2	E116 05.7	W006	
Lianjiang	LJG	117.6	V D H W	N26 13.2	E119 32.9	W003	
Lianshengwei	ZUH	116.7	V D H W	N22 13.3	E113 28.0	W002	85
Libo	GLB	112.8	V D H	N25 27.3	E107 57.8	W002	2802

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Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Lijia	RP	210.0	H W	N28 37.1 E115 42.5	W003	
Lijiang	LJA	113.7	V D H W	N26 46.4 E100 16.4	W001	7999
Liling	LIG	112.4	V D H W	N27 38.9 E113 31.0	W003	279
Linli	LIN	117.5	V D H W	N29 21.2 E111 38.9	W003	354
Linyi	LNy	112.8	V D H W	N35 03.0 E118 24.8	W006	243
Lishe	BK	227.0	H W	N29 53.8 E121 20.1	W005	
Liupanshui	LPS	116.3	V D H W	N26 38.6 E105 01.8	W002	
Liuyang	LYH	113.55	V D H W	N28 23.6 E113 20.6	W004	705
Liuzao	PDL	109.4	V D L W	N31 07.8 E121 40.3	W006	13
Longkou	LKO	115.8	V D H W	N29 54.4 E113 41.5	W004	
Longli	JK	311.0	H H W	N26 27.7 E106 58.8	W001	
Longmen	LMN	116.3	V D H W	N23 38.9 E114 19.6	W002	128
Longzaocun	LCZ	109.0	V D H W	N34 27.1 E108 47.6	W003	1555
Longzhou	LON	112.2	V D H W	N22 21.4 E106 52.1	W002	
Luanxian	LUX	117.1	V D H W	N39 44.5 E118 43.6	W007	
Luchong	SV	345.0	H W	N28 13.0 E113 20.9	W004	
Lukou	NJL	113.6	V D H W	N31 45.3 E118 53.2	W004	79
Lukou	Z	420.0	H M W	N31 42.6 E118 50.3	W004	
Luochuan	WJC	115.3	V D H W	N35 46.7 E109 22.6	W004	
Luogang	HFE	116.7	V D H W	N31 46.5 E117 18.1	W004	125
Luoyang	LYA	114.1	V D H W	N34 44.5 E112 23.7	W005	879
Luxi	LXI	112.3	V D H W	N24 32.5 E103 44.6	W001	
Malong	DJT	114.6	V D H W	N25 31.9 E103 36.3	W001	7592
Mangshi	LUM	114.1	V D H W	N24 24.5 E098 32.2	W000	2907
Manzhouli	G	300.0	H M W	N49 34.5 E117 17.3	W009	
Manzhouli	MZL	113.1	V D H W	N49 19.7 E117 38.7	W009	2231
Meixian	MXZ	115.0	V D H W	N24 14.0 E116 04.2	W002	594
Mizi	MIZ	109.6	V D H W	N34 49.2 E108 59.7	W003	2070
Moling	MLJ	117.05	V D H W	N31 50.7 E118 51.3	W004	62
Mudanjiang	MDJ	117.1	V D H W	N44 30.9 E129 33.8	W010	912
Mudanjiang	X	251.0	H M W	N44 32.6 E129 34.9	W010	

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Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Nalati	NLT	115.5	V D H W	N43 26.1 E083 22.9	E004	
Nanchong	GAO	117.4	V D H W	N30 48.6 E106 11.3	W002	
Nanfeng	NF	292.0	H W	N27 12.5 E116 33.5	W004	
Nankang	BHY	117.1	V D H W	N21 35.2 E109 25.9	W002	
Nanlang	NLG	117.7	V D H W	N22 31.9 E113 33.7	W002	30
Nanning	WUY	112.4	V D H W	N22 35.2 E108 09.0	W002	466
Nanniwan	NNW	114.75	V D H W	N36 25.2 E109 29.1	W004	4311
Nantong	NTG	115.6	V D H W	N32 05.9 E120 58.8	W005	62
Nanxiang	PK	208.0	H L W	N31 17.0 E121 19.8	W006	
Nanxiong	NNX	115.6	V D H W	N25 05.7 E114 16.4	W003	
Nanxun	NXD	116.5	V D H W	N30 53.8 E120 25.8	W005	
Nanyang	ML	446.0	H W	N32 55.0 E112 33.0	W004	
Nanyingbindao	NYB	113.3	V D H W	N20 00.9 E110 08.2	W001	75
Ningbo	NGB	116.3	V D H W	N29 49.7 E121 27.7	W004	28
Ningshan	NSH	116.3	V D H W	N33 19.1 E108 18.7	W003	
Niuling	JCS	116.6	V D H W	N23 35.9 E116 24.7	W003	453
Ordos	G	338.0	H M W	N39 28.6 E109 53.4	W004	
Ordos	HDS	116.1	V D H W	N39 29.4 E109 51.7	W004	4596
Panlong	PLT	111.6	V D H W	N25 48.5 E114 52.5	W003	
Panlong	XFA	110.8	V D H W	N25 24.1 E102 56.0	W001	9147
Penglai	YCS	116.4	V D H W	N37 40.8 E121 00.1	W007	157
Pingzhou	POU	114.1	V D H W	N23 01.3 E113 11.4	W002	89
Pixian	DPX	112.4	V D H W	N34 16.7 E117 59.9	W005	
Potou	BTO	115.9	V D H W	N38 06.3 E116 34.6	W006	
Pudong	PUD	116.9	V D H W	N31 10.3 E121 47.0	W006	10
Putuoshan	LA	363.0	H M W	N30 00.3 E122 24.3	W004	
Qianxi	QNX	113.1	V D H W	N27 02.5 E106 01.8	W002	
Qiemo	QIM	114.3	V D H W	N38 09.1 E085 32.2	E002	
Qifengling	Y	417.0	H W	N25 10.3 E110 19.1	W002	
Qijiang	QJG	112.7	V D H W	N29 03.1 E106 39.9	W002	
Qingbaikou	CD	422.0	H W	N40 00.8 E115 48.3	W006	

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Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Qingdao	TAO	117.5	V D H W	N36 17.3 E120 22.2	W006	59
Qingyang	QIY	113.4	V D H W	N35 47.8 E107 35.9	W003	
Qiqihar	NDG	112.9	V D H W	N47 14.6 E123 55.2	W010	
Qitai	QTV	112.1	V D H W	N43 59.3 E089 36.7	E002	
Qiuci	XKC	114.1	V D H W	N41 40.6 E082 50.6	E003	3386
Qunli	GT	276.0	H W	N31 47.2 E119 03.3	W005	
Rikaze	RKZ	113.5	V D H W	N29 21.3 E089 16.3	E000	
Saiwusu	BN	458.0	H M W	N43 25.1 E112 07.0	W005	
Sanjiang	SJG	116.8	V D H W	N25 46.6 E109 36.6	W002	
Sanxia	YIH	116.9	V D H W	N30 33.8 E111 28.6	W003	705
Sanya	AL	205.0	H L W	N18 18.9 E109 30.4	W001	
Sanya	SYX	112.5	V D H W	N18 18.6 E109 10.4	W001	1499
Sanyuan	OD	202.0	H H W	N34 35.9 E108 54.9	W003	
Shahe	CU	555.0	H M W	N40 07.3 E116 22.3	W006	
Shangrao	SHR	114.0	V D H W	N28 25.0 E117 58.2	W004	
Shangxian	RA	345.0	H W	N33 52.6 E109 55.8	W004	
Shangxian	SHX	112.5	V D H W	N33 52.6 E109 56.1	W004	2480
Shanhaiguan	LC	203.0	H W	N39 59.9 E119 47.1	W008	
Shantou	SWA	112.6	V D H W	N23 26.4 E116 46.0	W002	
Shashi	UK	487.0	H W	N30 17.4 E112 16.4	W003	
Shaziying	SZY	117.2	V D H W	N40 06.4 E116 25.8	W006	236
Shekou	SHK	115.9	V D H W	N22 29.8 E113 54.2	W002	36
Shengzhou	SHZ	113.4	V D U W	N29 36.0 E120 49.0	W004	
Shenyang	SEY	114.1	V D H W	N41 38.5 E123 28.7	W008	194
Shigezhuang	VM	280.0	H W	N39 17.8 E116 54.1	W006	
Shilong	SHL	115.7	V D H W	N23 05.5 E113 51.0	W002	500
Shiqiu	SNQ	115.75	V D H W	N31 40.8 E118 58.1	W004	89
Shuangliu (Chengdu)	CTU	115.7	V D H W	N30 34.4 E103 56.6	W002	1650
Shuiquan	LS	445.0	H W	N45 27.0 E126 02.7	W010	
Shuofang	SUF	114.1	V D L W	N31 29.9 E120 25.9	W005	
Shuyuan	XSY	112.7	V D H W	N30 55.9 E121 52.4	W006	89

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Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Tacheng	TCH	113.1	V D H W	N46 40.1 E083 20.7	E005	
Taiyuan	TYN	113.1	V D U W	N37 44.9 E112 37.2	W004	2579
Tanghekou	YV	514.0	H W	N40 44.0 E116 38.0	W007	
Taohua	THA	114.7	V D H W	N31 46.7 E117 07.4	W004	148
Taojiagong	HAM	113.1	V D H W	N42 50.6 E093 40.1	E001	2766
Tianhe	HG	254.0	H W	N30 55.5 E114 21.3	W004	
Tianhe	WHA	112.2	V D U W	N30 46.9 E114 12.2	W004	141
Tianjin	CG	339.0	H M W	N39 04.8 E117 22.5	W006	
Tianjin	TAJ	112.1	V D H W	N39 06.6 E117 21.5	W006	36
Tianmen	WTM	108.8	V D H W	N30 38.3 E113 08.6	W004	
Tianzhen	TZH	115.6	V D H W	N40 24.5 E114 03.1	W006	
Tiaoma	DTM	114.05	V D H W	N27 59.0 E113 07.5	W004	610
Tongjingchang	OS	241.0	H H W	N29 51.1 E106 50.8	W002	
Tongliao	TGO	116.3	V D H W	N43 33.6 E122 11.8	W008	
Tonglu	TOL	115.9	V D H W	N29 45.8 E119 39.6	W005	177
Tongren	TRN	115.2	V D H W	N27 52.1 E109 17.6	W003	2365
Tumurtai	TMR	113.3	V D H W	N41 50.6 E113 09.2	W006	
Tunli	FZ	247.0	H W	N37 27.1 E121 10.7	W007	
Urumqi	OY	352.0	H M W	N43 53.1 E087 21.9	E003	
Urumqi	RM	398.0	H M W	N43 55.8 E087 35.1	E003	
Urumqi	WUR	115.3	V D H W	N43 54.8 E087 30.4	E003	2178
Wanchang	LJB	115.9	V D H W	N43 46.4 E125 51.1	W009	653
Wangbingou	KY	365.0	H W	N41 42.3 E123 44.8	W008	
Wangjiachuan	DJC	115.2	V D H W	N36 46.2 E103 26.5	W002	7559
Wangqing	WQG	112.1	V D H W	N43 17.6 E129 47.1	W010	
Wanzhou	WZH	109.2	V D H W	N30 48.3 E108 25.8	W002	1913
Weifang	WFG	116.6	V D H W	N36 38.8 E119 07.2	W007	156
Weihai	WEH	115.8	V D H W	N37 11.1 E122 13.5	W007	148
Weining	HX	285.0	H	N26 51.6 E104 16.9	W002	
Weishi	DWS	117.4	V D H W	N34 19.4 E114 04.7	W004	262
Weixian	WXI	115.7	V D H W	N36 21.8 E114 55.0	W005	

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Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Wengyuan	WYN	113.9	V D H W	N24 21.0	E114 06.7	W003	
Wenyan	WY	572.0	H H W	N30 07.5	E120 12.0	W004	
Wolong (Taiyuan)	YF	201.0	H W	N37 52.6	E112 24.7	W004	
Wudangshan	DSY	115.15	V D H W	N32 34.3	E110 56.1	W004	1194
Wufengxi	WFX	117.1	V D H W	N30 36.4	E104 29.5	W002	1000
Wuji	FL	272.0	H W	N38 14.9	E114 53.3	W005	
Wutong	PA	286.0	H W	N25 24.3	E110 03.6	W002	
Wuxi	VMB	113.9	V D H W	N31 44.6	E120 11.5	W005	
Wuzhong	DWZ	112.4	V D H W	N37 55.3	E106 20.6	W003	3619
Xiamen	XMN	114.5	V D H W	N24 32.6	E118 07.4	W002	75
Xiangtang	KHN	112.7	V D H W	N28 25.8	E115 55.4	W003	30
Xiangyang	NO	233.0	H W	N32 04.5	E112 16.6	W004	
Xianyang	G	327.0	H M W	N34 25.9	E108 43.8	W003	
Xiaodanyang	ID	440.0	H W	N31 40.0	E118 43.0	W004	
Xichang	XIC	114.2	V D H W	N28 00.2	E102 11.0	W001	
Xiha	UC	351.0	H M W	N49 13.1	E119 57.7	W009	
Xilinhot	HOT	114.3	V D H W	N43 54.9	E115 58.0	W007	
Xiliuhetun	WF	395.0	H W	N39 56.7	E116 52.5	W006	
Xinglin	XLN	114.7	V D H W	N24 33.9	E118 00.9	W002	151
Xingtang	OC	235.0	H W	N38 27.3	E114 33.3	W005	
Xining	XNN	116.5	V D H W	N36 31.6	E102 01.8	W002	7205
Xinqiao	XQH	109.8	V D L W	N32 00.6	E116 57.6	W004	213
Xinzheng	CGO	114.5	V D H W	N34 31.1	E113 50.6	W004	518
Xishan	SGM	110.6	V D H W	N25 04.9	E102 31.2	W001	7585
Xishuangbanna	BNN	116.3	V D H W	N21 58.8	E100 45.3	W001	1837
Xishui	XSH	115.4	V D U W	N30 26.1	E115 16.0	W002	
Xuejiadao	XDX	110.4	V D H W	N35 58.7	E120 17.4	W006	361
Xuyong	XYO	116.7	V D H W	N28 10.3	E105 25.2	W002	
Xuzhou	XUZ	114.3	V D H W	N34 03.7	E117 32.9	W005	20
Yabrai	YBL	115.7	V D H W	N39 25.3	E102 46.5	W002	
Yancheng	YCH	115.3	V D H W	N33 25.4	E120 12.2	W005	43

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Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Yangzhou	SJD	113.1	V D H W	N32 32.6	E119 43.5	W006	43
Yanji	YNJ	113.1	V D H W	N42 53.0	E129 27.1	W009	663
Yanzhuang	ZS	359.0	H W	N34 13.3	E108 51.2	W003	
Yaoji	DO	266.0	H W	N34 04.7	E117 48.8	W005	
Yarkant	DSC	112.5	V D H W	N38 13.3	E077 04.3	E003	4321
Yibin	YBN	116.5	V D H W	N28 47.9	E104 33.4	W002	
Yinchuan	YHD	112.0	V D H W	N38 20.8	E106 24.6	W003	3743
Yingde	YIN	113.5	V D H W	N24 11.4	E113 24.9	W002	548
Yinjiayi	JX	319.0	H W	N29 10.9	E110 24.0	W003	
Yiwu	YEU	113.2	V D H W	N29 20.0	E120 01.8	W005	285
Yongfu	JW	281.0	H W	N25 00.5	E110 01.0	W002	
Yuantan	TAN	112.5	V D U W	N23 40.1	E113 14.5	W002	604
Yudu	DJQ	114.7	V D H W	N38 13.0	E085 26.6	E002	4042
Yulin	YLX	116.7	V D H W	N38 22.9	E109 34.7	W004	3921
Yuncheng	YCE	112.3	V D H W	N35 07.1	E111 02.0	W004	
Yunhe	BZ	244.0	H W	N28 06.1	E119 33.7	W004	
Zangangzhen	JB	403.0	H H W	N39 02.6	E116 11.9	W006	
Zedang	DM	435.0	H W	N29 15.3	E091 45.9	W001	
Zhangjiajie	DYG	114.4	V D H W	N29 05.6	E110 24.3	W003	807
Zhangjiakou	HAR	113.9	V D H W	N40 43.7	E114 57.8	W007	2348
Zhangzhuang	AR	520.0	H W	N36 43.4	E116 55.0	W006	
Zhaotong	ZAT	115.5	V D H W	N27 19.4	E103 45.3	W002	
Zhengding	SJW	117.7	V D H W	N38 16.8	E114 41.9	W005	223
Zhijiang	ZHJ	117.8	V D H W	N27 27.0	E109 42.5	W003	903
Zhonghe	DZH	116.0	V D H W	N36 14.1	E103 47.9	W002	6093
Zhongwei	ZWX	117.5	V D H W	N37 34.4	E105 07.5	W003	4144
Zhongyuan	DZY	116.8	V D H W	N34 43.6	E113 33.0	W004	643
Zhoukou	ZHO	115.5	V D H W	N33 39.9	E114 39.3	W005	
Zhoushan	HSN	112.3	V D H W	N29 55.9	E122 21.8	W004	6
Zhoushuizi (Dalian)	Z	440.0	H M W	N38 58.1	E121 30.5	W007	
Zhoushuizi (Dalian)	ZF	391.0	H M W	N38 58.2	E121 28.8	W007	

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Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Ziyang	ZYG	112.1	V D H W	N30 07.1	E104 40.6	W002	1500
Zu'an	ZNX	110.8	V D H W	N34 06.7	E108 30.2	W003	1414
Zunyi	GZY	111.8	V D H W	N27 46.8	E107 14.5	W001	2730
Baotou (Donghe)	IXX	110.5	LOC	RWY 13		W004	
	IZZ	108.5	LOC	RWY 31		W004	
Beijing (Beijing Capital)	OR	196.0	LO	N40 07.3	E116 35.4	W006	
	QU	240.0	LO	N39 59.6	E116 36.6	W006	
	INJ	108.5	LOC	RWY 01		W006	
	IOR	109.3	LOC	RWY 18L		W006	
			OM	N40 07.3	E116 35.4		
	ILG	110.3	LOC	RWY 18R		W006	
			OM	N40 08.4	E116 33.8		
	ISZ	108.9	LOC	RWY 19		W006	
	IDK	111.7	LOC	RWY 36L		W006	
			OM	N40 02.2	E116 34.8		
	IQU	109.9	LOC	RWY 36R		W006	
			OM	N39 59.6	E116 36.6		
Beijing (Daxing)	IDN	110.55	LOC	RWY 01L		W006	
	IXA	110.75	LOC	RWY 17L		W006	
	IXE	111.9	LOC	RWY 17R		W006	
	IDZ	110.55	LOC	RWY 19R		W006	
	IBP	108.7	LOC	RWY 29R		W006	
	IXR	111.9	LOC	RWY 35L		W006	
	IXO	110.75	LOC	RWY 35R		W006	
Changchun (Longjia)	IDD	109.3	LOC	RWY 06		W009	
	IPP	110.1	LOC	RWY 24		W009	
Changsha (Huanghua)	ISL	109.3	LOC	RWY 18L		W004	
	IWW	110.3	LOC	RWY 18R		W004	
			OM	N28 16.1	E113 12.9		
	ISV	109.9	LOC	RWY 36L		W004	

CHINA, P.R. OF

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
	ICR	111.1	LOC	RWY 36R	W004	
Changzhou (Benniu)	IZJ	111.5	LOC	RWY 11	W004	
	IBN	108.5	LOC	RWY 29	W004	
Chengdu (Shuangliu)	IZW	111.1	LOC	RWY 02L	W002	
	ICR	108.7	LOC	RWY 02R	W002	
	IDE	109.7	LOC	RWY 20L	W002	
	IAA	109.1	LOC	RWY 20R	W002	
Chongqing (Jiangbei)	IWX	109.7	LOC	RWY 02L	W002	
	IJC	108.9	LOC	RWY 02R	W002	
	IQT	108.5	LOC	RWY 03	W002	
	IMW	110.1	LOC	RWY 20L	W002	
	IOS	108.1	LOC	RWY 20R	W002	
	ICO	110.5	LOC	RWY 21	W002	
Dalian (Zhoushuizi)	IZF	109.1	LOC	RWY 10	W007	
	IKD	111.1	LOC	RWY 28	W007	
Datong (Yungang)	IJJ	108.7	LOC	RWY 32	W005	
Dehong (Mangshi)	IMS	109.7	LOC	RWY 23	W000	
Dunhuang	IMG	109.3	LOC	RWY 08	E001	
	IDH	108.7	LOC	RWY 26	E001	
Enshi (Xujiaping)	IGG	110.3	LOC	RWY 01	W003	
Fuzhou (Changle)	ICL	110.7	LOC	RWY 03	W003	
	INN	110.3	LOC	RWY 21	W003	
Guangzhou (Baiyun)	IOO	109.3	LOC	RWY 01	W002	
	IBB	110.9	LOC	RWY 02L	W002	
	IDM	108.5	LOC	RWY 02R	W002	
	IPP	111.5	LOC	RWY 19	W002	
	IXL	111.9	LOC	RWY 20L	W002	
	IAA	110.3	LOC	RWY 20R	W002	
Guilin (Liangjiang)	IJJ	110.1	LOC	RWY 01	W002	
	IPA	108.5	LOC	RWY 19	W002	
Guiyang (Longdongbao)	IGG	111.1	LOC	RWY 01	W001	

CHINA, P.R. OF

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
	IGY	109.3	LOC	RWY 19	W001	
Haikou (Meilan)	IHH	111.5	LOC	RWY 09	W001	
	IPP	108.5	LOC	RWY 27	W001	
Hangzhou (Xiaoshan)	IXS	110.5	LOC	RWY 06	W004	
	IXX	109.9	LOC	RWY 07	W004	
			OM	N30 11.3 E120 20.6		
	IHZ	111.5	LOC	RWY 24	W004	
	IDD	108.5	LOC	RWY 25	W004	
			OM	N30 16.3 E120 31.7		
Harbin (Taiping)	ILL	110.3	LOC	RWY 05	W010	
			OM	N45 33.2 E126 10.1		
	IMJ	109.9	LOC	RWY 23	W010	
Hefei (Xinqiao)	IHF	109.3	LOC	RWY 15	W004	
	IXQ	108.5	LOC	RWY 33	W004	
Hohhot (Baita)	FX	372.0	LO	N40 50.2 E111 45.8	W005	
	IFX	108.9	LOC	RWY 08	W005	
	IKJ	109.5	LOC	RWY 26	W005	
Hotan	IRB	110.3	LOC	RWY 29	E002	
Huaian (Lianshui)	IHA	108.7	LOC	RWY 04	W005	
	IPY	109.15	LOC	RWY 22	W005	
Huangshan (Tunxi)	IWS	108.3	LOC	RWY 13	W005	
Hulunbeier (Hailar)	IUC	110.3	LOC	RWY 27	W009	
Jiamusi	IRQ	108.3	LOC	RWY 06	W011	
Jieyang (Chaoshan)	IJY	109.3	LOC	RWY 04	W003	
	ICS	108.7	LOC	RWY 22	W003	
Jinan (Yaoqiang)	IFF	108.9	LOC	RWY 01	W006	
	IGO	110.5	LOC	RWY 19	W006	
Kashi	IXX	109.9	LOC	RWY 08	E003	
	ILL	111.1	LOC	RWY 26	E003	
Kunming (Changshui)	IZL	111.3	LOC	RWY 03	W001	
	IFY	109.3	LOC	RWY 04	W001	

CHINA, P.R. OF

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
	IBH	110.1	LOC	RWY 21	W001	
	IKM	108.5	LOC	RWY 22	W001	
Lanzhou (Zhongchuan)	IKQ	108.5	LOC	RWY 18	W002	
	IYY	109.3	LOC	RWY 36	W002	
Lhasa (Gonggar)	ISS	110.3	LOC	RWY 27R	W001	
Lijiang (Sanyi)	IYL	108.5	LOC	RWY 02	W001	
	IXX	109.7	LOC	RWY 20	W001	
Linyi (Shubuling)	IXI	110.7	LOC	RWY 01	W006	
	ILY	109.7	LOC	RWY 19	W006	
Manzhouli (Xijiao)	IMZ	108.5	LOC	RWY 12	W009	
	IZZ	110.1	LOC	RWY 30	W009	
Meizhou (Meixian)	IQU	108.3	LOC	RWY 04	W002	
Mudanjiang (Hailang)	IQM	108.9	LOC	RWY 22	W010	
Nanchang (Changbei)	IEE	111.7	LOC	RWY 03	W003	
	INC	110.5	LOC	RWY 21	W003	
Nanjing (Lukou)	IMI	110.3	LOC	RWY 06	W004	
	IZZ	108.7	LOC	RWY 07	W004	
	IGG	110.9	LOC	RWY 24	W004	
	IPX	111.3	LOC	RWY 25	W004	
Nanning (Wuxu)	IXU	108.9	LOC	RWY 05	W002	
	IUY	110.9	LOC	RWY 23	W002	
Nantong (Xingdong)	IXD	110.5	LOC	RWY 18	W005	
	INT	109.1	LOC	RWY 36	W005	
Ningbo (Lishe)	IBK	108.9	LOC	RWY 13	W004	
	ILL	110.9	LOC	RWY 31	W004	
Ordos (Ejin Horo)	IDS	110.1	LOC	RWY 13	W004	
	IGG	108.7	LOC	RWY 31	W004	
Qingdao (Liuting)	INX	110.7	LOC	RWY 17	W006	
	IPP	111.7	LOC	RWY 35	W006	
Qionghai (Boao)	IBO	109.7	LOC	RWY 15	W002	
	IAT	109.3	LOC	RWY 33	W002	

CHINA, P.R. OF

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Decl	Elev.
Qiqihar (Sanjiazi)	GF	240.0	LO	N47 18.1	E123 52.9	W010	
	LJ	177.0	LO	N47 11.8	E123 56.7	W010	
	IGF	110.7	LOC	RWY 17		W010	
Quanzhou (Jinjiang)	IDD	111.7	LOC	RWY 03		W004	
	IJZ	108.7	LOC	RWY 21		W004	
Sanya (Phoenix)	IKK	109.5	LOC	RWY 08		W001	
	IFH	108.5	LOC	RWY 26		W001	
Shanghai (Hongqiao)	IPK	111.3	LOC	RWY 18L		W006	
	IHQ	110.9	LOC	RWY 18R		W006	
	ISH	111.7	LOC	RWY 36L		W006	
	IWB	110.3	LOC	RWY 36R		W006	
Shanghai (Pudong)	IPD	110.7	LOC	RWY 17L		W006	
	IKM	111.1	LOC	RWY 17R		W006	
	IBD	108.1	LOC	RWY 35L		W006	
	INN	111.9	LOC	RWY 35R		W006	
Shenyang (Taoxian)	IPU	110.5	LOC	RWY 06		W008	
	IKY	110.3	LOC	RWY 24		W008	
Shenzhen (Baoan)	IQJ	111.3	LOC	RWY 15		W002	
	IMH	110.7	LOC	RWY 33		W002	
Shijiazhuang (Zhengding)	IOO	109.9	LOC	RWY 15		W005	
	IFF	110.3	LOC	RWY 33		W005	
Taiyuan (Wusu)	ICC	110.9	LOC	RWY 13		W004	
	IBB	109.3	LOC	RWY 31		W004	
Tianjin (Binhai)	ICU	109.7	LOC	RWY 16L		W006	
	IJS	110.9	LOC	RWY 16R		W006	
			OM	N39 10.4	E117 18.9		
	ICG	110.5	LOC	RWY 34L		W006	
		OM	N39 02.9	E117 23.6			
	IKD	111.5	LOC	RWY 34R		W006	
Urumqi (Diwopu)	IOY	109.7	LOC	RWY 07		E003	

CHINA, P.R. OF

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn Elev. Decl
	IRM	110.3	LOC	RWY 25		E003
Wanzhou (Wuqiao)	IWZ	109.7	LOC	RWY 11		W002
	ILL	108.7	LOC	RWY 29		W002
Weihai (Dashuipo)	IXM	110.1	LOC	RWY 03		W007
	IQC	110.7	LOC	RWY 21		W007
Wenzhou (Longwan)	IKN	110.3	LOC	RWY 03		W004
	IWZ	108.7	LOC	RWY 21		W004
Wuhan (Tianhe)	IHN	109.3	LOC	RWY 04L		W004
	IWF	111.5	LOC	RWY 04R		W004
	IUT	111.1	LOC	RWY 22L		W004
	ITS	108.5	LOC	RWY 22R		W004
Wuxi (Shuofang)	IMF	109.9	LOC	RWY 03		W005
	IFS	108.9	LOC	RWY 21		W005
Xi'An (Xianyang)	IGG	109.9	LOC	RWY 05L		W003
	IXW	109.3	LOC	RWY 05R		W003
	IAQ	111.1	LOC	RWY 23L		W003
	IMM	110.3	LOC	RWY 23R		W003
Xiamen (Gaoqi)	IKK	109.7	LOC	RWY 23		W002
Xichang (Qingshan)	GO	627.0	LO	N27 55.1	E102 11.2	W001
	UZ	388.0	LO	N28 03.3	E102 10.9	W001
	IGO	109.3	LOC	RWY 36		W001
Xining (Caojiapu)	ICB	110.7	LOC	RWY 11		W002
	IXN	108.7	LOC	RWY 29		W002
Xishuangbanna (Gasa)	IGG	108.5	LOC	RWY 16		W001
	ILK	110.3	LOC	RWY 34		W001
Xuzhou (Guanyin)	CK	244.0	LO	N34 03.2	E117 27.9	W005
	ICK	111.35	LOC	RWY 09		W005
	IDD	108.9	LOC	RWY 27		W005
Yancheng (Nanyang)	IGF	110.9	LOC	RWY 04		W005
	IYC	111.3	LOC	RWY 22		W005
Yangzhou (Taizhou)	ITZ	110.7	LOC	RWY 17		W006

CHINA, P.R. OF

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
	ISZ	110.1	LOC	RWY 35	W006	
Yanji (Chaoyangchuan)	JA	332.0	LO	N42 52.3 E129 20.5	W009	
	IJA	108.7	LOC	RWY 09	W009	
	IYJ	109.3	LOC	RWY 27	W009	
Yantai (Penglai)	IYN	108.9	LOC	RWY 05	W007	
	IYT	108.5	LOC	RWY 23	W007	
Yichang (Sanxia)	JA	436.0	LO	N30 29.1 E111 34.2	W003	
	IYC	110.5	LOC	RWY 14	W003	
Yinchuan (Hedong)	ITY	109.3	LOC	RWY 03	W003	
	IYO	108.5	LOC	RWY 21	W003	
Yiwu	IZX	111.7	LOC	RWY 02	W005	
Zhangjiajie (Hehua)	IZJ	109.7	LOC	RWY 08	W003	
	IPS	108.9	LOC	RWY 26	W003	
Zhengzhou (Xinzheng)	IXL	108.5	LOC	RWY 12L	W004	
	IFF	110.3	LOC	RWY 12R	W004	
	IAA	109.3	LOC	RWY 30L	W004	
	IZR	110.7	LOC	RWY 30R	W004	
Zhoushan (Putuoshan)	IPT	108.75	LOC	RWY 18	W004	
Zunyi (Xinzhou)	IGZ	108.5	LOC	RWY 18	W001	

HONG KONG, P.R. OF CHINA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Cheung Chau	CH	112.3	V D H W	N22 13.2 E114 01.8	W003	357
Lam Chau	LC	390.0	H W	N22 17.7 E113 53.7	W003	
Lung Kwu Chau	LKC	113.2	V D L W	N22 22.7 E113 53.0	W003	253
Siu Mo To	SMT	114.8	V D L W	N22 20.3 E113 58.9	W003	39
Tung Lung	TD	116.1	V D H W	N22 14.9 E114 17.6	W003	820
Hong Kong (Hong Kong Intl)	IZSL	111.1	LOC	RWY 07L	W003	
	ISR	109.3	LOC	RWY 07R	W003	
	IFL	108.9	LOC	RWY 25L	W003	
	ITFR	110.9	LOC	RWY 25R	W003	

KOREA, D.P.R. OF

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Pyongyang	GK	111.4	V D H W	N39 13.1 E125 40.5	W008	177
Pyongyang (Sunan)	IGE	109.5	LOC	RWY 17	W008	
	LW	109.9	LOC	RWY 35	W008	

MACAO, P.R. OF CHINA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Jiuzhou	ZAO	117.2	V D U W	N22 14.8 E113 36.8	W002	
Macao	MCU	116.4	V D U W	N22 08.1 E113 35.9	W002	
Macao (Macao Intl)	MCS	111.7	LOC	RWY 16	W002	
	MCN	109.7	LOC	RWY 34	W002	

MONGOLIA

Name	Ident	Freq.	Class	INS	Coordinates	VAR/Stn Decl	Elev.
Arvaikheer	AHR	115.6	D L	N46 15.5	E102 47.4		6004
Arvaikheer	OG	505.0	H W	N46 12.7	E102 51.1	W002	
Baruun-Urt	BAR	116.7	D L	N46 40.2	E113 17.2		3346
Bayankhongor	BH	465.0	H W	N46 08.6	E100 43.0	W001	
Bor-Undur	BUR	116.8	D L	N46 14.0	E109 23.8		4331
Bulgan	BUL	115.9	D L	N48 51.3	E103 29.1		4331
Choibalsan	HN	450.0	H W	N48 07.6	E114 40.6	W008	
Choibalsan	ON	430.0	H M W	N48 08.6	E114 37.0	W008	
Dalanzadgad	DLZ	115.3	D L	N43 35.9	E104 25.7		4823
Darkhan	DAR	115.7	D L	N49 29.6	E105 59.6		3150
Gurvansaikhan	DZ	510.0	H W	N43 35.9	E104 25.8	W003	
Khanbumbat	KB	485.0	H W	N43 08.2	E106 50.7	W004	
Kharkhorin	TGL	115.4	D L	N47 14.7	E102 49.7		4823
Khenger	MUR	116.2	V D H W	N49 41.5	E100 23.5	W001	6594
Khovd (Khvod)	IM	450.0	H M W	N47 56.0	E091 38.4	E002	
Khujirt	HU	390.0	H H	N46 55.2	E102 45.6	W002	
Mandalgobi	MAG	115.8	D L	N45 44.7	E106 15.9		4626
Muren	MU	525.0	H W	N49 39.2	E100 10.5	W001	
Sainshand	SND	116.6	V D H W	N44 54.2	E110 07.8	W005	3346
Sergelen	SER	116.9	V D H W	N47 38.7	E106 49.1	W004	4528
Taishir	VGA	116.4	V D H W	N46 22.7	E096 12.9	E000	7283
Tavantolgoi	TG	420.0	H M W	N43 46.3	E105 34.6	W003	
Tosontsengel	TC	325.0	H W	N48 44.4	E098 16.5	W000	
Tosontsengel	TCL	116.1	D L	N48 44.4	E098 16.4		5709
Ulaanbaatar	DA	520.0	H H W	N47 52.7	E106 43.2	W004	4362
Ulaanbaatar	IM	450.0	H M W	N47 51.6	E106 44.6	W004	
Ulaanbaatar	UDA	116.0	V D H W	N47 52.1	E106 44.0	W004	4134
Ulaangom	US	383.0	H W	N50 00.7	E092 01.7	E003	
Undurkhaan	UH	480.0	H W	N47 19.8	E110 39.8	W006	
Undurkhaan	UND	115.5	D L	N47 19.8	E110 39.8		3445

MONGOLIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Ulaanbaatar (Chinggis Khaan Intl)	IDA	110.3	LOC	RWY 14	W004	
Ulaanbaatar (Ulaanbaatar Intl.)	CDA	109.9	LOC	RWY 29	W004	

NAVIGATION AIDS LISTED BY IDENTIFIER - CHINA

(See end of listing for Localizers)

A		CDY	Chedaoyu, China, PR of
A	Dajiaochang, China, PR of	CEH	Chenghai, China, PR of
A	Xinzheng (Zhengzhou), China, PR of	CEN	Cencun, China, PR of
AHR	Arvaikheer, Mongolia	CG	Tianjin, China, PR of
AKS	Aksu, China, PR of	CGO	Xinzheng, China, PR of
AL	Sanya, China, PR of	CGT	Chonggu, China, PR of
AND	Andong, China, PR of	CH	Cheung Chau, Hong Kong, PRC
AR	Zhangzhuang, China, PR of	CHF	Chifeng, China, PR of
B		CHG	Chaoyang, China, PR of
BAR	Baruun-Urt, Mongolia	CHI	Changhai, China, PR of
BAV	Baotou, China, PR of	CHW	Jiayuguan, China, PR of
BH	Bayankhongor, Mongolia	CJ	Jianqiao, China, PR of
BHS	Baihesi, China, PR of	CK	Guanyin (Xuzhou), China, PR of
BHY	Nankang, China, PR of	CKG	Jiangbei, China, PR of
BJZ	Beijiazao, China, PR of	CON	Conghua, China, PR of
BK	Lishe, China, PR of	CSS	Chaoshan, China, PR of
BN	Saiwusu, China, PR of	CTU	Shuangliu (Chengdu), China, PR of
BNN	Xishuangbanna, China, PR of	CU	Shahe, China, PR of
BSE	Bose, China, PR of	CZH	Chongzhou, China, PR of
BTO	Potou, China, PR of	CZO	Changzhou, China, PR of
BUL	Bulgan, Mongolia	D	
BUR	Bor-Undur, Mongolia	D	Guanyin (Xuzhou), China, PR of
BZ	Yunhe, China, PR of	D	Hehua (Zhangjiajie), China, PR of
C		D	Jinjiang, China, PR of
C	Guanyin (Xuzhou), China, PR of	D	Longjia (Changchun), China, PR of
CD	Changde, China, PR of	D	Xiaoshan (Hangzhou), China, PR of
CD	Qingbaikou, China, PR of	DA	Ulaanbaatar, Mongolia
CDA	Ulaanbaatar Intl. (Ulaanbaatar), Mongolia	DAL	Dali, China, PR of
CDX	Dexin, China, PR of	DAR	Darkhan, Mongolia
		DAX	Dazhou, China, PR of

NAVIGATION AIDS LISTED BY IDENTIFIER - CHINA

(See end of listing for Localizers)

DBL	Dalian, China, PR of	DZ	Gurvansaikhan, Mongolia
DCD	Caidian, China, PR of	DZH	Zhonghe, China, PR of
DCH	Bangda, China, PR of	DZY	Zhongyuan, China, PR of
DDG	Dandong, China, PR of	E	
DHB	Hebaohu, China, PR of	E	Changbei, China, PR of
DHC	Chengde, China, PR of	ENH	Enshi, China, PR of
DHN	Dahushan, China, PR of	F	
DHP	Huangpi, China, PR of	F	Sanxia (Yichang), China, PR of
DJC	Wangjiachuan, China, PR of	F	Xinzheng (Zhengzhou), China, PR of
DJQ	Yudu, China, PR of	F	Zhengding (Shijiazhuang), China, PR of
DJT	Malong, China, PR of	FC	Fujiazhuang, China, PR of
DK	Beijing Capital, China, PR of	FD	Laiyang, China, PR of
DKO	Dengkou, China, PR of	FJC	Fujiachang, China, PR of
DLZ	Dalanzadgad, Mongolia	FKG	Fukang, China, PR of
DM	Zedang, China, PR of	FL	Wuji, China, PR of
DNC	Lanzhou, China, PR of	FLG	Fuling, China, PR of
DNH	Dunhuang, China, PR of	FNH	Fenghuo, China, PR of
DO	Yaoji, China, PR of	FO	Guangzhou, China, PR of
DP	Dangjiazhuang, China, PR of	FOC	Fuzhou, China, PR of
DPX	Pixian, China, PR of	FQG	Fuqing, China, PR of
DS	Heliushui, China, PR of	FX	Baita (Hohhot), China, PR of
DSC	Yarkant, China, PR of	FYG	Fuyang, China, PR of
DSH	Dangshan, China, PR of	FYU	Fuyu, China, PR of
DST	Dongshan, China, PR of	FZ	Tunli, China, PR of
DSY	Wudangshan, China, PR of	G	
DTM	Tiaoma, China, PR of	G	Gasa (Xishuangbanna), China, PR of
DWS	Weishi, China, PR of	G	Jiamusi, China, PR of
DWZ	Wuzhong, China, PR of	G	Xijiao (Manzhouli), China, PR of
DXG	Daxing, China, PR of	G	Ejin Horo (Ordos), China, PR of
DYG	Zhangjiajie, China, PR of		
DYN	Dongying, China, PR of		

NAVIGATION AIDS LISTED BY IDENTIFIER - CHINA

(See end of listing for Localizers)

G	Qingshan (Xichang), China, PR of	HLD	Hailar, China, PR of
G	Sanjiazi (Qiqihar), China, PR of	HN	Choibalsan, Mongolia
G	Xianyang, China, PR of	HO	Changwu, China, PR of
GAO	Nanchong, China, PR of	HOK	Hekou, China, PR of
GF	Sanjiazi (Qiqihar), China, PR of	HOT	Xilinhot, China, PR of
GJ	Laoliangcang, China, PR of	HRB	Harbin, China, PR of
GK	Pyongyang, DPR of Korea	HSH	Hengsha, China, PR of
GLB	Libo, China, PR of	HSN	Zhoushan, China, PR of
GLN	Guanlan, China, PR of	HTN	Hotan, China, PR of
GMA	Gengma, China, PR of	HU	Khujirt, Mongolia
GO	Qingshan (Xichang), China, PR of	HUN	Huaian, China, PR of
GT	Qunli, China, PR of	HUR	Huairou, China, PR of
GU	Jiyuan, China, PR of	HUT	Fenghuang, China, PR of
GUY	Guyuan, China, PR of	HUY	Huayuan, China, PR of
GYA	Gaoyao, China, PR of	HX	Weining, China, PR of
GZY	Zunyi, China, PR of		
I			
H		IAA	Baiyun (Guangzhou), China, PR of
H	Haikou, China, PR of	IAA	Shuangliu (Chengdu), China, PR of
HAM	Taojiagong, China, PR of	IAA	Xinzheng (Zhengzhou), China, PR of
HAR	Zhangjiakou, China, PR of	IAQ	Xianyang (Xi'An), China, PR of
HCH	Huangcheng, China, PR of	IBB	Baiyun (Guangzhou), China, PR of
HDS	Ordos, China, PR of	IBB	Wusu (Taiyuan), China, PR of
HEK	Heihe, China, PR of	IBD	Pudong (Shanghai), China, PR of
HET	Hohhot, China, PR of	IBH	Changshui (Kunming), China, PR of
HFC	Cha'an, China, PR of	IBK	Lishe (Ningbo), China, PR of
HFE	Luogang, China, PR of	IBN	Benniu (Changzhou), China, PR of
HG	Hengshui, China, PR of	IBP	Daxing (Beijing), China, PR of
HG	Tianhe, China, PR of	ICB	Caojiapu (Xining), China, PR of
HGH	Hangzhou, China, PR of	ICC	Wusu (Taiyuan), China, PR of
HLC	Huilong, China, PR of	ICG	Binhai (Tianjin), China, PR of

NAVIGATION AIDS LISTED BY IDENTIFIER - CHINA

(See end of listing for Localizers)

ICK	Guanyin (Xuzhou), China, PR of	IGG	Gasa (Xishuangbanna), China, PR of
ICL	Changle (Fuzhou), China, PR of	IGG	Longdongbao (Guiyang), China, PR of
ICO	Jiangbei (Chongqing), China, PR of	IGG	Lukou (Nanjing), China, PR of
ICR	Huanghua (Changsha), China, PR of	IGG	Xianyang (Xi'An), China, PR of
ICR	Shuangliu (Chengdu), China, PR of	IGO	Qingshan (Xichang), China, PR of
ICS	Chaoshan (Jieyang), China, PR of	IGO	Yaoqiang (Jinan), China, PR of
ICU	Binhai (Tianjin), China, PR of	IGY	Longdongbao (Guiyang), China, PR of
ID	Xiaodanyang, China, PR of	IGZ	Xinzhou (Zunyi), China, PR of
IDA	Chinggis Khaan Intl (Ulaanbaatar), Mongolia	IHA	Lianshui (Huaian), China, PR of
IDD	Longjia (Changchun), China, PR of	IHF	Xinqiao (Hefei), China, PR of
IDE	Shuangliu (Chengdu), China, PR of	IHH	Meilan (Haikou), China, PR of
IDH	Dunhuang, China, PR of	IHN	Tianhe (Wuhan), China, PR of
IDM	Baiyun (Guangzhou), China, PR of	IHQ	Hongqiao (Shanghai), China, PR of
IDN	Daxing (Beijing), China, PR of	IHZ	Xiaoshan (Hangzhou), China, PR of
IDS	Ejin Horo (Ordos), China, PR of	IJ	Haiqing, China, PR of
IDZ	Daxing (Beijing), China, PR of	IJC	Jiangbei (Chongqing), China, PR of
IEE	Changbei (Nanchang), China, PR of	IJJ	Liangjiang (Guilin), China, PR of
IER	Saiwusu (Erenhot), China, PR of	IJS	Binhai (Tianjin), China, PR of
IFF	Xinzheng (Zhengzhou), China, PR of	IJY	Chaoshan (Jieyang), China, PR of
IFF	Yaoqiang (Jinan), China, PR of	IJZ	Jinjiang (Quanzhou), China, PR of
IFF	Zhengding (Shijiazhuang), China, PR of	IKD	Binhai (Tianjin), China, PR of
IFH	Phoenix (Sanya), China, PR of	IKD	Zhoushuizi (Dalian), China, PR of
IFL	Hong Kong Intl (Hong Kong), Hong Kong, PRC	IKJ	Baita (Hohhot), China, PR of
IFS	Shuofang (Wuxi), China, PR of	IKK	Phoenix (Sanya), China, PR of
IFX	Baita (Hohhot), China, PR of	IKM	Changshui (Kunming), China, PR of
IFY	Changshui (Kunming), China, PR of	IKM	Pudong (Shanghai), China, PR of
IGE	Sunan (Pyongyang), DPR of Korea	IKN	Longwan (Wenzhou), China, PR of
IGF	Nanyang (Yancheng), China, PR of	IKQ	Zhongchuan (Lanzhou), China, PR of
IGF	Sanjiazi (Qiqihar), China, PR of	IKY	Taoxian (Shenyang), China, PR of
IGG	Ejin Horo (Ordos), China, PR of	ILG	Beijing Capital (Beijing), China, PR of
		ILK	Gasa (Xishuangbanna), China, PR of

NAVIGATION AIDS LISTED BY IDENTIFIER - CHINA

(See end of listing for Localizers)

ILL	Kashi, China, PR of	IPP	Liuting (Qingdao), China, PR of
ILL	Lishe (Ningbo), China, PR of	IPP	Longjia (Changchun), China, PR of
ILL	Taiping (Harbin), China, PR of	IPP	Meilan (Haikou), China, PR of
ILL	Wuqiao (Wanzhou), China, PR of	IPS	Hehua (Zhangjiajie), China, PR of
ILY	Shubuling (Linyi), China, PR of	IPT	Putuoshan (Zhoushan), China, PR of
IM	Khovd (Khvod), Mongolia	IPU	Taoxian (Shenyang), China, PR of
IM	Chinggis Khaan Intl (Ulaanbaatar), Mongolia	IPX	Lukou (Nanjing), China, PR of
IMF	Shuofang (Wuxi), China, PR of	IPY	Lianshui (Huaian), China, PR of
IMG	Dunhuang, China, PR of	IQC	Dashuipo (Weihai), China, PR of
IMH	Baoan (Shenzhen), China, PR of	IQG	Beidaihe (Qinhuangdao), China, PR of
IMI	Lukou (Nanjing), China, PR of	IQJ	Baoan (Shenzhen), China, PR of
IMJ	Taiping (Harbin), China, PR of	IQM	Hailang (Mudanjiang), China, PR of
IMM	Xianyang (Xi'An), China, PR of	IQT	Jiangbei (Chongqing), China, PR of
IMS	Mangshi (Dehong), China, PR of	IQU	Changgangji (Meixian), China, PR of
IMW	Jiangbei (Chongqing), China, PR of	IRB	Hotan, China, PR of
IMZ	Xijiao (Manzhouli), China, PR of	IRM	Diwopu (Urumqi), China, PR of
INC	Changbei (Nanchang), China, PR of	ISH	Hongqiao (Shanghai), China, PR of
INJ	Beijing Capital (Beijing), China, PR of	ISL	Huanghua (Changsha), China, PR of
INN	Changle (Fuzhou), China, PR of	ISR	Hong Kong Intl (Hong Kong), Hong Kong, PRC
INT	Xingdong (Nantong), China, PR of	ISS	Gonggar (Lhasa), China, PR of
INX	Liuting (Qingdao), China, PR of	ISZ	Beijing Capital (Beijing), China, PR of
IOG	Fenghuang (Tongren), China, PR of	ISZ	Taizhou (Yangzhou), China, PR of
IOO	Baiyun (Guangzhou), China, PR of	ITF	Hong Kong Intl (Hong Kong), Hong Kong, PRC
IOO	Zhengding (Shijiazhuang), China, PR of	ITS	Tianhe (Wuhan), China, PR of
IOS	Jiangbei (Chongqing), China, PR of	ITY	Hedong (Yinchuan), China, PR of
IOY	Diwopu (Urumqi), China, PR of	ITZ	Taizhou (Yangzhou), China, PR of
IPA	Liangjiang (Guilin), China, PR of	IUT	Tianhe (Wuhan), China, PR of
IPD	Pudong (Shanghai), China, PR of	IUY	Wuxu (Nanning), China, PR of
IPK	Hongqiao (Shanghai), China, PR of	IVO	Hedong (Yinchuan), China, PR of
IPP	Baiyun (Guangzhou), China, PR of	IWB	Hongqiao (Shanghai), China, PR of

NAVIGATION AIDS LISTED BY IDENTIFIER - CHINA

(See end of listing for Localizers)

IWF Gaoqi (Xiamen), China, PR of	IZJ Hehua (Zhangjiajie), China, PR of
IWF Tianhe (Wuhan), China, PR of	IZL Changshui (Kunming), China, PR of
IWS Tunxi (Huangshan), China, PR of	IZR Xinzheng (Zhengzhou), China, PR of
IW Huanghua (Changsha), China, PR of	IZS Putuoshan (Zhoushan), China, PR of
W	IZS Hong Kong Intl (Hong Kong), Hong Kong, PRC
IWX Jiangbei (Chongqing), China, PR of	IZW Shuangliu (Chengdu), China, PR of
IWZ Longwan (Wenzhou), China, PR of	IZX Yiwu, China, PR of
IXA Daxing (Beijing), China, PR of	IZZ Xijiao (Manzhouli), China, PR of
IXD Xingdong (Nantong), China, PR of	
IXE Daxing (Beijing), China, PR of	J
IXI Shubuling (Linyi), China, PR of	J Chaoyangchuan (Yanji), China, PR of
IXL Baiyun (Guangzhou), China, PR of	J Liangjiang (Guilin), China, PR of
IXL Xinzheng (Zhengzhou), China, PR of	J Sanxia (Yichang), China, PR of
IXM Dashuipo (Weihai), China, PR of	J Yungang (Datong), China, PR of
IXN Caojiapu (Xining), China, PR of	JA Chaoyangchuan (Yanji), China, PR of
IXO Daxing (Beijing), China, PR of	JA Sanxia (Yichang), China, PR of
IXQ Xinqiao (Hefei), China, PR of	JB Zangangzhen, China, PR of
IXR Daxing (Beijing), China, PR of	JCS Niuling, China, PR of
IXS Xiaoshan (Hangzhou), China, PR of	JHG Ganlanba, China, PR of
IXU Wuxu (Nanning), China, PR of	JIG Jingning, China, PR of
IXW Xianyang (Xi'An), China, PR of	JK Longli, China, PR of
IXX Kashi, China, PR of	JMU Jiamusi, China, PR of
IXX Sanyi (Lijiang), China, PR of	JNJ Jinjiang, China, PR of
IYC Nanyang (Yancheng), China, PR of	JNQ Ejinaqi, China, PR of
IYC Sanxia (Yichang), China, PR of	JR Liangxiang, China, PR of
IYL Sanyi (Lijiang), China, PR of	JTA Jingtai, China, PR of
IYN Penglai (Yantai), China, PR of	JTG Jintang, China, PR of
IYT Penglai (Yantai), China, PR of	JTN Jiuting, China, PR of
IYY Zhongchuan (Lanzhou), China, PR of	JW Yongfu, China, PR of
IZF Zhoushuizi (Dalian), China, PR of	JX Yinjiayi, China, PR of
IZJ Benniu (Changzhou), China, PR of	

NAVIGATION AIDS LISTED BY IDENTIFIER - CHINA

(See end of listing for Localizers)

K		LIG	Liling, China, PR of
K	Phoenix (Sanya), China, PR of	LIN	Linli, China, PR of
K	Taoxian (Shenyang), China, PR of	LJ	Sanjiazi (Qiqihar), China, PR of
K	Zhoushuizi (Dalian), China, PR of	LJA	Lijiang, China, PR of
KB	Khanbumbat, Mongolia	LJB	Wanchang, China, PR of
KDJ	Kangding, China, PR of	LJG	Lianjiang, China, PR of
KHG	Kashi, China, PR of	LKC	Lung Kwu Chau, Hong Kong, PRC
KHN	Xiangtang, China, PR of	LKO	Longkou, China, PR of
KHP	Huangping, China, PR of	LLC	Laoliangcang, China, PR of
KJ	Chenjiaying (Hohhot), China, PR of	LMN	Longmen, China, PR of
KLX	Kouling, China, PR of	LNJ	Linyi, China, PR of
KM	Huailai, China, PR of	LON	Longzhou, China, PR of
KWE	Guiyang, China, PR of	LPS	Liupanshui, China, PR of
KWL	Guilin, China, PR of	LS	Shuiquan, China, PR of
KY	Wangbingou, China, PR of	LUM	Mangshi, China, PR of
KYU	Kaiyuan, China, PR of	LUX	Luanxian, China, PR of
L		LXA	Lhasa, China, PR of
L	Harbin, China, PR of	LXI	Luxi, China, PR of
L	Kashi, China, PR of	LYA	Luoyang, China, PR of
L	Lishe (Ningbo), China, PR of	LYH	Liuyang, China, PR of
L	Putuoshan (Zhoushan), China, PR of	M	
L	Sanjiazi (Qiqihar), China, PR of	M	Baoan (Shenzhen), China, PR of
LA	Putuoshan, China, PR of	M	Harbin, China, PR of
LBN	Laibin, China, PR of	M	Shuofang (Wuxi), China, PR of
LC	Lam Chau, Hong Kong, PRC	M	Xianyang (Xi'An), China, PR of
LC	Shanhaiguan, China, PR of	MAG	Mandalgobi, Mongolia
LCZ	Longzaocun, China, PR of	MCN	Macao Intl (Macao), Macao, PRC
LED	Ledu, China, PR of	MCS	Macao Intl (Macao), Macao, PRC
LH	Huguang, China, PR of	MCU	Macao, Macao, PRC
LHT	Erenhot, China, PR of	MDJ	Mudanjiang, China, PR of

NAVIGATION AIDS LISTED BY IDENTIFIER - CHINA

(See end of listing for Localizers)

MF	Shuofang (Wuxi), China, PR of	OC	Xingtang, China, PR of
MIZ	Mizi, China, PR of	OD	Sanyuan, China, PR of
MJ	Harbin, China, PR of	OF	Bantaji, China, PR of
ML	Nanyang, China, PR of	OG	Arvaikheer, Mongolia
MLJ	Moling, China, PR of	OJ	Jinjiang, China, PR of
MLT	Dongmulantou, China, PR of	ON	Choibalsan, Mongolia
MU	Muren, Mongolia	OR	Beijing Capital (Beijing), China, PR of
MUR	Khenger, Mongolia	OS	Tongjingchang, China, PR of
MXZ	Meixian, China, PR of	OY	Urumqi, China, PR of
MZL	Manzhouli, China, PR of		

N

N Fuzhou, China, PR of
 NCH Changbei, China, PR of
 NDG Qiqihar, China, PR of
 NF Nanfeng, China, PR of
 NGB Ningbo, China, PR of
 NJL Lukou, China, PR of
 NLG Nanlang, China, PR of
 NLT Nalati, China, PR of
 NNW Nanniwan, China, PR of
 NNX Nanxiong, China, PR of
 NO Xiangyang, China, PR of
 NSH Ningshan, China, PR of
 NTG Nantong, China, PR of
 NXD Nanxun, China, PR of

O

O Diwopu (Urumqi), China, PR of
 O Jinjiang (Quanzhou), China, PR of
 O Zhengding (Shijiazhuang), China, PR of
 OB Huairou, China, PR of

P

P Hehua (Zhangjiajie), China, PR of
 P Liangjiang (Guilin), China, PR of
 P Longjia (Changchun), China, PR of
 P Meilan (Haikou), China, PR of
 P Taoxian (Shenyang), China, PR of
 PA Wutong, China, PR of
 PDL Liuzao, China, PR of
 PEK Guanzhuang, China, PR of
 PK Nanxiang, China, PR of
 PLT Panlong, China, PR of
 POU Pingzhou, China, PR of
 PS Hehua (Zhangjiajie), China, PR of
 PU Dongyangjiao, China, PR of
 PUD Pudong, China, PR of

Q

Q Baoan (Shenzhen), China, PR of
 Q Changsha, China, PR of
 Q Hotan, China, PR of
 QHD Qinhuangdao, China, PR of
 QIM Qiemo, China, PR of

NAVIGATION AIDS LISTED BY IDENTIFIER - CHINA

(See end of listing for Localizers)

QIY	Qingyang, China, PR of	SHZ	Shengzhou, China, PR of
QJ	Baoan, China, PR of	SJD	Yangzhou, China, PR of
QJG	Qijiang, China, PR of	SJG	Sanjiang, China, PR of
QNX	Qianxi, China, PR of	SJW	Zhengding, China, PR of
QP	Ertang, China, PR of	SMT	Siu Mo To, Hong Kong, PRC
QTV	Qitai, China, PR of	SND	Sainshand, Mongolia
QU	Beijing Capital (Beijing), China, PR of	SNQ	Shiqiu, China, PR of
QU	Chengtan, China, PR of	SQ	Changzhi, China, PR of
R		SUF	Shuofang, China, PR of
R	Diwopu (Urumqi), China, PR of	SV	Luchong, China, PR of
R	Hotan, China, PR of	SWA	Shantou, China, PR of
R	Jiamusi, China, PR of	SYX	Sanya, China, PR of
R	Shuofang (Wuxi), China, PR of	SZ	Liangcheng, China, PR of
RA	Shangxian, China, PR of	SZY	Shaziyang, China, PR of
RG	Changdu, China, PR of	T	
RH	Shuofang (Wuxi), China, PR of	TAI	Altay, China, PR of
RKZ	Rikaze, China, PR of	TAJ	Tianjin, China, PR of
RM	Urumqi, China, PR of	TAN	Yuantan, China, PR of
RP	Lijia, China, PR of	TAO	Qingdao, China, PR of
S		TC	Tosontsengel, Mongolia
SB	Hexi, China, PR of	TCH	Tacheng, China, PR of
SER	Sergelen, Mongolia	TCL	Tosontsengel, Mongolia
SEY	Shenyang, China, PR of	TD	Tung Lung, Hong Kong, PRC
SGM	Xishan, China, PR of	TG	Tavantolgoi, Mongolia
SHA	Hongqiao, China, PR of	TGL	Kharkhorin, Mongolia
SHC	Changshengqiao, China, PR of	TGO	Tongliao, China, PR of
SHK	Shekou, China, PR of	THA	Taohua, China, PR of
SHL	Shilong, China, PR of	TJK	Donglihu, China, PR of
SHR	Shangrao, China, PR of	TMR	Tumurtai, China, PR of
SHX	Shangxian, China, PR of	TOL	Tonglu, China, PR of

NAVIGATION AIDS LISTED BY IDENTIFIER - CHINA

(See end of listing for Localizers)

XUZ Xuzhou, China, PR of
 XYO Xuyong, China, PR of
Y
 Y Qifengling, China, PR of
 YBL Yabrai, China, PR of
 YBN Yibin, China, PR of
 YCE Yuncheng, China, PR of
 YCH Yancheng, China, PR of
 YCS Penglai, China, PR of
 YEU Yiwu, China, PR of
 YF Wolong (Taiyuan), China, PR of
 YHD Yinchuan, China, PR of
 YIH Sanxia, China, PR of
 YIN Yingde, China, PR of
 YLX Yulin, China, PR of
 YNJ Yanji, China, PR of
 YO Gaomi, China, PR of
 YQG Jinan, China, PR of
 YV Tanghekou, China, PR of
Z
 Z Datuopunanjintai, China, PR of
 Z Lukou, China, PR of
 Z Shuangliu (Chengdu), China, PR of
 Z Xijiao (Manzhouli), China, PR of
 Z Zhoushuizi (Dalian), China, PR of
 ZAT Zhaotong, China, PR of
 ZF Zhoushuizi (Dalian), China, PR of
 ZHJ Zhijiang, China, PR of
 ZHO Zhoukou, China, PR of
 ZJ Benniu, China, PR of

ZK Datuopu, China, PR of
 ZNX Zu'an, China, PR of
 ZS Yanzhuang, China, PR of
 ZUH Lianshengwei, China, PR of
 ZW Chengdu, China, PR of
 ZWX Zhongwei, China, PR of
 ZYG Ziyang, China, PR of

LOCALIZERS LISTED BY IDENTIFIER
C

CDA Ulaanbaatar (Ulaanbaatar Intl.), Mongolia

I

IAA Guangzhou (Baiyun), China, PR of
 IAA Chengdu (Shuangliu), China, PR of
 IAA Zhengzhou (Xinzheng), China, PR of
 IAQ Xi'An (Xianyang), China, PR of
 IBB Guangzhou (Baiyun), China, PR of
 IBB Taiyuan (Wusu), China, PR of
 IBD Shanghai (Pudong), China, PR of
 IBH Kunming (Changshui), China, PR of
 IBK Ningbo (Lishe), China, PR of
 IBN Changzhou (Benniu), China, PR of
 IBP Beijing (Daxing), China, PR of
 ICB Xining (Caojiapu), China, PR of
 ICC Taiyuan (Wusu), China, PR of
 ICG Tianjin (Binhai), China, PR of
 ICK Xuzhou (Guanyin), China, PR of
 ICL Fuzhou (Changle), China, PR of
 ICO Chongqing (Jiangbei), China, PR of
 ICR Changsha (Huanghua), China, PR of

NAVIGATION AIDS LISTED BY IDENTIFIER - CHINA

(See end of listing for Localizers)

ICR	Chengdu (Shuangliu), China, PR of	IGG	Guiyang (Longdongbao), China, PR of
ICS	Jieyang (Chaoshan), China, PR of	IGG	Nanjing (Lukou), China, PR of
ICU	Tianjin (Binhai), China, PR of	IGG	Xi'An (Xianyang), China, PR of
IDA	Ulaanbaatar (Chinggis Khaan Intl), Mongolia	IGO	Xichang (Qingshan), China, PR of
IDD	Xuzhou (Guanyin), China, PR of	IGO	Jinan (Yaoqiang), China, PR of
IDD	Quanzhou (Jinjiang), China, PR of	IGY	Guiyang (Longdongbao), China, PR of
IDD	Changchun (Longjia), China, PR of	IGZ	Zunyi (Xinzhou), China, PR of
IDD	Hangzhou (Xiaoshan), China, PR of	IHA	Huai'an (Lianshui), China, PR of
IDE	Chengdu (Shuangliu), China, PR of	IHF	Hefei (Xinqiao), China, PR of
IDH	Dunhuang, China, PR of	IHH	Haikou (Meilan), China, PR of
IDK	Beijing (Beijing Capital), China, PR of	IHN	Wuhan (Tianhe), China, PR of
IDM	Guangzhou (Baiyun), China, PR of	IHQ	Shanghai (Hongqiao), China, PR of
IDN	Beijing (Daxing), China, PR of	IHZ	Hangzhou (Xiaoshan), China, PR of
IDS	Ordos (Ejin Horo), China, PR of	IJA	Yanji (Chaoyangchuan), China, PR of
IDZ	Beijing (Daxing), China, PR of	IJC	Chongqing (Jiangbei), China, PR of
IEE	Nanchang (Changbei), China, PR of	IJJ	Guilin (Liangjiang), China, PR of
IER	Erenhot (Saiwusu), China, PR of	IJJ	Datong (Yungang), China, PR of
IFF	Zhengzhou (Xinzheng), China, PR of	IJS	Tianjin (Binhai), China, PR of
IFF	Jinan (Yaoqiang), China, PR of	IJY	Jieyang (Chaoshan), China, PR of
IFF	Shijiazhuang (Zhengding), China, PR of	IJZ	Quanzhou (Jinjiang), China, PR of
IFH	Sanya (Phoenix), China, PR of	IKD	Tianjin (Binhai), China, PR of
IFL	Hong Kong (Hong Kong Intl), Hong Kong, PRC	IKD	Dalian (Zhoushuizi), China, PR of
IFS	Wuxi (Shuofang), China, PR of	IKJ	Hohhot (Baita), China, PR of
IFX	Hohhot (Baita), China, PR of	IKK	Xiamen (Gaoqi), China, PR of
IFY	Kunming (Changshui), China, PR of	IKK	Sanya (Phoenix), China, PR of
IGE	Pyongyang (Sunan), DPR of Korea	IKM	Kunming (Changshui), China, PR of
IGF	Yancheng (Nanyang), China, PR of	IKM	Shanghai (Pudong), China, PR of
IGF	Qiqihar (Sanjiazi), China, PR of	IKN	Wenzhou (Longwan), China, PR of
IGG	Ordos (Ejin Horo), China, PR of	IKQ	Lanzhou (Zhongchuan), China, PR of
IGG	Xishuangbanna (Gasa), China, PR of	IKY	Shenyang (Taoxian), China, PR of
		ILG	Beijing (Beijing Capital), China, PR of

NAVIGATION AIDS LISTED BY IDENTIFIER - CHINA

(See end of listing for Localizers)

ILK	Xishuangbanna (Gasa), China, PR of	IPP	Qingdao (Liuting), China, PR of
ILL	Kashi, China, PR of	IPP	Changchun (Longjia), China, PR of
ILL	Ningbo (Lishe), China, PR of	IPP	Haikou (Meilan), China, PR of
ILL	Harbin (Taiping), China, PR of	IPS	Zhangjiajie (Hehua), China, PR of
ILL	Wanzhou (Wuqiao), China, PR of	IPT	Zhoushan (Putuoshan), China, PR of
ILY	Linyi (Shubuling), China, PR of	IPU	Shenyang (Taoxian), China, PR of
IMF	Wuxi (Shuofang), China, PR of	IPX	Nanjing (Lukou), China, PR of
IMG	Dunhuang, China, PR of	IPY	Huai'an (Lianshui), China, PR of
IMH	Shenzhen (Bao'an), China, PR of	IQC	Weihai (Dashuipo), China, PR of
IMI	Nanjing (Lukou), China, PR of	IQG	Qinhuangdao (Beidaihe), China, PR of
IMJ	Harbin (Taiping), China, PR of	IQJ	Shenzhen (Bao'an), China, PR of
IMM	Xi'an (Xianyang), China, PR of	IQM	Mudanjiang (Hailang), China, PR of
IMS	Dehong (Mangshi), China, PR of	IQT	Chongqing (Jiangbei), China, PR of
IMW	Chongqing (Jiangbei), China, PR of	IQU	Beijing (Beijing Capital), China, PR of
IMZ	Manzhouli (Xijiao), China, PR of	IQU	Meixian (Changgangji), China, PR of
INC	Nanchang (Changbei), China, PR of	IRB	Hotan, China, PR of
INJ	Beijing (Beijing Capital), China, PR of	IRM	Urumqi (Diwopu), China, PR of
INN	Fuzhou (Changle), China, PR of	IRQ	Jiamusi, China, PR of
INN	Shanghai (Pudong), China, PR of	ISH	Shanghai (Hongqiao), China, PR of
INT	Nantong (Xingdong), China, PR of	ISL	Changsha (Huanghua), China, PR of
INX	Qingdao (Liuting), China, PR of	ISR	Hong Kong (Hong Kong Intl), Hong Kong, PRC
IOG	Tongren (Fenghuang), China, PR of	ISS	Lhasa (Gonggar), China, PR of
IOO	Guangzhou (Baiyun), China, PR of	ISV	Changsha (Huanghua), China, PR of
IOO	Shijiazhuang (Zhengding), China, PR of	ISZ	Beijing (Beijing Capital), China, PR of
IOR	Beijing (Beijing Capital), China, PR of	ISZ	Yangzhou (Taizhou), China, PR of
IOS	Chongqing (Jiangbei), China, PR of	ITF	Hong Kong (Hong Kong Intl), Hong Kong, PRC
IOY	Urumqi (Diwopu), China, PR of	ITS	Wuhan (Tianhe), China, PR of
IPA	Guilin (Liangjiang), China, PR of	ITY	Yinchuan (Hedong), China, PR of
IPD	Shanghai (Pudong), China, PR of	ITZ	Yangzhou (Taizhou), China, PR of
IPK	Shanghai (Hongqiao), China, PR of	IUC	Hulunbeier (Hailar), China, PR of
IPP	Guangzhou (Baiyun), China, PR of		

NAVIGATION AIDS LISTED BY IDENTIFIER - CHINA

(See end of listing for Localizers)

IUT	Wuhan (Tianhe), China, PR of	IYJ	Yanji (Chaoyangchuan), China, PR of
IUY	Nanning (Wuxu), China, PR of	IYL	Lijiang (Sanyi), China, PR of
IVO	Yinchuan (Hedong), China, PR of	IYN	Yantai (Penglai), China, PR of
IWB	Shanghai (Hongqiao), China, PR of	IYT	Yantai (Penglai), China, PR of
IWF	Wuhan (Tianhe), China, PR of	IYY	Lanzhou (Zhongchuan), China, PR of
IWS	Huangshan (Tunxi), China, PR of	IZF	Dalian (Zhoushuizi), China, PR of
IW	Changsha (Huanghua), China, PR of W	IZJ	Changzhou (Benniu), China, PR of
IWX	Chongqing (Jiangbei), China, PR of	IZJ	Zhangjiajie (Hehua), China, PR of
IWZ	Wenzhou (Longwan), China, PR of	IZL	Kunming (Changshui), China, PR of
IWZ	Wanzhou (Wuqiao), China, PR of	IZR	Zhengzhou (Xinzheng), China, PR of
IXA	Beijing (Daxing), China, PR of	IZS	Hong Kong (Hong Kong Intl), Hong L Kong, PRC
IXD	Nantong (Xingdong), China, PR of	IZW	Chengdu (Shuangliu), China, PR of
IXE	Beijing (Daxing), China, PR of	IZX	Yiwu, China, PR of
IXI	Linyi (Shubuling), China, PR of	IZZ	Baotou (Donghe), China, PR of
IXL	Guangzhou (Baiyun), China, PR of	IZZ	Nanjing (Lukou), China, PR of
IXL	Zhengzhou (Xinzheng), China, PR of	IZZ	Manzhouli (Xijiao), China, PR of
IXM	Weihai (Dashuipo), China, PR of	L	
IXN	Xining (Caojiapu), China, PR of	LW	Pyongyang (Sunan), DPR of Korea
IXO	Beijing (Daxing), China, PR of	M	
IXQ	Hefei (Xinqiao), China, PR of	MCN	Macao (Macao Intl), Macao, PRC
IXR	Beijing (Daxing), China, PR of	MCS	Macao (Macao Intl), Macao, PRC
IXS	Hangzhou (Xiaoshan), China, PR of		
IXU	Nanning (Wuxu), China, PR of		
IXW	Xi'An (Xianyang), China, PR of		
IXX	Baotou (Donghe), China, PR of		
IXX	Kashi, China, PR of		
IXX	Lijiang (Sanyi), China, PR of		
IXX	Hangzhou (Xiaoshan), China, PR of		
IYC	Yancheng (Nanyang), China, PR of		
IYC	Yichang (Sanxia), China, PR of		



Meteorology



Meteorology

Meteorology Data - Eastern Europe

**EASTERN EUROPE
NATIONAL DIFFERENCES TO INTERNATIONAL CODE FORMS**

AZERBAIJAN

In TAF a visibility corresponds to a forecast minimal visibility.

D-VOLMET is not issued.

BELARUS

Cloud of operational significance. The term is not used.

Extended range operation. The term is not used.

Reporting of braking action. The official used friction coefficient in Belarus differs from ICAO FC:

Code	ICAO FC	Measured FC	Braking Action
1	0.25 and below	0.25 - 0.17	Poor
9		0.16 and below	Unreliable

CZECHIA

Wind shear warnings are not issued.

HUNGARY

DRSN, BLSN, SQ, SA, SS, DU, FU, FC, VCSH and VCFG are not reported by AUTO observation reports.

Rare manifestations (SQ, SA, SS, DU, FU, FC) are reported as FG, BR or HZ.

TCU and CB clouds are detected by weather radar and lightning detection system. The degree of coverage and the amount of cloud base, however, cannot be determined automatically. Therefore, it is reported in AUTO observation reports as ///.

SKC is not reported: AUTO observation reports "NCD = no cloud detected" when no clouds are detected by the sensors.

KAZAKHSTAN

The results of the RVR measurements are reported (in meters) during periods when the visibility or RVR is 2000m or less.

The visibility included in TAF refers to the forecast minimal visibility specified in the report.

Local regular reports, local special reports, METAR and SPECI reports indicate the type of current weather phenomena - ice crystals (very small) (IC), suspended ice crystals called diamond dust (reported with visibility of 5000m or less associated with this phenomenon).

TAF includes ice crystals (very small) (IC).

The criteria for including groups of changes in TAF forecasts or making adjustments to them also include the phenomenon of weather ice crystals (very small) (IC).

At Almaty, Astana, Aktobe, Aktau, Atyrau, Karaganda, Kostanay, Kyzylorda and Shymkent aerodromes the information on runway braking action is transmitted by ATIS as follows:

**EASTERN EUROPE
NATIONAL DIFFERENCES TO INTERNATIONAL CODE FORMS**

- in English: in term of estimated braking action relative to the measured friction coefficients.
- in Russian: in numerical values of the normative friction coefficients.

At all other aerodromes, the information on the runway pavement condition is transmitted as numerical values of the normative friction coefficient in English and Russian.

The relation between the values of measured friction coefficients, the values of the normative friction coefficients, the calculated braking action and the operational values are given in the following table:

Code	Measured FC	Normative FC	Braking Action
5	0.40 and above	0.42 and above	Good
4	0.39 - 0.36	0.41 - 0.40	Medium to Good
3	0.35 - 0.30	0.39 - 0.37	Medium
2	0.29 - 0.26	0.36 - 0.35	Medium to Poor
1	0.25 - 0.18	0.34 - 0.3	Poor
9	0.18 and below	0.3 and below	Unreliable

KYRGYZSTAN

Reporting of braking action. The official used friction coefficient in Kyrgyzstan differs from ICAO FC:

Code	ICAO FC	Measured FC	Braking Action
1	0.25 and below	0.25 - 0.18	Poor
9		0.17 and below	Unreliable

LATVIA

Automated reports do not contain cloud type (CB and TCU).

Freezing precipitation, FZFG and TS (including TS in the vicinity) are not identified for automated reports.

In automated reports the following types of present weather phenomena are not reported:

- a. precipitation: SG, PL, GR, GS;
- b. obscurations: SA, DU, FU, VA;
- c. other phenomena: PO, SQ, FC, DS, SS.

In automated reports the abbreviation UP is not used.

In automated reports the following characteristics of present weather phenomena are not reported: SH, BL, DR, MI, BC.

**EASTERN EUROPE
NATIONAL DIFFERENCES TO INTERNATIONAL CODE FORMS**

In automated reports, the present weather will not be replaced by // when the present weather cannot be observed by the automatic observing system due to a temporary failure of the system/sensor.

In automated reports, the abbreviation NSC will be used also in cases when CB and/or TCU clouds above 5000ft exist.

The surface wind criteria for the inclusion of change groups in TAF or for the amendment of TAF are not used.

Changes in the surface wind through values of operational significance in trend forecasts are not indicated.

Liepaja Airport

In local routine and special reports the surface wind direction is reported in degrees magnetic.

CB and TCU clouds are not detected and described in automated reports.

Cloud observation for all reports are representative of the aerodrome.

Reports do not contain any supplementary information on significant meteorological conditions in the approach and climb-out areas.

Riga Airport

In local routine and special reports the surface wind direction is reported in degrees magnetic.

A trend forecast is not appended to a local special report.

Ventspils Airport

A cloud with the height of cloud base below 6000ft is reported in automated reports.

CB and TCU clouds are not detected and described in automated reports.

Cloud observation for all reports are representative of the aerodrome.

Reports do not contain any supplementary information on significant meteorological conditions in the approach and climb-out areas.

VHF MET INFO broadcasts and displays in real time of meteorological parameters for the local ATS unit are provided as an alternative to issuing of local routine and special reports in abbreviated plain language.

CAVOK will be included in automated reports also in cases when CB and/or TCU cloud above 6000ft and/or a weather phenomenon that cannot be detected by automatic observing system exists at the aerodrome.

In automated reports /// is not used for replacement of:

- a. the cloud type in each group when the cloud type cannot be observed;
- b. the vertical visibility when its value cannot be determined by the automatic observing system due to a temporary failure of the system/sensor.

**EASTERN EUROPE
NATIONAL DIFFERENCES TO INTERNATIONAL CODE FORMS**

LITHUANIA

VOLMET service is not provided.

Automated reports do not contain cloud type (CB and TCU).

In MET REPORT/SPECIAL reports the surface wind mean direction is reported in magnetic degrees.

Automated reports do not contain any supplementary information on significant meteorological conditions in the approach and climb-out areas.

In MET REPORT/SPECIAL reports for Siauliai (Intl) aerodrome, the AUTO identifier of automatic local reports is not used.

Routine aircraft observations are not made.

Trend forecasts for Kaunas (Intl) and Palanga (Intl) aerodromes are not prepared.

Trend forecasts prepared to MET REPORT and METAR are the same.

Forecast for take-off for Kaunas (Intl), Palanga (Intl) and Siauliai (Intl) airports are not prepared, for Vilnius (Intl) airport shall be prepared on request.

Wind shear warning for Kaunas (Intl), Palanga (Intl) and Siauliai (Intl) aerodromes are not prepared.

Supplementary information is not used as criteria for issuing automatic SPECI and local special reports.

In automated reports the following characteristics of present weather phenomena are not reported: SH, BL, DR, MI, BC.

At Vilnius (Intl) airport the height of cloud base is reported above aerodrome elevation to arriving and to departing aircraft.

In automated reports, the abbreviation "NSC" will be used also in cases when CB and/or TCU clouds above 5000 FT exist.

At Siauliai (Intl) airport in automated reports "///" is not used for replacement of cloud type.

Information on wind shear is not added into METAR/SPECI AUTO reports.

Information on the runway surface status in METAR/SPECI reports for Kaunas (Intl) is always given with reference to the same runway marking, irrespective of the direction of the runway in use.

The visibility value is the same in trend forecasts appended to local and METAR/ SPECI reports.

MOLDOVA

The prevailing visibility is not assessed and reported or forecasted in Republic of Moldova. Instead of prevailing visibility the lowest visibility is assessed and reported.

The following definition for visibility is used in Republic of Moldova: Visibility for aeronautical purposes is the greater of the greatest distance depending from atmospheric conditions, on which can be seen and recognized known objects acceptable size or the known sources of the light of the moderate strength. It is represented by the meteorological optical range (MOR). Visibility is

**EASTERN EUROPE
NATIONAL DIFFERENCES TO INTERNATIONAL CODE FORMS**

not reported as the greatest distance at which lights in the vicinity of 1000 candelas can be seen and identified against an unlit background.

The national regulations doesn't require operator to include in the notification information regarding the type of flight (VFR or IFR). Meteorological documentation related to intended flight will be provided by MET-provider 2 hours prior ETD mentioned in the flight plan or in the notification, until in the operator mentioned another time.

The SPECI reports are not issued in Republic of Moldova, because METARs are issued each half an hour for all operational aerodromes.

The runway visual range is reported throughout periods when the either visibility or runway visual range is less than 2000m or less.

The visibility included in TAF refers to the forecast of the lowest visibility at aerodrome.

D-VOLMET or VOLMET broadcasts are not available in the Chisinau FIR.

In local routine and special reports, the mean direction of the surface wind, as well as significant variations of the wind direction is reported in degrees MAGNETIC NORTH, while in the METAR and SPECI in degrees TRUE NORTH.

When different visibility values appear in different directions, in the METAR is included the minimum visibility at the aerodrome.

RUSSIA

In local routine and special reports the runway visual range is reported when visibility is 2000m or less.

Reporting of braking action:

Code	Measured FC	Normative FC (Russian FC)	Braking Action
5	0.40 and above	0.42 and above	Good
4	0.39 - 0.36	0.41 - 0.40	Good to Medium
3	0.35 - 0.30	0.39 - 0.37	Medium
2	0.29 - 0.26	0.36 - 0.35	Medium to Poor
1	0.25 - 0.18	0.34 - 0.31	Poor
9	0.17 and below	0.30 and below	Unreliable

Meteorological reports (METAR) at most of the aerodromes of the Russian Federation currently include normative friction coefficient, but there are some exceptions, for example, Sheremetyevo aerodrome METAR report contains information on measured friction coefficient.

SLOVAKIA

TREND forecast is not appended to a special report.

EASTERN EUROPE
NATIONAL DIFFERENCES TO INTERNATIONAL CODE FORMS

In local routine and special reports, the runway visual range is based on the maximum light intensity of the corresponding runway.

UKRAINE

Prevailing visibility is not used.

Data on the wind direction are reported in units - magnetic degrees in MET REPORT and SPECIAL local reports.

Forecast for take-off are not made.

D-VOLMET is not issued.

Report SPECI is not included in VHF VOLMET broadcasting.

UZBEKISTAN

For local routine, special reports and METAR, SPECI reports visibility and runway visual range reported in meters.

The runway visual range shall be reported when either the visibility or the runway visual range is 2000m and less - at twilight and at night, 1000m and less.

Forecasts for take-off are not made. Forecast for landing is used.

AIRMET information is not issued.

Wind shear alert expiring during 30 minutes, if not received new information from aircraft crews.

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

RADIOTELEPHONY

Identify location for which weather is desired and find station(s) disseminating broadcast.

Weather for	Available from Stations
Abakan	Novosibirsk
Aktau	Aktau
Aktobe	Aktobe
Almaty	Almaty, Baku
Amderma	Syktyvkar
Anapa (Vityazevo)	Sochi
Andizhan	Tashkent, Tashkent VOR 'TKT', Samarkand VOR 'SKD', Termez VOR 'TRZ', Namangan VOR 'NMA', Urgench VOR 'URG', Navoi VOR 'NVI'
Arkhangelsk (Talagi)	St Petersburg, Syktyvkar
Ashgabat	Ashgabat, Baku
Atyrau	Atyrau
Baku (Heydar Aliyev Intl)	Baku
Barnaul (Mikhaylovka)	Barnaul, Novosibirsk
Bishkek (Manas)	Bishkek
Blagoveshchensk (Ignatyev)	Chita, Khabarovsk, Vladivostok
Bratislava (M.R. Stefanik)	Bratislava, Budapest, Prague, Lviv, Vienna/Rauchenwarth
Bratsk	Irkutsk
Brno (Turany)	Prague
Bryansk	Bryansk
Bucharest (Baneasa-Aurel Vlaicu)	Bucharest, Odesa
Bucharest (Henri Coanda)	Belgrade, Bucharest, Budapest, Odesa, Royal Air Force, Sofia
Budapest (Liszt Ferenc Intl)	Belgrade, Bucharest, Budapest, Prague, Royal Air Force, Sofia, Vienna/Rauchenwarth, Warsaw
Bukhara	Tashkent, Tashkent VOR 'TKT', Samarkand VOR 'SKD', Termez VOR 'TRZ', Namangan VOR 'NMA', Urgench VOR 'URG', Navoi VOR 'NVI'

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Weather for	Available from Stations
Burgas	Sofia
Chelyabinsk (Balandino)	Yekaterinburg
Chisinau (Intl)	Bucharest, Kyiv, Odesa
Chita (Kadala)	Chita, Irkutsk
Constanta (M. Kogalniceanu-Constanta)	Bucharest
Dashoguz	Dashoguz
Dnipro (Intl)	Dnipro
Fergana	Tashkent, Tashkent VOR 'TKT', Samarkand VOR 'SKD', Termez VOR 'TRZ', Namangan VOR 'NMA', Urgench VOR 'URG', Navoi VOR 'NVI'
Gdansk (Lecha Walesa)	Warsaw
Homiel	Minsk-2
Irkutsk	Chita, Irkutsk
Ivano-Frankivs'k (Intl)	Lviv
Karaganda	Karaganda
Karlovy Vary	Prague
Karshi	Tashkent, Tashkent VOR 'TKT', Samarkand VOR 'SKD', Termez VOR 'TRZ', Namangan VOR 'NMA', Urgench VOR 'URG', Navoi VOR 'NVI'
Kazan	Samara
Kemerovo (Alexey Leonov)	Novosibirsk
Khabarovsk (Novy)	Khabarovsk, Magadan, Vladivostok
Khatanga	Syktvykar
Khujand	Khujand
Kirensk	Irkutsk
Kolpashevo	Novosibirsk
Kosice	Bratislava
Krasnodar (Pashkovskiy)	Sochi
Krasnoyarsk (Yemelyanovo)	Irkutsk, Novosibirsk
Kunovice	Prague
Kursk (Vostochny)	Kursk

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Weather for	Available from Stations
Kyiv (Boryspil Intl)	Dnipro, Kyiv, Lviv, Minsk-2, Moscow, Odesa
Kyiv (Zhuliany Intl)	Dnipro
Lviv (Intl)	Lviv, Kyiv
Magadan (Sokol)	Magadan, Khabarovsk
Magnitogorsk	Magnitogorsk, Yekaterinburg
Mary	Mary
Mineralnyye Vody	Sochi
Minsk-2	Minsk-2, St Petersburg, Moscow
Moscow (Domodedovo)	Moscow, St Petersburg
Moscow (Sheremetyevo)	Minsk-2, Moscow, St Petersburg, Warsaw, Riga
Moscow (Vnukovo)	Minsk-2, Moscow, St Petersburg, Riga
Murmansk	Murmansk, St Petersburg
Nakhchivan	Baku
Namangan	Tashkent, Tashkent VOR 'TKT', Samarkand VOR 'SKD', Termez VOR 'TRZ', Namangan VOR 'NMA', Urgench VOR 'URG', Navoi VOR 'NVI'
Navoi	Tashkent, Tashkent VOR 'TKT', Samarkand VOR 'SKD', Termez VOR 'TRZ', Namangan VOR 'NMA', Urgench VOR 'URG', Navoi VOR 'NVI'
Nizhnevartovsk	Syktyvkar
Nizhny Novgorod (Strigino)	Moscow, Samara
Novokuznetsk	Novosibirsk
Novosibirsk (Tolmachevo)	Novosibirsk, Yekaterinburg
Norilsk (Alykel)	Syktyvkar
Nukus	Nukus, Tashkent, Tashkent VOR 'TKT', Samarkand VOR 'SKD', Termez VOR 'TRZ', Namangan VOR 'NMA', Urgench VOR 'URG', Navoi VOR 'NVI'
Nur-Sultan (Nursultan Nazarbayev Intl)	Nur-Sultan
Odesa	Kyiv, Lviv, Dnipro, Odesa
Omsk (Tsentralny)	Novosibirsk, Yekaterinburg
Orenburg	Samara

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Weather for	Available from Stations
Osh	Osh
Ostrava (Mosnov)	Bratislava, Prague
Pardubice	Prague
Pavlodar	Pavlodar
Pechora	Sykytyvkar
Perm (Bolshoe Savino)	Yekaterinburg
Petropavlovsk-Kamchatsky (Yelizovo)	Magadan, Petropavlovsk-Kamchatsky, Khavarovsk
Piestany	Bratislava
Plovdiv	Sofia
Poliarny	Poliarny
Poprad (Tatry)	Bratislava
Poznan (Lawica)	Warsaw
Prague (Ruzyne)	Berlin, Bratislava, Budapest, Frankfurt/Main, Prague, Warsaw
Riga	Minsk-2, Riga, Moscow
Samara (Kurumoch)	Moscow, Samara, Yekaterinburg
Samarkand	Samarkand, Tashkent, Tashkent VOR 'TKT', Samarkand VOR 'SKD', Termez VOR 'TRZ', Namangan VOR 'NMA', Urgench VOR 'URG', Navoi VOR 'NVI'
Saratov	Samara
Shymkent	Shymkent
Sliac	Bratislava
Sochi	Sochi
Sofia	Bucharest, Sofia, Skopje
St Petersburg (Pulkovo)	Moscow, St Petersburg, Minsk-2, Riga
Stavropol (Shpakovskoye)	Sochi
Surgut	Sykytyvkar
Sykytyvkar	Sykytyvkar
Tallinn (Lennart Meri)	Riga, Helsinki
Taraz (Aulie-Ata)	Taraz

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Weather for	Available from Stations
Tashkent (Islam Karimov)	Baku, Tashkent, Tashkent VOR 'TKT', Samarkand VOR 'SKD', Termez VOR 'TRZ', Namangan VOR 'NMA', Urgench VOR 'URG', Navoi VOR 'NVI'
Tbilisi	Baku
Termez	Tashkent, Tashkent VOR 'TKT', Samarkand VOR 'SKD', Termez VOR 'TRZ', Namangan VOR 'NMA', Urgench VOR 'URG', Navoi VOR 'NVI'
Timisoara (Traian Vuia)	Bucharest
Tomsk (Bogashevo)	Novosibirsk
Turkmenabat	Turkmenabat
Turkmenbashi	Baku, Turkmenbashi
Tyumen (Roshchino)	Yekaterinburg
Ufa	Samara, Yekaterinburg
Ukhta	Syktyvkar
Ulan-Ude (Mukhino)	Chita, Irkutsk
Ulyanovsk (Baratayevka)	Samara
Ulyanovsk (Vostochny)	Moscow
Uralsk	Uralsk
Urgench	Tashkent, Urgench, Tashkent VOR 'TKT', Samarkand VOR 'SKD', Termez VOR 'TRZ', Namangan VOR 'NMA', Urgench VOR 'URG', Navoi VOR 'NVI'
Usinsk	Syktyvkar
Ust-Kamenogorsk	Ust-Kamenogorsk
Varna	Sofia
Viciebsk	Viciebsk
Vilnius (Intl)	Moscow, Riga, St Petersburg
Vladivostok (Knevichi)	Khabarovsk, Vladivostok
Volgograd (Gumrak)	Samara
Vorkuta	Syktyvkar
Voronezh (Chertovitskoye)	Voronezh
Warsaw (Chopin)	Minsk-2, Moscow, Prague, Warsaw, Riga

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Weather for	Available from Stations
Yakutsk	Chita
Yekaterinburg (Koltsovo)	Yekaterinburg
Yuzhno-Sakhalinsk (Khomutovo)	Khabarovsk, Vladivostok
Zhezkazgan	Zhezkazgan
Zilina	Bratislava

Station	Ident	Freqs	Broadcast Times		Form	Broadcast Contents
			Period	H+		
Aktau	Atis	130.10	H24	cont.	METAR TREND	Aktau English language
		126.20				Aktau Russian language
Aktobe	Atis	126.00	H24	cont.	METAR TREND	Aktobe English language
		127.80				Aktobe Russian language
Almaty	Atis	129.80	H24	cont.	METAR TREND	Almaty English language
		135.10				Almaty Russian language
Ashgabat	Meteo	126.80	H24	cont.	METAR SPECI TREND	Ashgabat (Russian and English lan- guage)
Atyrau	Atis	127.40	H24	cont.	METAR TREND	Atyrau English language
		126.60				Atyrau Russian language
Baku	Volmet	126.675	H24	cont.	METAR TREND	Baku (Heydar Aliyev Intl), Tehran (Mehrabad Intl), Tbilisi, Turkmenbashi, Ashgabat, Almaty, Tash-

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Station	Ident	Freqs	Broadcast Times		Form	Broadcast Contents
			Period	H+		
						kent (Islam Karimov), Nakhchivan, Ganja (English language)
Barnaul	Meteo	129.70	H24	cont.	METAR TREND	Barnaul (Mikhaylovka) (Russian language)
Bishkek	Meteo	127.90	H24	cont.	METAR TREND	Bishkek (Manas) (Russian and English lan- guage)
Bratislava	Volmet	126.20	H24	cont.	QNH METAR TREND SIGMET	Bratislava FIR
					METAR TREND SIGMET	Bratislava (M. R. Stefa- nik), Prague (Ruzyne), Kosice, Sliac, Poprad (Ta- try), Piestany, Zilina, Os- trava (Mosnov)
Bryansk	Meteo	124.20	HO	cont.	METAR TREND	Bryansk (Russian language)
Bucharest	Volmet	126.80	H24	cont.	METAR QNH TREND	Bucharest (Henri Coan- da), Bucharest (Baneasa- Aurel Vlaicu), Constanta (M. Kogalniceanu-Con- stanta), Timisoara (Traian Vuia), Belgrade (Lisiciji Jarak), Sofia, Chisinau (Intl), Istanbul (Ataturk Intl), Budapest (Liszt Fer- enc Intl)
Budapest	Volmet	127.405	H24	05 35	SIGMET	Budapest FIR

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Station	Ident	Freqs	Broadcast Times		Form	Broadcast Contents
			Period	H+		
					METAR TREND	Budapest (Liszt Ferenc Intl), Prague (Ruzyne), Bratislava (M. R. Stefanik), Bucharest (Henri Coanda), Belgrade (Lisiciji Jarak), Vienna (Schwechat)
Chita	Volmet	128.30	H24	cont.	METAR TREND	Chita (Kadala), Ulan-Ude (Mukhino), Irkutsk (Russian and English language)
						Blagoveshchensk (Ignatyev), Yakutsk (Russian language)
Dashoguz	Meteo	127.40	H24	cont.	METAR SPECI TREND	Dashoguz (Russian and English language)
Dnipro	Volmet	126.45	H24	cont.	METAR TREND	Dnipro (Intl), Kyiv (Boryspil Intl), Kyiv (Zhuliany Intl), Odesa
					SIGMET	Dnipro FIR/Dnipro-North UTA, Simferopol' FIR/Dnipro-South UTA, Odesa-South UTA
Irkutsk	Volmet	125.475	H24	cont.	METAR TREND	Irkutsk, Chita (Kalada), Ulan-Ude (Mukhino), Bratsk, Krasnoyarsk (Yemelyanovo) (Russian and English language)
						Kirensk (Russian language)
Karaganda	Atis	135.80	H24	cont.	METAR TREND	Karaganda (English language)

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Station	Ident	Freqs	Broadcast Times		Form	Broadcast Contents
			Period	H+		
		127.80				Karaganda (Russian language)
Khabarovsk	Volmet	127.875	H24	cont.	METAR TREND SIGMET	Khabarovsk (Novy), Blagoveshchensk (Ignatyev), Vladivostok (Knevi-chi), Yuzhno-Sakhalinsk (Khomutovo), Magadan (Sokol), Petropavlovsk-Kamchatsky (Yelizovo) (Russian and English language)
Khujand	Meteo	127.20	0000-1800	cont.	METAR TREND	Khujand (Russian language)
Kostanay	Atis	127.50	H24	cont.	METAR TREND	Kostanay (English language)
		126.80				Kostanay (Russian Language)
Kursk	Meteo	127.80	HO	cont.	METAR TREND	Kursk (Vostochny) (Russian language)
Kyiv	Volmet Boryspil	129.375	H24	cont.	METAR TREND	Kyiv (Boryspil Intl), Lviv (Intl), Odesa, Chisinau (Intl)
					SIGMET	Kyiv FIR/UTA
Kyzylorda	Atis	134.90	H24	cont.	METAR TREND	Kyzylorda (English language)
		123.40				Kyzylorda (Russian language)
Lviv	Volmet	133.325	H24	cont.	METAR TREND	Lviv (Intl), Ivano-Frankivs'k (Intl), Odesa, Bratislava (M. R. Stefanik), Kyiv (Boryspil Intl)
					SIGMET	Lviv FIR/UTA

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Station	Ident	Freqs	Broadcast Times		Form	Broadcast Contents
			Period	H+		
Magadan	Volmet	126.20	HO	cont.	METAR TREND	Magadan (Sokol), Petropavlovsk-Kamchatskiy (Yelizovo), Khabarovsk (Novy) (Russian and English language)
Magnitogorsk	Meteo	132.80	H24	cont.	METAR TREND	Magnitogorsk (Russian and English language)
Mary	Meteo	128.30	H24	cont.	METAR SPECI TREND	Mary (Russian & English language)
Minsk-2	Volmet ²	126.675	H24	cont.	METAR TREND	Minsk-2, Kyiv (Boryspil Intl), Warsaw (Chopin), Riga, Moscow (Sheremetyevo), Moscow (Vnukovo), Frankfurt/Main, Homburg, St Petersburg (Pulkovo)
Moscow	Meteo	13279	DAY	25-30	METAR	Moscow (Sheremetyevo), Moscow (Vnukovo), Kyiv (Boryspil Intl), St Petersburg (Pulkovo) (English language)
		10090	H24	55-60	TAF	
		4663	NIGHT			
	Volmet	127.875	H24	cont.	METAR	

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Station	Ident	Freqs	Broadcast Times		Form	Broadcast Contents
			Period	H+		
					SIGMET	Moscow FIR (English language)
	Vnukovo-Volmet	128.125			METAR	Moscow (Vnukovo), St Petersburg (Pulkovo), Minsk-2, Kyiv (Boryspil Intl), Nizhny Novgorod (Strigino), Samara (Kurumoch), Riga, Ulyanovsk (Vostochny), Helsinki (Vantaa) (Russian language)
					SIGMET	Moscow FIR (Russian language)
Murmansk	Meteo	127.40	H24	cont.	METAR TREND	Murmansk (Russian and English language)
Namangan VOR 'NMA'	Tashkent-Volmet	116.00	H24	cont.	METAR TREND	Tashkent (Islam Karimov), Samarkand, Namangan, Bukhara, Navoi, Karshi, Termez, Urgench, Nukus, Andizhan, Fergana (English language)
Navoi VOR 'NVI'	Tashkent-Volmet	113.80	H24	cont.	METAR TREND	Tashkent (Islam Karimov), Samarkand, Namangan, Bukhara, Navoi, Karshi, Termez, Urgench, Nukus, Andizhan, Fergana (English language)
Novosibirsk	Meteo	11318	DAY	10-15	METAR TREND	Novosibirsk (Tolmachevo), Abakan, Barnaul (Mikhaylovka), Krasnoyarsk (Yemelyanovo), Tomsk (Bogashevo), Kemerovo (Alexey Leonov), Kolpashovo, Novokuznetsk, Omsk (Tsentralny) (Russian language)
		2869	NIGHT	40-45		
		8888	H24			

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Station	Ident	Freqs	Broadcast Times		Form	Broadcast Contents
			Period	H+		
		6693				
	Volmet	128.30	H24	cont.	METAR	Novosibirsk (Tolmachevo), Barnaul (Mikhaylovka), Abakan, Krasnoyarsk (Yemelyanovo), Omsk (Tsentralny), Tomsk (Bogashevo), Kemerovo (Alexey Leonov), Novokuznetsk (Russian language)
		120.80				Novosibirsk (Tolmachevo), Barnaul (Mikhaylovka), Abakan, Krasnoyarsk (Yemelyanovo), Omsk (Tsentralny) (English language)
Nukus	Meteo	127.20	H24	cont.	METAR TREND	Nukus (Russian language)
Nur-Sultan	Atis	127.70	H24	cont.	METAR TREND	Nur-Sultan (Nursultan Nazarbayev Intl) (English language)
		128.30				Nur-Sultan (Nursultan Nazarbayev Intl) (Russian language)
Odesa	Volmet	126.375	H24	cont.	METAR TREND	Odesa, Kyiv (Boryspil Intl), Chisinau (Intl), Bucharest (Henri Coanda), Bucharest (Baneasa-Aurel Vlaicu), Istanbul (Ataturk Intl)
					SIGMET	Odesa FIR/Odesa-North UTA, Simferopol FIR/ Dni-pro-South UTA, Odesa-South UTA

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Station	Ident	Freqs	Broadcast Times		Form	Broadcast Contents
			Period	H+		
Osh	Meteo	134.20	H24	cont.	METAR TREND	Osh (Russian and English language)
Pavlodar	Atis	134.60	H24	cont.	METAR TREND	Pavlodar (English language)
		133.60				Pavlodar (Russian language)
Petropavlosk-Kamchatsky	Meteo	126.80	H24	cont.	METAR TREND	Petropavlovsk-Kamchatsky (Yelizovo) (Russian language)
Poliarny	Meteo	127.20	HO	2230-1430	METAR	Poliarny (Russian language)
Prague	Volmet ¹	128.605	H24	cont.	SIGMET	Prague FIR (English language)
					METAR	Berlin (Schoenefeld), Bratislava (M.R. Stefanik), Budapest (Liszt Ferenc Intl), Frankfurt/Main, Munich, Prague (Ruzyne), Warsaw (Chopin), Vienna (Schwechat) (English language)
		125.525			SIGMET QNH	Prague FIR (English language)
					METAR	Brno (Turany), Karlovy Vari, Ostrava (Mosnov), Pardubice, Prague (Ruzyne), Kunovice (English language)
Riga	Volmet ²	127.655	H24	cont.	METAR TREND TAF SIGMET	Riga, Vilnius (Intl), Tallinn (English language)

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Station	Ident	Freqs	Broadcast Times		Form	Broadcast Contents
			Period	H+		
					METAR TREND TAF	Stockholm (Arlanda), Moscow (Sheremetyevo), Moscow (Vnukovo), St Petersburg (Pulkovo), Helsinki (Vaanta), War- saw (Chopin) (English language)
Samara	Volmet	126.875	H24	cont.	METAR TREND	Samara (Kurumoch), Ulyanovsk (Baratayevka), Kazan, Saratov, Nizhny Novgorod (Strigino), Vol- gograd (Gumrak), Ufa, Orenburg (Russian language)
	Meteo	11318	DAY	15-20		Samara (Kurumoch), Ka- zan, Orenburg (Russian language)
		2869	NIGHT	45-50		
		8888	H24			
		6693				
Samarkand	Meteo	127.80	H24	cont.	METAR TREND	Samarkand (Russian language)
Samarkand VOR 'SKD'	Tash- kent- Volmet	115.00	H24	cont.	METAR TREND	Tashkent (Islam Karimov), Samarkand, Namangan, Bukhara, Navoi, Karshi, Termez, Urgench, Nukus, Andizhan, Fergana (English language)
Shymkent	Atis	119.20	H24	cont.	METAR TREND	Shymkent (English language)
		126.60				Shymkent (Russian language)

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Station	Ident	Freqs	Broadcast Times		Form	Broadcast Contents
			Period	H+		
Sochi	Volmet	128.70	H24	cont.	METAR TREND	Anapa (Vityazevo), Krasnodar (Pashkovskiy), Mineralnyye Vody, Stavropol (Shpakovskoye), Sochi (Russian language)
		133.10				Anapa (Vityazevo), Krasnodar (Pashkovskiy), Mineralnyye Vody, Stavropol (Shpakovskoye), Sochi (English language)
	Volmet	128.70	H24	cont.	SIGMET	Rostov-na-Donu FIR (Russian language)
		133.10				Rostov-na-Donu FIR (English language)
Sofia	Volmet	126.605	H24	cont.	METAR TREND	Sofia, Varna, Burgas, Plovdiv, Budapest (Liszt Ferenc Intl), Bucharest (Henri Coanda), Belgrade (Nikola Tesla), Thessaloniki (Makedonia), Istanbul (Ataturk Intl) (English language)
St Petersburg	Pulkovo-Volmet	125.875	H24	cont.	METAR TREND	St Petersburg (Pulkovo), Moscow (Sheremetyevo), Moscow (Vnukovo), Minsk-2, Kaliningrad (Khrabrovo), Vilnius (Intl), Stockholm (Arlanda), Helsinki (Vantaa) (English language)
	Meteo	8939	H24	35-45		St Petersburg (Pulkovo), Arkangelsk (Talagi), Moscow (Domodedovo), Moscow (Sheremetyevo), Moscow (Vnukovo), Murmansk

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Station	Ident	Freqs	Broadcast Times		Form	Broadcast Contents
			Period	H+		
		6617	H24			(Russian language)
Syktyvkar	Sivkar-Meteo	11318	DAY	00-05	METAR	Amderma, Arkhangelsk (Talagi), Khatanga, Nizhnevartovsk, Norilsk (Alykel), Pechora, Surgut, Syktyvkar, Ukhta, Usinsk, Vorkuta (Russian language)
		8888	H24	30-35		
		2869	NIGHT			
Taraz	Atis	118.50	H24	cont.	METAR TREND	Taraz (Aulie-Ata) (English language)
		127.40				Taraz (Aulie-Ata) (Russian language)
Tashkent	Meteo	8819	H24	20-30 50-00 (every hour)	METAR TREND TAF	Tashkent (Islam Karimov) (Russian language)
		3407	NIGHT		METAR TREND	Samarkand, Bukhara, Navoi, Urgench, Namangan, Termez, Fergana, Karshi, Nukus, Andizhan (Russian language)
		11279	DAY			
		6730	H24			
		13279	DAY	10-15 40-45 (every hour)	METAR TREND TAF	Tashkent (Islam Karimov) (English language)
		4663	NIGHT		METAR TREND	Samarkand, Bukhara, Navoi, Urgench, Namangan, Termez, Fergana, Karshi (English language)
10090	H24					
Tashkent VOR 'TKT'	Tashkent-Volmet	113.2	H24	cont.	METAR TREND	Tashkent (Islam Karimov), Samarkand, Namangan, Bukhara, Navoi, Karshi, Termez, Urgench, Nukus, Andizhan, Fergana (English language)

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Station	Ident	Freqs	Broadcast Times		Form	Broadcast Contents
			Period	H+		
Termez VOR 'TRZ'	Tash- kent- Volmet	113.4	H24	cont.	METAR TREND	Tashkent (Islam Karimov), Samarkand, Namangan, Bukhara, Navoi, Karshi, Termez, Urgench, Nukus, Andizhan, Fergana (English language)
Turkmenabat	Meteo	127.60	H24	cont.	METAR SPECI TREND	Turkmenabat (Russian and English lan- guage)
Turkmenbashi	Meteo	127.80	H24	cont.	METAR SPECI TREND	Turkmenbashi (Russian and English lan- guage)
Uralsk	Atis	130.00	H24	cont.	METAR TREND	Uralsk (English language)
		122.00				Uralsk (Russian language)
Urgench	Meteo	127.70	H24	cont.	METAR TREND	Urgench (Russian lan- guage)
Urgench VOR 'URG'	Tash- kent- Volmet	114.2	H24	cont.	METAR TREND	Tashkent (Islam Karimov), Samarkand, Namangan, Bukhara, Navoi, Karshi, Termez, Urgench, Nukus, Andizhan, Fergana (English language)
Ust-Kameno- gorsk	Atis	128.80	H24	cont.	METAR TREND	Ust-Kamenogorsk (English language)
		125.20				Ust-Kamenogorsk (Russian language)
Viciebsk	Meteo	126.52	HO	cont.	METAR TREND	Viciebsk (Russian language)
		119.42				Viciebsk (English language)

**EASTERN EUROPE
AVAILABILITY OF VOLMET BROADCASTS**

Station	Ident	Freqs	Broadcast Times		Form	Broadcast Contents
			Period	H+		
Vladivostok	Volmet	126.40	H24	cont.	METAR TREND	Vladivostok (Knevichi), Khabarovsk (Novy), Yuzhno-Sakhalinsk (Khomutovo), Blagoveshchensk (Ignatyev)
Voronezh	Meteo	120.80	H24	cont.	METAR TREND	Voronezh (Chertovitskoye)
Yekaterinburg	Volmet	123.0	H24	cont.	METAR SPECI	Yekaterinburg (Koltsovo), Novosibirsk (Tolmachevo), Samara (Kurumoch), Perm (Bolshoe Savino), Ufa, Omsk (Tsentralny), Magnitogorsk, Tyumen (Roshchino), Chelyabinsk (Balandino)
Warsaw	Volmet ³	127.60	H24	cont.	METAR	Copenhagen (Kastrup), Stockholm (Arlanda), Berlin (Schoenefeld), Warsaw (Chopin), Gdansk (Lech Walesa), Poznan (Lawica), Moscow (Sheremetyevo), Budapest (Liszt Ferenc Intl), Prague (Ruzyně)
Zhezkazgan	Atis	122.50	HO	cont.	METAR TREND	Zhezkazgan (English language)
		131.00				Zhezkazgan (Russian language)

¹ Prague Volmet available by phone: +420 220378100.

² D-Volmet available.

³ Warsaw Volmet available by phone: +48 22 574 5955.



Meteorology

Meteorology Data - China

CHINA
AVAILABILITY OF VOLMET BROADCASTS

RADIOTELEPHONY

Identify location for which weather is desired and find station(s) disseminating broadcast.

WEATHER FOR:	AVAILABLE FROM STATIONS:
Beijing (Beijing Capital)	Beijing
Chengdu (Shuangliu)	Guangzhou
Changsha (Huanghua)	Guangzhou
Dalian (Zhoushuizi)	Beijing
Guangzhou (Baiyun)	Guangzhou, Hong Kong
Hangzhou (Xiaoshan)	Beijing
Harbin (Taiping)	Beijing
Hohhot (Baita)	Beijing
Hong Kong (Intl)	Hong Kong
Kaohsiung (Intl)	Hong Kong
Kunming (Changshui)	Guangzhou
Lanzhou (Zhongchuan)	Beijing
Macao (Intl)	Hong Kong
Mactan-Cebu (Intl)	Hong Kong
Manila (Ninoy Aquino Intl)	Hong Kong
Naha	Hong Kong
Nanning (Wuxu)	Guangzhou
Sanya (Phoenix Intl)	Guangzhou
Shanghai	Beijing
Shenyang (Taoxian)	Beijing, Guangzhou
Shenzhen (Baoan)	Hong Kong
Taipei (Intl)	Hong Kong
Taiyuan (Wusu)	Beijing
Tianjin (Binhai)	Beijing
Ulaanbaatar (Chinggis Khaan Intl)	Chinggis Khaan
Urumqi (Diwopu)	Beijing
Wuhan (Tianhe)	Guangzhou

CHINA
AVAILABILITY OF VOLMET BROADCASTS

WEATHER FOR:	AVAILABLE FROM STATIONS:
Xiamen (Gaoqi)	Guangzhou
Xi'an (Xianyang)	Beijing

STATION	IDENT	FREQS.	BROADCAST TIMES		FORM	CONTENTS & SEQUENCE
			PERIOD	H+		
Beijing	Volmet	DAY: 13825 8849 NIGHT: 5673 3458	0000-1600	15-20	METAR Forecast	Beijing (Beijing Capital)
				45-50		
				20-25	METAR	Shanghai
				50-55	Forecast	
				25-30	METAR	Xi'an (Xianyang)
				55-60	Forecast	
					METAR	
					METAR	
Chinggis Khaan	Volmet	125.0	H24	cont.	METAR TREND Forecast	Ulaanbaatar (Chinggis Khaan Intl)
Guangzhou	Volmet	DAY: 13825 8849 NIGHT: 5673 3458	DAY: 0000-0800 NIGHT: 0800-2400	00-05	METAR Forecast	Sanya (Phoenix Intl)
				30-35		
				05-10	METAR	Guangzhou (Baiyun)
				35-40	Forecast	
				10-15	METAR	Chengdu (Shuangliu)
				40-45	Forecast	
					METAR	
					METAR	

CHINA
AVAILABILITY OF VOLMET BROADCASTS

STATION	IDENT	FREQS.	BROADCAST TIMES		FORM	CONTENTS & SEQUENCE
			PERIOD	H+		
Hong Kong	Volmet	128.87	H24	cont.	METAR/ SPECI	Shenzhen (Baoan)
					METAR/ SPECI TREND Forecast	Macao (Intl), Taipei (Intl), Kaohsiung (Intl)
		D-Volmet ¹		as re- quested	HKG SIG- MET (if any)	Hong Kong (Intl)
		6679 8828 13282		15-20 45-50	METAR/ SPECI TREND Forecast	Guangzhou (Baiyun), Taipei (Intl), Kaohsiung (Intl), Manila (Ninoy Aqi- no Intl), Mactan-Cebu (Intl)
					METAR/ SPECI	Naha
					Forecast/ Amend Forecast	Hong Kong (Intl)

¹ Special air-reports not covered by SIGMET will be included as the last item in the D-Volmet.



Air Traffic Control



Air Traffic Control

Air Traffic Control Data - China

CHINA
REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

RVSM AIRSPACE

Metric RVSM implemented in the Shenyang, Beijing, Shanghai, Guangzhou, Kunming, Wuhan, Lanzhou, Urumqi FIRs and Sector AR01 (Island airspace) of the Sanya CTA between 8900m (FL291) and 12500m (FL411) inclusive. The airspace between 8900m (FL291) and 12500m (FL411) is defined as RVSM airspace. China RVSM airspace is exclusive RVSM airspace, aircraft that are not RVSM compliant may not operate into China RVSM airspace between 8900m (FL291) and 12500m (FL411).

RVSM documentation can be accessed from: <http://www.atmb.net.cn/rvsm>.

RVSM - feet implemented in the Pyongyang FIR between FL290 (8850m) and FL410 (12500m) inclusive. The airspace between FL290 (8850m) and FL410 (12500m) is defined as RVSM airspace. DPR Korea RVSM airspace is exclusive RVSM airspace, aircraft that are not RVSM compliant may not operate into DPR Korea RVSM airspace between FL290 (8850m) and FL410 (12500m) inclusive.

Metric RVSM implemented in the Ulaanbaatar FIR between 8900m (FL291) and 12500m (FL411) inclusive. The airspace between 8900m (FL291) and 12500m (FL411) is defined as RVSM airspace. Mongolia RVSM airspace is exclusive RVSM airspace, aircraft that are not RVSM compliant may not operate into Mongolia RVSM airspace between 8900m (FL291) and 12500m (FL411).

FLIGHT LEVEL ALLOCATION SCHEME (FLAS)

China and Mongolia RVSM Flight Level Allocation Scheme (FLAS) are based on metric flight level. ATC will issue the flight level clearance in meters, the aircraft shall be flown using the flight level in feet. There will be no change in flight level allocations and operations at 8400m (FL276) or below in non RVSM airspace.

Pilots should be aware that due to the rounding differences, the metric readout of the onboard avionics will not necessarily correspond to the cleared flight level in meters, however the difference will never be more than 30 meters.

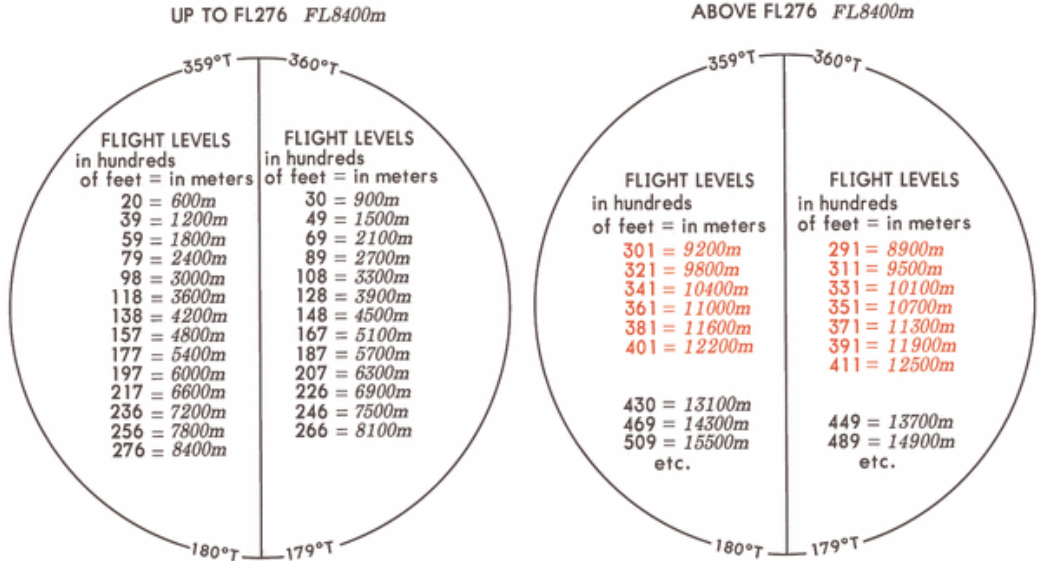
Aircraft equipped with metric and feet altimeters shall use the feet altimeter within RVSM flight level band.

In Mongolian airspace, aircraft equipped with the altimetry system not capable of flying in feet should not flight plan in the RVSM airspace.

Flight level allocation is shown in the following graphic:

CHINA
REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Cruising Levels PR of China (RVSM)



AIRCRAFT EQUIPMENT

The Minimum Equipment List (MEL) fulfilling the MASPS consists of: (see FAA Interim Guidance (IG) 91-RVSM/JAA TGL6).

The following equipment should be operating normally:

- a. two primary altimetry systems; system should be capable that aircraft can be flown using FL in feet;
- b. one automatic altitude-keeping device; and
- c. one altitude-alerting device.

MEANS OF COMPLIANCE

Except for State aircraft, operators intending to conduct flights within the volume of airspace where RVSM is applied shall require an RVSM approval either from the State in which the operator is based or from the State in which the aircraft is registered. To obtain such an RVSM approval, operators shall satisfy the said State that:

- a. aircraft for which the RVSM approval is sought have the vertical navigational performance capability required for RVSM operations through compliance with the criteria of the RVSM minimum aircraft systems performance specifications (MASPS);
- b. they have instituted procedures in respect of continued airworthiness (maintenance and repair) practices and programs; and

CHINA
REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

c. they have instituted flight crew procedures for operations in the RVSM airspace.

NOTE 1: An RVSM approval is not restricted to a specific region instead. It is valid globally on the understanding that any operating procedures specific to a given region in this case the CH region, should be stated in the operations manual or appropriate crew guidance.

NOTE 2: Aircraft that have received State approval for RVSM operations will be referred to as 'RVSM approved aircraft'.

NOTE 3: Aircraft that have not received State approval for RVSM operations will be referred to as 'non-RVSM approved aircraft'.

Guidance material of use to those involved in the initial achievement and continued maintenance of the height-keeping performance capability has been issued by ICAO under the title "Guidance Material on the Implementation of a 300m (1000ft) Vertical Separation Minimum (VSM) in the RVSM Airspace".

Detailed technical guidance material on the airworthiness, continued airworthiness, and the operational practices and procedures for the RVSM airspace is provided in the Joint Aviation Authorities "Administrative and Guidance Material, Section One: General, Part 3: Temporary Guidance Leaflet No. 6".

Monitoring of flight operations in the RVSM airspace shall be conducted to assess the continuing compliance of aircraft with the height-keeping performance requirements.

NOTE: Monitoring will be conducted in accordance with the appropriate material issued by ICAO. When notified, operators will be required to cooperate in the monitoring program.

For additional information refer to CAAC web page: <http://www.castc.org.cn/ccar129>.

Aircraft altitude-keeping performance monitoring Operators are required to participate in the RVSM aircraft monitoring program. Accessing the Monitoring Agency for Asia Region (MAAR): <http://www.aerothai.co.th/maar>.

For monitoring services in the China airspace operators should contact the MAAR monitoring contractor as follows:

Monitoring Agency for Asia region (MAAR)

AEROTHAI

Address: 102 Ngamduplee Rd. Tungmahamek, Sathorn
Bangkok
THAILAND
10120

Tel: +66 2 287 8154

Fax: +66 2 287 8155

E-Mail: maar@aerothai.co.th

CHINA
REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

COMMUNICATION

“Pilot level call” - Except in an ADS or radar environment, pilots shall report reaching any altitude assigned within RVSM airspace.

Controller/Pilot Phraseology

Phrase	Purpose
<i>(call sign)</i> CONFIRM RVSM APPROVED	Used by the controller to ascertain the RVSM approval status of the aircraft.
NEGATIVE RVSM¹	Used by the pilot to report non-RVSM approval status. <ul style="list-style-type: none"> a. On the initial call on any frequency within the RVSM airspace (controllers shall provide a read back with this same phrase); and b. in all requests for flight level changes; c. in all read backs of flight level clearances pertaining to flight levels.
AFFIRM RVSM¹	Used by the pilot to report RVSM approval status.
NEGATIVE RVSM, STATE AIRCRAFT¹	Used by the pilot of a non-RVSM approved State aircraft to report non-RVSM approval status, in response to the phrase (call sign) CONFIRM RVSM APPROVED .
CONFIRM WHEN ABLE TO RESUME RVSM¹	Used by the controller to request confirmation that an aircraft has regained RVSM approved status or a pilot is ready to resume RVSM operations.
<i>(call sign)</i> UNABLE ISSUE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [or DESCEND TO, or CLIMB TO] FLIGHT LEVEL (number)	Used to deny ATC clearance into RVSM airspace.
UNABLE RVSM DUE TURBULENCE¹	Used by the pilot to report when severe turbulence affects the aircraft’s capability to maintain the height-keeping requirements for RVSM.
UNABLE RVSM DUE EQUIPMENT¹	Used by the pilot to report that the aircraft’s equipment has degraded below the minimum aircraft system performance specifications (MASPS).

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Controller/Pilot Phraseology (continued)

Phrase	Purpose
READY TO RESUME RVSM¹	Used by the pilot to report the ability to resume operations within the RVSM airspace after an equipment or weather-related contingency.
REPORT WHEN ABLE TO RESUME RVSM	Used by the controller to confirm that an aircraft has regained its RVSM approval status or to confirm that the pilot is ready to resume RVSM operations.

¹ Indicates a pilot transmission.

WAKE TURBULENCE PROCEDURES

Pilots encountering or anticipating wake turbulence in RVSM airspace have the option of requesting;

- FL change; or
- a vector (if possible); or
- a lateral offset (no clearance required in remote continental airspace).

STRATEGIC LATERAL OFFSET PROCEDURE (SLOP)

The flight crew may apply strategic lateral offsets on remote continental airspace (non-radar airspace) when the aircraft is equipped with automatic offset tracking capability. The decision to apply a strategic lateral offset shall be the responsibility of the flight crew.

The strategic lateral offset shall be established at a distance of 1NM or 2NM to the right of the centre line of the en-route relative to the direction of flight. Pilots are not required to inform ATC that a strategic lateral offset is being applied.

Within radar airspace, the strategic lateral offset procedure requires approval by ATC. 1NM offsets are preferred within radar airspace. Pilots applying SLOP in non-radar airspace, may request approval from ATC to continue with the offset upon entering radar airspace.

AIRSPACE SAFETY ASSESSMENT AND MONITORING

Pilot of aircraft operating in accordance with IFR, when deviating for any reason by 90m (300ft) or more from cleared flight level by ATC in RVSM airspace, shall report to the relevant ATS unit concerned via radio or data link, as soon as practicable on the level deviation.

TRANSITION BETWEEN FL

During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 45m (150ft).

TRANSITION AREAS

Transition areas for transition between China, DPR. of Korea, Mongolia RVSM and adjacent FIRs in neighboring countries are indicated on Jeppesen CH(H/L) ENROUTE CHARTS and transition

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procedures are shown on Jeppesen ENROUTE pages FLIGHT LEVEL TRANSITION PROCEDURES.

FLIGHT PLANNING REQUIREMENTS

The letter "W" shall be inserted in Item 10 (Equipment) of the ICAO standard flight plan to indicate that both the aircraft and operator are RVSM approved. For China and Mongolia the request metric flight level within RVSM in flight plan shall be expressed as "S" followed by 4 figures (such as S1250, S1220 and S1190 represent 12500m, 12200m and 11900m respectively) whereas for DPR of Korea the request flight level in feet shall be written as "F" followed by 3 figures (such as F410 when 41000ft, F400 when 40000ft and F390 when 39000ft respectively).

SPECIAL COORDINATION PROCEDURES FOR CRUISE OPERATION OF NON-RVSM-APPROVED AIRCRAFT IN RVSM AIRSPACE

Aircraft that are not RVSM compliant may not flight plan between 8900m (FL291) and 12500m (FL411) (FL290 to FL410 within Pyongyang FIR), except for the following situations:

- a. The aircraft is being initially delivered to the State of Registry or Operator.
- b. The aircraft was RVSM approved but has experienced an equipment failure and is being flown to a maintenance facility for repairing in order to meet RVSM requirements and/or obtain approval.
- c. The aircraft is being utilized for mercy or humanitarian purposes.
- d. State aircraft (those aircraft used in military, custom and police services shall be deemed State aircraft).

Aircraft operators requesting that approval shall, if departing from an airport within China FIR's, obtain approval from the Operational Management Center of ATMB of CAAC normally between 4-72 hours prior to the expected departure time.

Aircraft operators requesting that approval shall, if departing from an airport within Pyongyang FIR, obtain approval from the ATM of GACA normally 24 hours prior to the expected departure time.

The assignment of cruising levels to non-RVSM approved aircraft as listed above shall be subject to an ATC clearance. Aircraft operators shall include the 'STS/Category of operations (i.e FERRY/HUMANITARIAN/MILITARY/CUSTOMS/POLICE)/NON-RVSM COMPLIANT' in Item 18 of the ICAO flight plan.

SUSPENSION OF RVSM

Air traffic services will consider suspending RVSM procedures within affected areas of Chinese FIRs and Pyongyang FIR when there are pilot reports of greater than moderate turbulence.

Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 600m (2000ft).

The same RVSM FLAS will be used.

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CONTINGENCY ACTIONS FOR WEATHER ENCOUNTERS AND AIRCRAFT SYSTEM FAILURES

Initial Pilot Actions in Contingency Situations

Initial pilot actions when unable to maintain flight level (FL) or unsure of aircraft altitude-keeping capability:

Notify ATC and request assistance as detailed below:

- Maintain cleared flight level, to the extent possible, while evaluating the situation.
- Watch for conflicting traffic using all available means.
- Alert nearby aircraft by illuminating exterior lights (commensurate with aircraft limitations).
- If unable to contact ATC, broadcast position, flight level and intention on 121.5MHz.

Contingency Scenarios

Pilot Action	Controller Action
Severe Turbulence and/or Mountain Wave Activity (MWA) Induced Altitude Deviations of approximately 200 feet	
When experiencing severe turbulence and/or MWA induced altitude deviations of approximately 200 feet or greater, pilot will contact ATC and state: "Unable RVSM due (state reason)" <ul style="list-style-type: none"> – If not issued by the controller, request vector clear of traffic at adjacent FL. – If desired, request FL change. – Report location and magnitude of turbulence or MWA to ATC. 	Assess the traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal or increased vertical separation and, if so, apply the appropriate minimum. <ul style="list-style-type: none"> – Advise pilot of conflicting traffic. – Issue FL change, traffic permitting. – Issue PIREP to other aircraft.
Mountain Wave Activity (MWA) Encounters - General	
<ul style="list-style-type: none"> – Contact ATC and report experiencing MWA. – If so desired, pilot may request a FL change. – Report location and magnitude of MWA to ATC. 	<ul style="list-style-type: none"> – Advise pilot of conflicting traffic at adjacent FL. If pilot requests, vector aircraft to avoid merging target with traffic at adjacent RVSM flight levels, traffic permitting. – Issue FL change or re-route, traffic permitting. – Issue PIREP to other aircraft.
Wake Turbulence Encounters	
<ul style="list-style-type: none"> – Contact ATC and request vector, FL change or if capable, a lateral offset. 	<ul style="list-style-type: none"> – Issue vector, FL change or lateral offset clearance, traffic permitting.

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Contingency Scenarios (continued)

Pilot Action	Controller Action
Unable RVSM due to Equipment Failure of Automatic Altitude Control System, Altitude Alserter or All Primary Altimeters	
<ul style="list-style-type: none"> – Contact ATC and state “Unable RVSM due Equipment”. – Request clearance out of RVSM airspace unless operational situation dictates otherwise. 	<ul style="list-style-type: none"> – Provide 600m (2000ft) vertical separation or appropriate horizontal separation. – Clear aircraft out of RVSM airspace unless operational situation dictates otherwise.
One Primary Altimeter remains Operational	
<ul style="list-style-type: none"> – Cross check stand-by altimeter. – Notify ATC of operation with single primary altimeter. – If unable to confirm primary altimeter accuracy, follow actions for failure of all primary altimeters. 	<ul style="list-style-type: none"> – Acknowledge operation with single altimeter. – Relay to other controllers or facilities who will subsequently handle the aircraft and any special handling requirement or being provided.
Transponder Failure	
<ul style="list-style-type: none"> – Contact ATC and request authority to continue to operate at cleared flight level. – Comply with revised ATC clearance, if issued. 	<ul style="list-style-type: none"> – Consider request to continue to operate at cleared flight level. – Issue revised clearance, if necessary.

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Contingency Scenarios (continued)

Pilot Action	Controller Action
Aircraft Requiring Rapid Descent	
<ul style="list-style-type: none"> – Notify ATC of aircraft location and request FL change as required. – Upon declaring an emergency a pilot may exercise his right and change his assigned flight level. He shall notify ATC immediately and submit a report upon arrival at the destination. – If unable to contact ATC and rapid descent required: <ul style="list-style-type: none"> a. Deviation procedure for level change: turn 30° right and track out 20km (i.e. deviate right of airway centerline by 10km or 5NM), then, turn left to track parallel the original route, then climb or descend to the new level, and then return to the original one (when appropriate). <i>NOTE: When returning to the original route, be aware that there may be conflicting traffic on that route.</i> b. Establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: flight identification, flight level, aircraft position and intention on the frequency in use, as well as on frequency 121.5MHz (or, as a backup, the VHF inter-pilot air-to-air frequency 123.45MHz, or 5680kHz). c. Establish visual contact with conflicting traffic. d. Turn on all aircraft exterior lights. 	<ul style="list-style-type: none"> – Issue ATC clearance to change flight level.

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FLIGHT LEVEL TRANSITION PROCEDURES BETWEEN DIFFERENT FLAS SYSTEMS

Dispatchers and pilots shall identify the specific transition area and transition procedure for the route into/out of China. Special attention shall be given to the moment when the China meter to feet converse table shall be used for aircraft entering China RVSM airspace.

Transition procedure between Shenyang ACC and Vladivostok ACC (BISUN)

ATS Route	Reporting Point	FL available
B451	BISUN	Outbound FL371, 391, 449 Inbound FL381, 430, 509

NOTE: Level-off zone 30km/16NM.

Transition procedure between Harbin ACC and Khabarovsk ACC (ARGUK)

ATS Route	Reporting Point	FL available
G212	ARGUK	Outbound FL291, 311, 331, 351, 371, 391, 411, 449, 489 Inbound FL276, 301, 321, 341, 361, 381, 401, 430, 469

NOTE: Level-off zone 30km/16NM.

Transition procedure between Harbin ACC and Blagoveshchensk ACC (SIMLI)

ATS Route	Reporting Point	FL available
A588, G494	SIMLI	Outbound FL291, 331, 391, 449 Inbound FL301, 321, 381, 430, 509

NOTE: Level-off zone 20min.

Transition procedure between Hailar ACC and Chita ACC (TELOK)

ATS Route	Reporting Point	FL available
A91, A345, G492, G495	TELOK	Outbound FL321, 341, 430 Inbound FL266, 291, 371, 391

NOTE: Level-off zone 5min.

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Transition procedure between Beijing ACC and Ulaanbaatar ACC (POLHO)

ATS Route	Reporting Point	FL available
B339	POLHO	Outbound FL301, 341, 381, 401 Inbound FL291, 331, 371, 391

NOTE: Level-off zone 50km/27NM.

Transition procedure between Beijing ACC and Ulaanbaatar ACC (INTIK)

ATS Route	Reporting Point	FL available
A575, B458	INTIK	Outbound FL301, 341, 381, 401 Inbound FL291, 331, 371, 391

NOTE: Level-off zone 50km/27NM.

Transition procedure between Lanzhou ACC and Ulaanbaatar ACC (MORIT)

ATS Route	Reporting Point	FL available
B330, B480	MORIT	Outbound FL276, 321, 341, 401 Inbound FL266, 331, 371, 391

NOTE: Level-off zone 5min.

Transition procedure between Urumqi ACC and Ulaanbaatar ACC (TEBUS)

ATS Route	Reporting Point	FL available
G588	TEBUS	Outbound FL331, 351, 371 Inbound FL301, 381, 430

NOTE: Level-off zone 5min.

Transition procedure between Urumqi ACC and Barnaul ACC (GOPTO)

ATS Route	Reporting Point	FL available
B206	GOPTO	Outbound FL321, 341, 381, 430 Inbound FL291, 331, 449

NOTE: Level-off zone 75km/40.5NM.

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Transition procedure between Urumqi ACC and Semipalatinsk ACC (SARIN)

ATS Route	Reporting Point	FL available
A368, G155	SARIN	Outbound FL276, 321, 341, 430 Inbound FL266, 331, 371, 391, 449

NOTE: Level-off zone 75km/40.5NM.

Transition procedure between Urumqi ACC and Almaty ACC (REVKI)

ATS Route	Reporting Point	FL available
A360, A460, B142	REVKI	Outbound FL256, 276, 321, 341, 430 Inbound FL246, 266, 331, 371, 391, 449

NOTE: Level-off zone 75km/40.5NM.

Transition procedure between Kunming ACC and Yangon ACC (LINSO)

ATS Route	Reporting Point	FL available
A599	LINSO	Outbound FL276, 301, 321, 341, 361, 381, 401, 430 Inbound FL291, 311, 331, 351, 371, 391, 411, 449

NOTE: Level-off zone 75km/40.5NM.

Transition procedure between Kunming ACC and Vientiane ACC (SAGAG)

ATS Route	Reporting Point	FL available
A581	SAGAG	Outbound FL291, 311, 331, 351, 371, 391, 411, 449 Inbound FL276, 301, 321, 341, 361, 381, 401, 430

NOTE: Level-off zone 75km/40.5NM.

Transition procedure between Qingdao ACC and Incheon ACC (AGAVO)

ATS Route	Reporting Point	FL available
G597	AGAVO	Outbound FL227, 246, 266, 291, 311, 331, 351, 371, 391, 411 Inbound FL217, 236, 256, 276, 301, 321, 341, 361, 381, 401

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Transition procedure between Urumqi ACC and Lahore ACC (PURPA)

ATS Route	Reporting Point	FL available
B215, G325	PURPA	Outbound FL321, 341, 361, 381, 401 Inbound FL331, 351, 391, 411

NOTE: Level-off zone 10min.

Transition procedure between Shanghai ACC and Fukuoka ACC (SADLI)

- a. Aircraft from Shanghai ACC to Fukuoka ACC assigned FL250, FL290, FL310 and FL390 without coordination with and approval of Incheon ACC;
- b. aircraft from Fukuoka ACC to Shanghai ACC assigned FL240, FL280, FL300 and FL400 without coordination with and approval of Incheon ACC.

Transition procedure between Nanning ACC and Hanoi ACC (TEBAK)

ATS route: R474

- a. Nanning ACC to Hanoi ACC: FL200, FL220, FL240, FL260, FL280, FL300, FL320, FL360, FL380, FL400;
- b. Hanoi ACC to Nanning ACC: FL230, FL250, FL270, FL290, FL310, FL330, FL350, FL370, FL390, FL410.

Transition procedure between Sanya ACC and Hanoi ACC (ASSAD)

- a. Hanoi FIR to Sanya FIR: FL290, FL330, FL370, FL390, FL410;
- b. Sanya FIR to Hanoi FIR: FL280, FL300, FL340, FL380, FL400.

FLIGHT LEVEL ALLOCATION SCHEME (FLAS) FOR WESTERN PACIFIC/SOUTH CHINA SEA AREA

FLAS between Hong Kong and Manila FIR

ATS Routes	Direction	FLAS Levels
A461/M501 and A583	Hong Kong FIR to Manila FIR	FL290, FL330, FL370 and FL410
	Manila FIR to Hong Kong	FL300, FL340 and FL380

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FLAS between Hong Kong and Manila FIR (continued)

ATS Routes	Direction	FLAS Levels
M772	Departing Jakarta (Halim Perdanakusuma) or Jakarta (Soekarno-Hatta Intl) and landing at Hong Kong or airports in People's Republic of China	FL300 and FL380
	Departing Borneo (Bintulu, Kuching Intl, Sibuluan, Bandar Seri Begawan (Brunei Intl), Labuan or Miri) and landing at Hong Kong	

FLAS between Hong Kong and Guangzhou FIR

ATS Routes	Direction	FLAS Levels
A461	Departing Hong Kong - Landing Guangzhou	Primary FL4200m Secondary FL4500m
	Departing Hong Kong - Transiting Guangzhou FIR	FL6900m
	Transiting Hong Kong and Guangzhou FIR	FL8900m ¹ , FL9500m, FL10100m, FL10700m, FL11300m, FL11900m
B330	Transiting Guangzhou and Hong Kong FIR	FL8400m, FL9200m, FL9800m, FL10400m, FL11000m, FL11600m, FL12200m ¹
W68	Transiting Hong Kong FIR - Landing Guangzhou	Primary FL4500m Secondary FL4200m
R473	Transiting Guangzhou FIR - Landing Hong Kong	FL190, FL210, FL230
	Departing Guangzhou - Transiting Hong Kong FIR	FL230, FL250
A470	Transiting Guangzhou FIR - Landing Hong Kong or Macao	FL6600m, FL7200m, FL7800m, FL280, FL300

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FLAS between Hong Kong and Guangzhou FIR (continued)

ATS Routes	Direction	FLAS Levels
	Transiting Guangzhou and Hong Kong FIRs	FL6600m, FL7200m, FL7800m, FL280, FL300, FL360, FL380
	Exiting Hong Kong FIR: Landing Xiamen or Jinjiang	FL6900m, FL7500m
	Landing Fuzhou or Wuyishan	FL6900m, FL7500m, FL8100m, FL290
	Landing at aerodromes other than those listed above	FL290, FL330, FL350, FL390
M503	Departing Hong Kong or Macao: Landing Shanghai (Pudong)	FL330
	Landing Qingdao, Yantai or Dalian	FL330, FL350
	Departing Shanghai (Pudong), Qingdao, Yantai or Dalian and landing at Hong Kong	FL300

¹ Subject to prior coordination.

FLAS between Hong Kong and Sanya FIR

ATS Routes	Direction	FLAS Levels
A1/P901 ¹	Sanya FIR to Hong Kong FIR	FL270, FL290, FL330, FL370, FL390 ² , FL410 and FL450
	Hong Kong FIR to Sanya FIR	FL280, FL300, FL340, FL380, FL400 and FL430
L642	Hong Kong FIR to Sanya FIR	FL280, FL310, FL320, FL350, FL360, FL390 ³ and FL400
M771	Sanya FIR to Hong Kong FIR	FL270, FL310, FL320, FL350, FL360, FL390 ³ and FL400

¹ P901 in Hong Kong FIR only. Vertical Limits: FL285 to UNL. Vertical Limits of A1 between Hong Kong VOR 'CH' and IKELA in Hong Kong FIR: SFC to FL285.

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- 2 No pre-departure coordination 1601 to 2300 UTC for flights to FIRs in the People's Republic of China or beyond, destinations in Hong Kong FIR including Macao International Airport and Taipei FIR only.
- 3 No pre-departure coordination 2301 to 1600 UTC.

FLAS between Hong Kong FIR and Shantou Control Area

ATS Routes	Direction	FLAS Levels
A470	Departing Shantou for Hong Kong FIR	FL4200m
	Exiting Hong Kong FIR - Landing Shantou	FL4500m

FLAS between Hong Kong FIR and Zhanjiang Control Area

ATS Routes	Direction	FLAS Levels
A202	Zhanjiang CTA to Hong Kong FIR: Departing Haikou Departing Sanya Points beyond ASSAD	FL6300m FL8100m, FL8900m FL10100m, FL10700m, FL11300m, FL11900m, FL12500m ¹
	Hong Kong FIR to Zhanjiang CTA: Landing Haikou Landing Sanya Points beyond ASSAD	FL6600m, FL7200m FL8400m FL10400m, FL11600m, FL12200m
R339	Departing Zhanjiang to Hong Kong FIR	FL5700m
	Hong Kong FIR to Zhanjiang CTA: Landing Zhanjiang Landing Beihai/Nanning Points beyond Nanning	FL6000m FL7200m, FL7800m FL9800m, FL10400m, FL11000m, FL11600m, FL12200m

¹ FL12500m for traffic overflying Hong Kong FIR without prior coordination.

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FLAS between Hong Kong and Taipei FIR

ATS Routes	Direction	FLAS Levels
A1 ¹	Taipei FIR to Hong Kong FIR	In accordance with ICAO Annex 2 Appendix 3 Table a).
	Hong Kong FIR to Taipei FIR	At or below FL270: In accordance with ICAO Annex 2 Appendix 3 Table a).
G581 ¹	Taipei FIR to Hong Kong FIR	In accordance with ICAO Annex 2 Appendix 3 Table a).
	Hong Kong FIR to Taipei FIR ²	At or below FL250 within Hong Kong FIR: In accordance with ICAO Annex 2 Appendix 3 Table a).
M750	Hong Kong FIR to Taipei FIR	At or above FL270: In accordance with ICAO Annex 2 Appendix 3 Table a). For traffic via M750 DADON G581: a. Within RVSM airspace: FL290, FL330, FL370 and FL410. b. Outside RVSM airspace: In accordance with ICAO Annex 2 Appendix 3 Table a). FL290 not available between 2300-1159 UTC.
G86 ³	Taipei FIR to Hong Kong FIR	Within RVSM airspace: FL300, FL340, FL380 and FL400. Outside RVSM airspace: In accordance with ICAO Annex 2 Appendix 3 Table a).
	Hong Kong FIR to Taipei FIR	Within RVSM airspace: FL290, FL330, FL370, FL390 ⁴ and FL410. Outside RVSM airspace: In accordance with ICAO Annex 2 Appendix 3 Table a).

- ¹ FL300 not available for traffic via A1/G581 ELATO joining J101 in Hong Kong FIR due traffic.
- ² Traffic from Hong Kong FIR to Taipei FIR at F270 or above shall route via M750 DADON G581.
- ³ ATS Route G86 within Hong Kong FIR is a unidirectional eastbound route. East of KAPLI, this route is bi-directional.
- ⁴ For destinations in Taipei FIR only.



Air Traffic Control

Air Traffic Control Data - Eastern
Europe

**EASTERN EUROPE
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AREA OF APPLICABILITY

RVSM shall be applicable in that volume of airspace between FL290 and FL410 inclusive in the flight information regions (FIR/UIR).



RVSM EQUIPMENT REQUIREMENTS

Aircraft used for operations in RVSM airspace shall be equipped with:

- a. two independent altitude measurement systems;
- b. an altitude alerting system;
- c. an automatic altitude control system;
- d. a secondary surveillance radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control.

MEANS OF COMPLIANCE

Except for State aircraft, operators intending to conduct flights within the volume of airspace where RVSM is applied shall require an RVSM approval either from the State in which the operator is based or from the State in which the aircraft is registered.

To obtain such an RVSM approval, operators shall satisfy the said State that:

- a. Aircraft for which the RVSM approval is sought have the vertical navigational performance capability required for RVSM operations through compliance with the criteria of the RVSM minimum aircraft systems performance specifications (MASPS).
- b. They have instituted procedures in respect of continued airworthiness (maintenance and repair) and programs, and
- c. They have instituted flight crew procedures for operations in the EUR RVSM airspace.

NOTE 1: An RVSM approval is not restricted to a specific region instead. It is valid globally on the understanding that any operating procedures specific to a given region in this case the EUR Region, should be stated in the operations manual or appropriate crew guidance.

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NOTE 2: Aircraft that have received State approval for RVSM operations will be referred to as 'RVSM approved aircraft'.

NOTE 3: Aircraft that have not received State approval for RVSM operations will be referred to as 'non-RVSM approved aircraft'.

Guidance material of use to those involved in the initial achievement and continued maintenance of the height-keeping performance capability has been issued by ICAO under the title "Guidance Material on the Implementation of a 300m (1000ft) Vertical Separation Minimum (VSM) in the European RSM Airspace".

Detailed technical guidance material on the airworthiness, continued airworthiness, and the operational practices and procedures for the EUR RVSM airspace is provided in the Joint Aviation Authorities "Administrative and Guidance Material, Section One: General, Part 3: Temporary Guidance Leaflet No. 6".

Monitoring of flight operations in the EUR RVSM airspace shall be conducted to assess the continuing compliance of aircraft with the height-keeping performance requirements.

FLIGHT PLANNING

RVSM-APPROVED AIRCRAFT

The aircraft registration shall be inserted in Item 18 of the ICAO flight plan form

Operation of RVSM approved aircraft shall indicate the approval status by inserting the letter 'W' in the item 10 of the Flight Plan, regardless of the requested Flight Level.

Operators of RVSM-approved aircraft shall also include the letter W in Item Q of the RPL, regardless of the requested flight level. If a change of aircraft operated in accordance with an RPL results in a modification of the RVSM approval status as stated in Item Q, a modification message (CHG) shall be submitted by the operator.

NON-RVSM-APPROVED AIRCRAFT

Operators of non-RVSM-approved aircraft shall flight plan to operate outside the RVSM airspace.

SEPARATION OF AIRCRAFT

VERTICAL SEPARATION

Between FL290 and FL410 inclusive, within the EUR RVSM airspace, the vertical separation minimum shall be:

- a. 300m (1000ft) between RVSM approved aircraft;
- b. 600m (2000ft) between:
 1. non-RVSM approved State aircraft and any other aircraft operating within the EUR RVSM airspace;
 2. all formation flights of State aircraft and any other aircraft operating within the EUR RVSM airspace; and

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3. non-RVSM approved aircraft and any other aircraft operating within the EUR RVSM airspace.

EUROPEAN/NORTH ATLANTIC (NAT) INTERFACE - NON-RVSM AIRCRAFT

The State Authorities responsible for Bodo (Domestic), Stavanger, Trondheim, Scottish, Shannon, London, Brest, Madrid and Lisbon FIRs may establish designated airspace within their FIRs for the purpose of transitioning non-RVSM approved aircraft operating to and from the NAT Region.

ACCs/UACs providing ATC service in before mentioned FIRs may clear such non-RVSM approved aircraft to climb or descend through RVSM airspace.

Climbs or descents through RVSM airspace shall be achieved before the aircraft passes the transfer of control point to the adjacent ACC/UAC, if applicable, unless otherwise specified in an inter-ACC letter agreement.

LOSS OF VERTICAL NAVIGATION PERFORMANCE REQUIRED FOR RVSM

The pilot shall inform ATC as soon as possible of any circumstances where the vertical navigation performance requirements for RVSM airspace cannot be maintained. In such cases, the pilot shall obtain a revised ATC clearance prior to initiating any deviation from the cleared route and/or flight level, whenever possible. When a revised ATC clearance cannot be obtained prior to such a deviation, the pilot shall obtain a revised clearance as soon as possible thereafter.

DEGRADATION OF AIRCRAFT EQUIPMENT - PILOT REPORTED

When informed by the pilot of an RVSM-approved aircraft operating in RVSM airspace that the aircraft's equipment no longer meets the RVSM requirements, ATC shall consider the aircraft as non-RVSM-approved.

ATC shall take action immediately to provide a minimum vertical separation of 600m (2000ft) or an appropriate horizontal separation from all other aircraft concerned that are operating in RVSM airspace. An aircraft rendered non-RVSM-approved shall normally be cleared out of RVSM airspace by ATC when it is possible to do so.

Pilots shall inform ATC, as soon as practicable, of any restoration of the proper functioning of equipment required to meet the RVSM requirements.

SEVERE TURBULENCE

When an aircraft operating in RVSM airspace encounters severe turbulence due to weather or wake vortex that the pilot believes will impact the aircraft's capability to maintain its cleared flight level, the pilot shall inform ATC. ATC shall establish either an appropriate horizontal separation or an increased minimum vertical separation.

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PHRASEOLOGY

CONTROLLER/PILOT PHRASEOLOGY

Phrase	Purpose
<i>(call sign)</i> CONFIRM RVSM APPROVED	Used by the controller to ascertain the RVSM approval status of the acft.
NEGATIVE RVSM¹	Used by the pilot to report non-RVSM approval status. <ul style="list-style-type: none"> a. on the initial call on any frequency within the RVSM airspace (controllers shall provide a read back with this same phrase), and b. in all requests for flight level changes c. in all read backs of flight level clearances pertaining to flight levels.
AFFIRM RVSM¹	Used by the pilot to report RVSM approval status.
CONFIRM ABLE TO RESUME RVSM	Used by the controller to request confirmation that an aircraft has regained RVSM approved status or a pilot is ready to resume RVSM operations.
<i>(call sign)</i> UNABLE ISSUE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [or DESCEND TO, or CLIMB TO] FLIGHT LEVEL (number)	Used by the controller to deny ATC clearance into RVSM airspace.
UNABLE RVSM DUE TURBULENCE¹	Used by the pilot to report when severe turbulence affects the aircraft's capability to maintain the height-keeping requirements for RVSM.
UNABLE RVSM DUE EQUIPMENT¹	Used by the pilot to report that the aircraft's equipment has degraded below the minimum aircraft system performance specifications (MASPS).
READY TO RESUME RVSM¹	Used by the pilot to report the ability to resume operations within the RVSM airspace after an equipment or weather-related contingency.
REPORT WHEN ABLE TO RESUME RVSM	Used by the controller to confirm that an aircraft has regained its RVSM approval status or to confirm that the pilot is ready to resume RVSM operations.

¹ indicates a pilot transmission

**EASTERN EUROPE
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) AIRSPACE - EUROPE**

EUR RVSM AIRSPACE

EBBU - Brussels	LBSR - Sofia	LRBB - Bucharest
EDUU - Rhein	LCCC - Nicosia	LSAS - Switzerland
EDVV - Hannover	LDZO - Zagreb	LTBB - Istanbul
EETT - Tallinn	LECB - Barcelona	LUKK - Chisinau
EFIN - Finland	LGGG - Hellas	LWSS - Skopje
EGPX - Scottish	LHCC - Budapest	LYBA - Belgrade
EHAA - Amsterdam	LIBB - Brindisi	LZBB - Bratislava
EISN - Shannon	LIMM - Milan	UBBA - Baku
EKDK - Copenhagen	LIRR - Rome	UDDD - Yerevan
ENOR - Norway	LJLA - Ljubljana	UGGG - Tbilisi
EPWW - Warsaw	LKAA - Prague	UKBV - Kyiv
ESAA - Sweden	LLLL - Tel Aviv	UMKK - Kaliningrad
EVRN - Riga	LMMM - Malta	UMMV - Minsk
EYVL - Vilnius	LOVV - Vienna	
LATI - Tirana	LQSB - Sarajevo	

EUR RVSM & EUR RVSM TRANSITION AIRSPACE

EGTT - London	LFFF - France	LTAA - Ankara
LECM - Madrid	LPPC - Lisbon	

**EASTERN EUROPE
EUROPEAN DIFFERENCES TO ICAO**

ICAO ANNEX 2

Differences between SERA and the International Standards contained in Annex 2 (10th edition, up to and including Amendment 42) to the Convention on International Civil Aviation.

ICAO Annex 2	REGULATION (EU) No 923/2012
Chapter 3 3.2.2	New Provision. SERA.3210(b), specifies: An aircraft that is aware that the maneuverability of another aircraft is impaired shall give way to that aircraft.
Chapter 3 3.2.3.2(b)	SERA.3215(b)(2), specifies with the addition of the underlined text: unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, <u>as far as practicable</u> ;
Chapter 3 3.3.1.2	ICAO Annex 2, 3.3.1.2 is replaced with point SERA.4001(b). The differences between that ICAO Standard and that Union regulation are as follows: – With regards to VFR flights planned to operate across international borders, SERA.4001(b)(5) differs with the addition of the underlined text, as follows: any flight across international borders, <u>unless otherwise prescribed by the States concerned</u> . – With regard to VFR and IFR flights planned to operate at night, the following requirement is added to point SERA.4001(b)(6) as follows: any flight planned to operate at night, if leaving the vicinity of an aerodrome.
Chapter 3 3.8 and Appendix 2	The words ‘in distress’ of Chapter 3 Part 3.8, are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law.

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ICAO Annex 2	REGULATION (EU) No 923/2012
<p>Chapter 3 3.9 Table 3-1</p>	<p>SERA.5001, note for airspace “F” and “G” at and below 900m (3000ft) AMSL, or 300m (1000ft) above terrain, whichever is higher modified as follows: When so prescribed by the competent authority:</p> <ul style="list-style-type: none"> a. flight visibilities reduced to not less than 1500m may be permitted for flights operating: <ul style="list-style-type: none"> 1. at speeds of 140kts IAS or less to 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 in less than 1500m but not less than 800m flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision. Flight visibilities lower than 800m may be permitted for special cases, such as medical flights, search and rescue operations and fire-fighting.
<p>Chapter 4 4.6</p>	<p>SERA.5005, introducing the obstacle clearance criteria in (f), as follows: Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:</p> <ul style="list-style-type: none"> a. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300m (1000ft) above the highest obstacle within a radius of 600m from the aircraft; b. elsewhere than as specified in (a.), at a height less than 150m (500ft) above the ground or water, or 150m (500ft) above the highest obstacle within a radius of 150m (500ft) from the aircraft.

ICAO ANNEX 10

Differences between SERA and the International Standards contained in Annex 10 to the Convention on International Civil Aviation, as amended.

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ICAO Annex 10	REGULATION (EU) No 923/2012
<p>Volume II Chapter 5 5.2.1.4.1</p>	<p>SERA.14035 differs from ICAO by stating that:</p> <p>a. Transmission of numbers</p> <ol style="list-style-type: none"> 1. All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately. <ol style="list-style-type: none"> (a) Flight levels shall be transmitted by pronouncing each digit separately <u>except for the case of flight levels in whole hundreds.</u> (b) The altimeter setting shall be transmitted by pronouncing each digit separately <u>except for the case of a setting of 1000 hPa which shall be transmitted as “ONE THOUSAND”.</u> (c) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately <u>except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word “THOUSAND”.</u> 2. All numbers used in transmission of other information than those described in point (a.)(1.) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word “HUNDRED” or “THOUSAND”, as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word “THOUSAND”, followed by the number of hundreds, followed by the word “HUNDRED”. 3. In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately. 4. When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronounc-

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ICAO Annex 10	REGULATION (EU) No 923/2012
	<p>ing the digits together such as "TEN O'CLOCK" or "ELEVEN O'CLOCK".</p> <p>5. Numbers containing a decimal point shall be transmitted as prescribed in point (a.)(1.) with the decimal point in appropriate sequence indicated by the word "DECIMAL".</p> <p>6. All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.</p>
<p>Volume II Chapter 5 5.2.1.7.3.2.3</p>	<p>SERA.14055 (b)(2) specifies with the addition of the underlined text:</p> <p>The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling. <u>For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted, when so authorized by the competent authority.</u></p>

ICAO ANNEX 11

Differences between SERA and the International Standards contained in Annex 11 to the Convention on International Civil Aviation.

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ICAO Annex 11	REGULATION (EU) No 923/2012
Chapter 2 2.6.1 Appendix 4	Exemption possibility. SERA.6001 allows aircraft to exceed the 250kt speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.
Chapter 2 2.26.5	SERA.3401(d)(1) differs from ICAO by stating that: 'Time checks shall be given at least to the nearest minute.'
Chapter 3 3.3.4	New provision. SERA.8005(b), specifies: Clearances issued by air traffic control units shall provide separation: <ul style="list-style-type: none"> a. between all flights in airspace Classes "A" and "B"; b. between IFR flights in airspace Classes "C", "D" and "E"; c. between IFR flights and VFR flights in airspace Class "C"; d. between IFR flights and special VFR flights; e. between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the competent authority for the cases listed above in airspace Classes "D" and "E", a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3050m (10000ft) during climb or descent, during day in visual meteorological conditions.

SERA ATS AIRSPACE CLASSIFICATION - SERA.6001

Class	Type of flight	Separation provided	Service provided	Speed limitation*	Radio communication capability requirement	Continuous two-way air ground voice communication required	Subject to an ATC clearance
"A"	IFR only	All aircraft	Air traffic control service	Not applicable	Yes	Yes	Yes
"B"	IFR	All aircraft	Air traffic control service	Not applicable	Yes	Yes	Yes

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EUROPEAN DIFFERENCES TO ICAO

SERA ATS AIRSPACE CLASSIFICATION - SERA.6001 (continued)

Class	Type of flight	Separation provided	Service provided	Speed limitation*	Radio communication capability requirement	Continuous two-way air ground voice communication required	Subject to an ATC clearance
	VFR	All aircraft	Air traffic control service	Not applicable	Yes	Yes	Yes
"C"	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Yes	Yes	Yes
	VFR	VFR from IFR	a. Air traffic control service for separation from IFR; b. Air Traffic Control service, VFR/VFR traffic information (and traffic avoidance advice on request)	250KT IAS below 3050m (10000ft) AMSL	Yes	Yes	Yes
"D"	IFR	IFR from IFR	Air traffic control service, traffic information about VFR flights (and traffic avoidance advice on request)	250KT IAS below 3050m (10000ft) AMSL	Yes	Yes	Yes

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EUROPEAN DIFFERENCES TO ICAO

SERA ATS AIRSPACE CLASSIFICATION - SERA.6001 (continued)

Class	Type of flight	Separation provided	Service provided	Speed limitation*	Radio communication capability requirement	Continuous two-way air ground voice communication required	Subject to an ATC clearance
	VFR	Nil	Air Traffic Control service, IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	250KT IAS below 3050m (10000ft) AMSL	Yes	Yes	Yes
"E"	IFR	IFR from IFR	Air traffic control service and, as far as practical, traffic information about VFR flights	250KT IAS below 3050m (10000ft) AMSL	Yes	Yes	Yes
	VFR	Nil	Traffic information as far as practical	250KT IAS below 3,050m (10000ft) AMSL	No**	No**	No
"F"	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service if requested	250KT IAS below 3050m (10000ft) AMSL	Yes***	No***	No
	VFR	Nil	Flight information service if requested	250KT IAS below 3050m (10000ft) AMSL	No**	No**	No
"G"	IFR	Nil	Flight information service if requested	250KT IAS below 3050m (10000ft) AMSL	Yes**	No**	No

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SERA ATS AIRSPACE CLASSIFICATION - SERA.6001 (continued)

Class	Type of flight	Separation provided	Service provided	Speed limitation*	Radio communication capability requirement	Continuous two-way air ground voice communication required	Subject to an ATC clearance
	VFR	Nil	Flight information service if requested	250KT IAS below 3,050m (10000ft) AMSL	No**	No**	No

* When the height of the transition altitude is lower than 3050m (10000ft) AMSL, FL100 should be used in lieu of 10000ft. Competent authority may also exempt aircraft types, which for technical or safety reasons, cannot maintain this speed.

** Pilots shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel in RMZ.

*** Air-ground voice communications mandatory for flights participating in the advisory service. Pilots shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel in RMZ.

EASTERN EUROPE 8.33KHZ CHANNEL SPACING

8.33kHz CHANNEL SPACING

GENERAL

Due to a congested VHF radio frequency band, the switch from 25kHz to 8.33kHz channel frequency spacing in VHF voice communications was designed to increase the number of available frequencies.

As of 1st of January 2014, the 8.33kHz channel spacing will gradually become mandatory below FL195 in the airspace of the ICAO EUR region where EU Member States, Switzerland and Norway are responsible for the provision of ATS. By the 31st of December 2018, it is planned that EU Member States, Switzerland and Norway shall have all frequency assignments converted to 8.33kHz channel spacing.

MANDATORY CARRIAGE

From January 2018 all airspace users, unless notified otherwise, will be required to be equipped with 8.33 kHz capable radios.

AIRCRAFT EQUIPMENT

Aircraft must be equipped with two independent sets of 8.33kHz radios.

Pilot in command is ultimately responsible that 8.33kHz channel spacing capable radio communication equipment is available, and operational on board the aircraft.

EXEMPTIONS

Non-8.33kHz equipped flights are:

- Not permitted unless exempted by States overflown.
- Subject to Initial Flight Plan Processing System (IFPS) flight plan rejection or warning notification, if planned to enter the airspace of mandatory carriage without exemption.

States, in the area of 8.33kHz mandatory carriage, may publish exemptions to the carriage requirement within their area of responsibility. An exemption allows non-8.33kHz equipped aircraft to fly within that portion of the airspace of mandatory carriage, where the exemption applies.

FLIGHT PLAN

General Procedures

Do not plan a flight in the ICAO EUR Region above FL195 if the aircraft is not equipped with 8.33kHz capable radios, unless the flight is subject to exemption.

If the aircraft is equipped with 8.33kHz capable radios, then regardless of the requested flight level:

- insert the letter “Y” in Item 10 of the standard flight plan; or
- insert the letter “Y” in Item Q of the repetitive flight plan.

If the aircraft is not equipped with 8.33kHz capable radios, but the aircraft is exempted from the carriage of the 8.33kHz radios, then:

EASTERN EUROPE

8.33KHZ CHANNEL SPACING

- insert the letter “Z” in Item 10 of the standard flight plan; or
- insert the letter “Z” in Item Q of the repetitive flight plan;
- insert the indicator **COM/EXM833** in the Item 18 of the standard flight plan; or
- insert the indicator **COM/EXM833** in Item Q of the repetitive flight plan.

State Aircraft

If a State Aircraft is equipped with 8.33kHz capable radios, then regardless of the flight level:

- insert the letter “Y” in Item 10 of the standard flight plan; or
- insert the letter “Y” in Item Q of the repetitive flight plan.

If a State aircraft is not 8.33kHz compliant, but is UHF equipped, then:

- insert the letters “U” and “Z” in Item 10 and the indicator **COM/EXM833** in Item 18 of the standard flight plan; or
- insert the indicator **COM/EXM833** in Item Q of the repetitive flight plan.

The only non-8.33kHz equipped aircraft permitted to fly in 8.33kHz airspace are State aircraft with UHF radio equipment, where UHF coverage is provided or special handling procedures are implemented.

Hospital and Search & Rescue Flights

HOSP or SAR flights 8.33kHz equipped, should insert the letter “Y” in Item 10 of the standard flight plan regardless of the flight level.

To ensure the correct processing of a HOSP or SAR flight, it is required to insert the indicator **STS/HOSP** or **STS/SAR**, as appropriate, in Item 18 of the standard flight plan.

It is important to note that HOSP and SAR flights are not exempted from the 8.33kHz radios mandatory carriage requirement. Non-8.33kHz and non-UHF equipped HOSP/SAR flight will be handled outside of the 8.33kHz airspace where no exemption applies.

COMMUNICATION FAILURE

In this case, the standard procedure in the airspace concerned has to be applied.

INDICATION OF VHF COMMUNICATION CHANNELS

Amendment 80 to ICAO Annex 10, Volume II - Aeronautical Telecommunications - introduced a procedure requiring all VHF voice communication channels to be indicated by the use of 6 digits (4 digits for channels ending in two zeros), irrespective of whether 25 or 8.33kHz spacing is used.

Important: The use of the term “CHANNEL” for 8.33kHz channels is discontinued. It is essential that flight crews readback the channel number exactly as given by the controller and that controllers verify that the pilot has correctly understood.

**EASTERN EUROPE
8.33KHZ CHANNEL SPACING**

CHANNEL – FREQUENCY PAIRING TABLE (Extract between 132.0000 and 132.1000)

Name of Channel	Frequency of Channel (MHz)	Channel Spacing (kHz)	Channel to be transmitted as:
132.000	132.0000	25	ONE THREE TWO DECIMAL ZERO
132.010	132.0083	8.33	ONE THREE TWO DECIMAL ZERO ONE ZERO
132.015	132.0166	8.33	ONE THREE TWO DECIMAL ZERO ONE FIVE
132.025	132.0250	25	ONE THREE TWO DECIMAL ZERO TWO FIVE
132.035	132.0333	8.33	ONE THREE TWO DECIMAL ZERO THREE FIVE
132.040	132.0416	8.33	ONE THREE TWO DECIMAL ZERO FOUR ZERO
132.050	132.0500	25	ONE THREE TWO DECIMAL ZERO FIVE ZERO
132.060	132.0583	8.33	ONE THREE TWO DECIMAL ZERO SIX ZERO
132.065	132.0666	8.33	ONE THREE TWO DECIMAL ZERO SIX FIVE
132.075	132.0750	25	ONE THREE TWO DECIMAL ZERO SEVEN FIVE
132.085	132.0833	8.33	ONE THREE TWO DECIMAL ZERO EIGHT FIVE
132.090	132.0916	8.33	ONE THREE TWO DECIMAL ZERO NINE ZERO
132.100	132.1000	25	ONE THREE TWO DECIMAL ONE

If ATC is uncertain about the 8.33kHz equipage status of any aircraft or the UHF status of a State aircraft, then the following phraseology applies:

Circumstance	Phraseology
To request confirmation of 8.33kHz capability	CONFIRM EIGHT POINT THREE THREE
To indicate 8.33kHz capability	¹ AFFIRM EIGHT POINT THREE THREE
To indicate lack of 8.33kHz capability	¹ NEGATIVE EIGHT POINT THREE THREE
To request UHF capability	CONFIRM UHF

**EASTERN EUROPE
8.33KHZ CHANNEL SPACING**

Circumstance	Phraseology
To indicate UHF capability	¹ AFFIRM UHF
To indicate lack of UHF capability	¹ NEGATIVE UHF
To request status in respect of 8.33kHz exemption	CONFIRM EIGHT POINT THREE THREE EXEMPTED
To indicate 8.33kHz exempted status	¹ AFFIRM EIGHT POINT THREE THREE EXEMPTED
To indicate 8.33kHz non-exempted status	¹ NEGATIVE EIGHT POINT THREE THREE EXEMPTED
To indicate that a certain clearance is given because otherwise a non-8.33 equipped and/or non-exempted aircraft would enter the airspace of mandatory carriage	DUE EIGHT POINT THREE THREE REQUIREMENT

¹ Denotes pilot transmission.

The above phraseology is approved by ICAO in the Procedures for Air Navigation Services Air Traffic Management (PANS-ATM, Doc 4444).

Jeppesen publications

- 50 or 25kHz spacing	118.0 or 118.00 or 118.000	is shown as	118.0
	118.02 or 118.025	is shown as	118.02
	118.15 or 118.150	is shown as	118.15
	118.17 or 118.175	is shown as	118.17
- 8.33kHz spacing	The “ CHANNEL numbers ” are always shown with three decimal places (e.g. 132.035).		

**EASTERN EUROPE
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) - EURASIA**

RVSM AIRSPACE

Reduced Vertical Separation Minimum (RVSM) is vertical separation of aircraft by 1000ft (300m) between FL290 and FL410. Only RVSM approved aircraft and State aircraft will be cleared to operate in the RVSM airspace of the following countries:

Kazakhstan, Kyrgyzstan, Russia, Tajikistan, Turkmenistan, Uzbekistan.

CRUISING LEVELS FOR RVSM AIRSPACE

Track 000° - 179°			Track 180° - 359°		
Flight Level	Altitude		Flight Level	Altitude	
	meters	feet		meters	feet
FL290	8850	29000	FL300	9150	30000
FL310	9450	31000	FL320	9750	32000
FL330	10050	33000	FL340	10350	34000
FL350	10650	35000	FL360	10950	36000
FL370	11300	37000	FL380	11600	38000
FL390	11900	39000	FL400	12200	40000
FL410	12500	41000			

The direction of the track shall be determined by true north for Kazakhstan, Kyrgyzstan, Russia and by magnetic north for Tajikistan, Turkmenistan and Uzbekistan.

RVSM PROCEDURES

All operators of RVSM approved aircraft shall indicate the RVSM approval status by inserting the letter “W” in Item 10 of the ICAO flight plan form regardless of the requested flight level.

When planning flights within the RVSM airspace, the operators of State aircraft shall insert the letter “M” in Item 8 of the ICAO flight plan form.

All operators of non-RVSM approved State aircraft with a requested flight level of FL290 or above shall insert “STS/NONRVSM” in Item 18 of the ICAO flight plan form.

The operators of aircraft, intending to operate formation flights, submitting the ICAO flight plan form to ATS units shall indicate the following information: The letter “W” shall not be inserted in Item 10 of the ICAO flight plan form regardless of the RVSM approval status of the aircraft concerned. “STS/NONRVSM” shall be inserted in Item 18 of the ICAO flight plan form.

NOTE: No further information (SLOP, Contingency action, Phraseology) published.

EASTERN EUROPE
PROCEDURES FOR AREA NAVIGATION (RNAV) OPERATIONS(DOC 7030/5)

Extracted from ICAO Regional Supplementary Procedures Europe (Doc 7030/5)

Chapter 2 FLIGHT PLANS

2.1.2 Area navigation (RNAV) specifications

2.1.2.1 Operators of aircraft approved for B-RNAV shall indicate in the flight plan the availability of equipment and capabilities relevant to RNAV5.

NOTE 1: RNAV5 and B-RNAV approvals are equivalent approvals.

NOTE 2: It is not necessary, if the aircraft is approved for RNAV5, to insert additional information in the flight plan to indicate the aircraft is approved for B-RNAV.

2.1.2.2 Operators of aircraft approved for P-RNAV, not relying solely on VOR/DME for determination of position, shall indicate in the flight plan the availability of equipment and capabilities relevant to RNAV1.

NOTE 1: P-RNAV approvals, except those associated with aircraft relying solely on VOR/DME for determination of position, and RNAV1 approvals are equivalent approvals.

NOTE 2: It is not necessary, if the aircraft is approved for RNAV1, to insert additional information in the flight plan to indicate the aircraft is approved for P-RNAV.

2.1.2.3 Operators of aircraft approved for P-RNAV, relying solely on VOR/DME for determination of position, shall insert the letter Z in Item 10a of the flight plan and the descriptor EUR-PRNAV in Item 18 of the flight plan, following the NAV/ indicator.

NOTE: P-RNAV approvals relying solely on VOR/DME for determination of position and RNAV1 approvals are not equivalent approvals.

Chapter 4 NAVIGATION

4.1.1 Area navigation (RNAV) specifications

4.1.1.2 RNAV5

4.1.1.2.3 The requirement included in the RNAV5 (B-RNAV) specification for en-route operations shall apply to all such operations conducted under IFR on the entire ATS route network in the following flight information regions (FIRs)/upper flight information regions (UIRs): Amsterdam, Ankara, Athens, Baku, Barcelona, Bodo, Bordeaux, Bratislava, Bremen, Brest, Brindisi, Brussels, Bucharest, Budapest, Canaries (AFI area of applicability), Casablanca, Chisinau, Dnipropetrovsk, France, Hannover, Istanbul, Copenhagen, Kyiv, Langen, Lisbon, Ljubljana, London, L'viv, Madrid, Malta, Marseille, Milan, Munich, Nicosia, Odessa, Oslo, Paris, Prague, Reims, Rhein, Riga, Rome, Rovaniemi, Scottish, Shannon, Simferopol, Skopje, Sofia, Stavanger, Sweden, Switzerland, Tallinn, Tampere, Tbilisi, Tirana, Trondheim, Tunis, Varna, Vilnius, Warsaw, Vienna, Yerevan, Zagreb.

4.1.1.2.4 Conformance to the navigation requirement shall be verified by the State of Registry or the State of the Operator, as appropriate.

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PROCEDURES FOR AREA NAVIGATION (RNAV) OPERATIONS(DOC 7030/5)

NOTE: Guidance material concerning navigation requirements associated with RNAV5 (B-RNAV) operations is contained in EASA AMC 20-4, Airworthiness Approval and Operational Criteria for the Use of Navigation Systems in European Airspace Designated for Basic RNAV Operations.

4.1.1.4 RNAV1

4.1.1.4.1 The requirements included in the RNAV1 and/or P-RNAV specification shall be applied whenever P-RNAV terminal control area (TMA) procedures, excluding the final and missed approach segments, are used.

NOTE 1: RNAV1 and/or P-RNAV approvals are not mandatory in the EUR Region.

NOTE 2: RNAV1 approved aircraft are approved for P-RNAV.

4.1.1.4.2 Conformance to the navigation requirement shall be verified by the State of Registry or the State of the Operator, as appropriate.

NOTE: Guidance material concerning navigation requirements associated with P-RNAV operations is contained in the JAA Temporary Guidance Leaflet (TGL) No. 10 Revision 1.

Chapter 6 AIR TRAFFIC SERVICES (ATS)

6.6 RNAV PROCEDURES

6.6.1 General

6.6.1.1 RNAV system operation

6.6.1.1.1 Correct operation of the aircraft RNAV system shall be established before joining and during operation on an RNAV route. This shall include confirmation that:

- a. the routing is in accordance with the clearance; and
- b. the RNAV navigation accuracy of the aircraft meets the navigation accuracy requirements of the RNAV route and arrival or departure procedures, as applicable.

6.6.1.2 Obstacle clearance

6.6.1.2.1 Unless an IFR aircraft is receiving navigation guidance from ATC in the form of radar vectors, the pilot is responsible for obstacle clearance. Therefore, the use of RNAV does not relieve pilots of their responsibility to ensure that any ATC clearance or instruction is safe in respect to obstacle clearance, ATC shall assign levels that are at or above established minimum flight altitudes.

6.6.3 Terminal

6.6.3.1 For operation on RNAV arrival and departure routes, where clearance is given by ATC for an RNAV procedure for which the aircraft is not approved, the pilot is to advise ATC who will then seek to provide an alternative routing.

6.6.3.2 Aircraft equipped with RNAV equipment having a lateral track-keeping accuracy of ± 5 NM (2 SD) with an ability to determine horizontal position to an accuracy sufficient to support the track-keeping requirement and having appropriate functionality, hereafter designated as basic

EASTERN EUROPE
PROCEDURES FOR AREA NAVIGATION (RNAV) OPERATIONS(DOC 7030/5)

area navigation (B-RNAV), may use RNAV (segments) of arrival and departure routes where these meet the following criteria:

- a. the B-RNAV portion of the route must:
 1. be above the appropriate minimum flight altitude (MFA) (e.g.: minimum radar vectoring altitude (MRVA) and minimum sector altitude (MSA)); and
 2. be in accordance with established PANS-OPS criteria for en-route operations; and
 3. conform to B-RNAV en-route design principles.
- b. the departure procedures must be conventional (non-RNAV) up to a conventional fix (or a minimum altitude). Beyond that fix (or minimum altitude), a B-RNAV procedure can be provided in accordance with the criteria in a); and
- c. the B-RNAV portion of an arrival route must terminate at a conventional fix in accordance with the criteria given in a) and b). Beyond that fix, the arrival shall be completed by a conventional (non-RNAV) procedure or by the provision of radar vectors; and
- d. due regard must be taken of those operating procedures of the users which may affect system performance. Examples include, but are not limited to, initial position fixing on the runway and minimum automatic flight control system (AFCS) engagement altitudes; and
- e. arrival and departure procedures, which can be flown by B-RNAV equipment, shall be identified explicitly as approved for application of B-RNAV.

6.6.4 State aircraft

6.6.4.1 *ATC procedures for State aircraft not equipped with RNAV but having a navigation accuracy meeting RNP 5*

6.6.4.1.1 Within TMAs, State aircraft may only be routed via the RNAV terminal area procedures if they are equipped with the appropriate RNAV equipment (6.6.3.2 applies).

6.6.4.1.2 For such aircraft operating enroute, the following procedures apply:

- a. State aircraft should be routed via VOR/DME-defined ATS routes; or
- b. if no such routes are available, State aircraft should be routed via conventional navigation aids, i.e. VOR/DME.

NOTE: State aircraft routed in accordance with a) or b) may require continuous radar monitoring by the ATC unit concerned.

6.6.4.1.3 When the above procedures cannot be applied, the ATC unit shall provide State aircraft with radar vectors until the aircraft is capable of resuming its own navigation.

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PROCEDURES FOR AREA NAVIGATION (RNAV) OPERATIONS(DOC 7030/5)

Chapter 9 SPECIAL PROCEDURES

9.4 DEGRADATION OR FAILURE OF THE RNAV SYSTEM

9.4.1 Action by the pilot-in-command

9.4.1.1 When an aircraft cannot meet the requirements as specified in 6.6.3.2, as required by the RNAV route or procedure, as a result of a failure or degradation of the RNAV system, a revised clearance shall be requested by the pilot.

NOTE: See 10.1 for relevant radiotelephony (RTF) phraseology.

9.4.1.2 If an aircraft cannot meet the requirements as specified in 6.6.3.2 due to a failure or degradation of the RNAV system that is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned should be permitted to proceed to the nearest suitable aerodrome where the repair can be made. When granting clearance to such aircraft, ATC should take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.

NOTE: See 10.1 for relevant radiotelephony (RTF) phraseology.

9.4.1.3 With respect to the degradation/failure in flight of an RNAV system, while the aircraft is operating on an ATS route requiring the use of B-RNAV:

- a. aircraft should be routed via VOR/DME-defined ATS routes; or
- b. if no such routes are available, aircraft should be routed via conventional navigation aids, i.e. VOR/DME; or
- c. when the above procedures are not feasible, the ATC unit should, where practicable, provide the aircraft with radar vectors until the aircraft is capable of resuming its own navigation.

NOTE: Aircraft routed in accordance with a) or b) may, where practicable, require continuous radar monitoring by the ATC unit concerned.

9.4.1.4 With respect to the degradation/failure in flight of an RNAV system, while the aircraft is operating on an arrival or departure procedure requiring the use of RNAV:

- a. the aircraft should be provided with radar vectors until the aircraft is capable of resuming its own navigation, or
- b. the aircraft should be routed by conventional navigation aids, i.e. VOR/DME.

**EASTERN EUROPE
PROCEDURES FOR AREA NAVIGATION (RNAV) OPERATIONS(DOC 7030/5)**

Chapter 10 PHRASEOLOGY

10.1 RNAV

Circumstances	Phraseologies
RNAV arrival or departure procedure cannot be accepted by the pilot	UNABLE (<i>designator</i>) DEPARTURE [or ARRIVAL] DUE RNAV TYPE ¹
Pilot is unable to comply with an assigned terminal area procedure	UNABLE (<i>designator</i>) DEPARTURE [or ARRIVAL] (<i>reasons</i>) ¹
ATC unable to assign an RNAV arrival or departure procedure requested by a pilot due to the type of on-board RNAV equipment	UNABLE TO ISSUE (<i>designator</i>) DEPARTURE [or ARRIVAL] DUE RNAV TYPE
ATC unable to assign an arrival or departure procedure requested by the pilot	UNABLE TO ISSUE (<i>designator</i>) DEPARTURE [or ARRIVAL] (<i>reasons</i>)
Confirmation whether a specific RNAV arrival or departure procedure can be accepted	ADVISE IF ABLE (<i>designator</i>) DEPARTURE [or ARRIVAL]
Informing ATC of RNAV degradation or failure	(<i>aircraft call sign</i>) UNABLE RNAV DUE EQUIPMENT ¹
Informing ATC of no RNAV capability	(<i>aircraft call sign</i>) NEGATIVE RNAV ¹

¹ Denotes pilot transmission

**EASTERN EUROPE
BASIC RNAV (B-RNAV) IN THE AIRSPACE OF THE MEMBER STATES OF THE EUROPEAN CIVIL
AVIATION CONFERENCE (ECAC)**

Albania	Estonia	Lithuania	Romania
Armenia	Finland	Luxembourg	San Marino
Austria	France	Macedonia, F.Y.R. of	Serbia
Azerbaijan	Georgia	Malta	Slovakia
Belgium	Germany	Moldova	Slovenia
Bosnia and Herzegovi- na	Greece	Monaco	Spain
Bulgaria	Hungary	Montenegro	Sweden
Croatia	Iceland	Netherlands	Switzerland
Cyprus	Ireland	Norway	Turkey
Czech Rep.	Italy	Poland	Ukraine
Denmark	Latvia	Portugal	United Kingdom

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)****NORTH EUROPEAN FUNCTIONAL AIRSPACE BLOCK (NEFAB) AND
DENMARK-SWEDEN FUNCTIONAL AIRSPACE BLOCK (DK/SE FAB)
FRA****Area of Application**

FRA has been implemented within the:

- North European Functional Airspace Block (NEFAB), which includes:
 - Norway FIR from FL135 to FL660 (Bodo OFIR and parts of Norway FIR over the high seas; FL195 to FL660);
 - Helsinki FIR (excl. Helsinki TMA) from FL95 to FL660;
 - Tallinn FIR from FL95 to FL660;
 - Riga FIR from FL95 to FL460; and the
- Denmark-Sweden Functional Airspace Block (DK/SE FAB) FRA where Free Route Procedures are available in Copenhagen and Sweden FIR from FL285 to FL660.

CROSS BORDER FREE ROUTE AIRSPACE OPERATIONS DK-SE FAB FRA

The cross border FRA operations DK-SE FAB FRA operations concerns:

- NEFAB FRA H24.
- Rhein UIR (only EDUU FRA Cell North) H24 above FL285 for FRA operations for traffic arriving or departing aerodromes within DK-SE FAB, without crossing Norway FIR.
- Amsterdam FIR/Hannover UIR (controlled by Maastricht UAC) above FL285 will be open for FRA operations MON-THU 2300-0500 (2200-0400) and FRI 2300 (2200) to MON 0500 (0400) for traffic arriving or departing aerodromes within DK-SE FAB, without crossing Norway FIR.

Flight Planning

It is mandatory to insert a FRA Horizontal Entry/Exit Point in the flight plan when entering/exiting DK-SE FAB except for traffic entering/exiting from/to Tallinn FIR/Helsinki FIR/Rhein UIR (only for traffic arriving or departing aerodromes within DK-SE FAB, without crossing Norway FIR)/Norway FIR/Riga FIR.

Flight plans shall be filed to remain at least 3 NM from

- the common outer lateral NEFAB FRA boundary when not entering or exiting FRA.
- DK-SE FAB boundary except towards Tallinn FIR/Helsinki FIR/Rhein UIR/Norway FIR/Riga FIR.

Flights arriving/departing to/from aerodromes close to the boundary between NEFAB and DK/SE FAB are allowed to cross the border on a direct route, regardless of altitude at the boundary if their requested flight level is above FL285. If the requested flight level is below FL285, a point is required on the boundary between NEFAB and DK-SE FAB.

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

CROSS-BORDER OPERATIONS BETWEEN NORWAY AND BODO OFIR

Flights crossing the border between Norway and Bodo OFIR shall file via a significant point on the FIR border.

Filing of flight plans for flights within and transiting Bodo OFIR shall be in accordance with the flight planning rules in ICAO DOC 7030, NAT section.

Flights may file direct from entry to exit point (or via one or several intermediate points) provided the flying time within Bodo OFIR is less than 90 minutes.

Flight Level Orientation Scheme for Norway FIR

Waypoint Designator	FRA Relevance	FRA Usage
ABADA	Entry/Exit Point	
ABAXI	Entry/Exit Point	below FL285
ABGUN	Entry/Exit Point	
ADKAS	Entry/Exit Point	
ALOTI	Entry/Exit Point	
AMSEV	Entry/Exit Point	below FL285
ANETI	Entry/Exit Point	
ARTOR	Entry/Exit Point	below FL285
ARVOM	Entry/Exit Point	
ATNAK	Entry/Exit Point	
BARUD	Entry/Exit Point	
BARUX	Entry/Exit Point	
BATSI	Entry/Exit Point	
BEREP	Entry/Exit Point	
BETMA	Entry/Exit Point	
BINRO	Entry/Exit Point	below FL285
BOMGU	Entry/Exit Point	below FL285
DANKO	Entry/Exit Point	below FL285
DIDAX	Entry/Exit Point	
EDURA	Entry/Exit Point	
EGAGO	Entry/Exit Point	below FL285
ELRES	Entry/Exit Point	

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage	
ERSER	Entry/Exit Point		
ESEBA	Entry Point	below FL285	
EVGUN	Entry/Exit Point	below FL285	
EXITA	Entry/Exit Point		
GIKAV	Entry/Exit Point	below FL285	
GIKOR	Entry/Exit Point		
GILEN	Entry/Exit Point	below FL285	
GIPOD	Entry/Exit Point		
GISOX	Entry/Exit Point		
GUBNO	Entry/Exit Point		
GUNPA	Entry/Exit Point		
IBSAT	Entry/Exit Point		
IPLIL	Entry/Exit Point		
IPTON	Entry/Exit Point		
ISVIG	Entry/Exit Point		
KARLI	Entry/Exit Point		below FL285
KEKEL	Entry/Exit Point		
KLONN	Entry/Exit Point		
KOMUX	Entry/Exit Point		
KOTIV	Entry/Exit Point		
KOVIK	Entry/Exit Point	below FL285	
LAKOK	Entry/Exit Point		
LARIL	Entry/Exit Point		
LARNU	Entry/Exit Point		
LEPTI	Entry/Exit Point		
LIDNA	Entry/Exit Point		below FL285
LINVI	Entry/Exit Point	below FL285	
LIPSA	Entry/Exit Point		
LUNIP	Entry/Exit Point		

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
MAGIR	Entry/Exit Point	
MASEV	Exit Point	below FL285
MIMKI	Entry/Exit Point	below FL285
MITSI	Entry/Exit Point	below FL285
MOGLU	Entry/Exit Point	below FL285
MORIG	Entry/Exit Point	
NAMIG	Entry/Exit Point	
NEBUR	Entry/Exit Point	below FL285
NERDO	Entry/Exit Point	below FL285
NIROD	Entry/Exit Point	below FL285
NIVUN	Entry/Exit Point	
NOGBO	Entry/Exit Point	below FL285
NOMGA	Entry/Exit Point	
NOREM	Entry/Exit Point	below FL285
NORVA	Entry/Exit Point	
OGIVO	Entry/Exit Point	
OGPAR	Entry/Exit Point	
OKRUB	Entry/Exit Point	
OLGUV	Entry/Exit Point	below FL285
OLOLI	Entry/Exit Point	
OMEXA	Entry/Exit Point	
ORTEN	Entry/Exit Point	
ORVIK	Entry/Exit Point	
OSBEB	Entry/Exit Point	
OSKOK	Entry/Exit Point	below FL285
PENAX	Entry/Exit Point	below FL285
PENUN	Entry Point	
PEPIN	Entry/Exit Point	
PIPUL	Entry/Exit Point	

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
PISEL	Entry/Exit Point	
POBEL	Entry/Exit Point	below FL285
RAMUD	Entry/Exit Point	below FL285
RASVI	Entry/Exit Point	below FL285
REGMA	Entry/Exit Point	below FL285
REPKU	Entry/Exit Point	below FL285
RETKA	Entry/Exit Point	below FL285
RIGVU	Entry/Exit Point	
RIXEM	Entry/Exit Point	below FL285
ROGED	Entry/Exit Point	below FL285
ROGLO	Entry/Exit Point	
ROSBO	Entry/Exit Point	
ROVPA	Entry/Exit Point	below FL285
RUBUS	Entry/Exit Point	
SOLKA	Entry/Exit Point	below FL285
SULOB	Entry/Exit Point	
SUVAR	Entry/Exit Point	below FL285
TABEV	Entry/Exit Point	
TEDVU	Entry/Exit Point	
TETNI	Entry/Exit Point	
TIGBA	Entry/Exit Point	below FL285
TIPEL	Entry/Exit Point	below FL285
TOPLO	Entry/Exit Point	
TUMGU	Entry/Exit Point	below FL285
TUUV	Entry/Exit Point	
UMBOR	Entry/Exit Point	
UMTED	Entry/Exit Point	
URUDO	Entry/Exit Point	
USIKI	Entry/Exit Point	below FL285

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
VALDI	Entry/Exit Point	
VANOS	Entry/Exit Point	
VARID	Entry/Exit Point	
VATAX	Entry/Exit Point	
VATEX	Entry/Exit Point	
VIBON	Entry/Exit Point	
XELRU	Entry/Exit Point	
XELVI	Entry/Exit Point	below FL285
XIDMI	Entry/Exit Point	below FL285

Flight Level Orientation Scheme for Helsinki FIR

Waypoint Designator	FRA Relevance	FRA Usage
AGAMO	Entry/Exit Point	
AGIVU	Entry/Exit Point	
ALAMI	Entry Point	below FL285
ASVUG	Entry/Exit Point	FL95-FL135
BAKLA	Entry/Exit Point	FL95-FL285
BEXUL	Entry/Exit Point	FL95-FL285
BODRI	Entry/Exit Point	FL95-FL285
DODAM	Entry Point	below FL285
DOPUD	Entry/Exit Point	FL95-FL285
EKMIK	Entry/Exit Point	FL95-FL285
ENEXI	Entry/Exit Point	FL95-FL135
EVLAN	Entry/Exit Point	FL95-FL285
GAPRO	Entry/Exit Point	FL95-FL135
GATRI	Entry/Exit Point	
GIGOV	Entry/Exit Point	FL95-FL135
GOMAV	Entry/Exit Point	FL95-FL135
INLOG	Exit Point	
IRGAL	Entry/Exit Point	FL95-FL285

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
KELAS	Exit Point	below FL285
KELEK	Entry/Exit Point	
KETOL	Entry/Exit Point	
KOIVU	Intermediate Point	above FL285
KOKAT	Exit Point	
KOMEK	Entry/Exit Point	
KOSKA	Exit Point	below FL285
LAMPI	Entry/Exit Point	FL95-FL285
LEDUN	Entry/Exit Point	
LUPET	Exit Point	below FL285
MISMO	Entry/Exit Point	FL95-FL285
MOHNI	Entry/Exit Point	
	Intermediate Point	above FL285
NEBET	Exit Point	below FL285
NISIX	Entry/Exit Point	FL95-FL285
OGLAV	Entry/Exit Point	FL95-FL285
OGLOB	Exit Point	below FL285
OLEMA	Exit Point	
POKAS	Exit Point	below FL285
RATLA	Entry/Exit Point	
RIKUM	Entry Point	below FL285
ROVAN	Entry/Exit Point	FL95-FL135
RUDAM	Entry/Exit Point	
RUNGA	Exit Point	below FL285
SIVNU	Entry/Exit Point	FL95-FL135
SUTEV	Entry/Exit Point	FL95-FL285
TINOS	Entry/Exit Point	FL95-FL135
TOGMI	Entry/Exit Point	FL95-FL285
TUVLU	Entry/Exit Point	FL95-FL285

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
UVMOK	Entry/Exit Point	FL95-FL135
VALAK	Entry/Exit Point	FL95-FL285
VALOX	Intermediate Point	above FL285
XONTU	Exit Point	below FL285

Flight Level Orientation Scheme for Tallinn FIR

Waypoint Designator	FRA Relevance	FRA Usage
LUKUN	Entry Point	via RANVA
MONUS	Exit Point	via DITEL
NEBSI	Entry/Exit Point	below FL285
	Intermediate Point	above FL285
NEREN	Entry/Exit Point	below FL285
	Intermediate Point	above FL285
NOTAR	Entry/Exit Point	
NUMSU	Exit Point	via RISAT
PIMOM	Exit Point	via TALER
RESMO	Entry Point	via RANVA
TITOV	Exit Point	via PIRUS
TUKMA	Exit Point	via MEGAS

Flight Level Orientation Scheme for Riga FIR

Waypoint Designator	FRA Relevance	FRA Usage
ADAXA	Entry/Exit Point	
ASKOR	Entry/Exit Point	
BERIL	Entry/Exit Point	
DEREX	Entry/Exit Point	below FL285
	Intermediate Point	above FL285
DOKOT	Entry/Exit Point	
DUBIN	Entry/Exit Point	
EKLIN	Entry/Exit Point	

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage	
ERIVA	Entry/Exit Point		
EVONA	Entry/Exit Point	below FL285	
	Intermediate Point	above FL285	
GARSO	Entry/Exit Point		
GELDA	Entry/Exit Point	below FL285	
	Intermediate Point	above FL285	
GUNTA	Entry Point		
IGORO	Exit Point		
IRBEX	Entry/Exit Point		
KEDUX	Entry/Exit Point		
LATLA	Exit Point		
LAUGA	Entry/Exit Point		
LISGO	Entry/Exit Point		
LITPA	Entry/Exit Point		
LUNIT	Entry/Exit Point		
MIRMA	Entry/Exit Point		
NEKET	Entry/Exit Point		below FL285
	Intermediate Point		above FL285
NIGBA	Entry/Exit Point		
OKNOD	Entry/Exit Point		
OPOKA	Entry Point		
RASEL	Entry/Exit Point	below FL285	
	Intermediate Point	above FL285	
ROLAV	Entry/Exit Point		
RONUS	Entry/Exit Point		
RUCAV	Entry/Exit Point		
TIRIN	Entry/Exit Point		
URIDO	Entry/Exit Point		
VAGVO	Entry/Exit Point		

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
VEDEN	Entry/Exit Point	below FL285
	Intermediate Point	above FL285
VETAS	Entry/Exit Point	

Name-code Designator for FRA Significant Points for Sweden FIR

Waypoint Designator	FRA Relevance
AMROR	Entry/Exit Point
BAKLI	Entry/Exit Point
BIKRU	Entry/Exit Point
DETNI	Entry/Exit Point
GISON	Entry/Exit Point
GORPI	Entry/Exit Point
GOSOT	Entry/Exit Point
KOLOB	Entry/Exit Point
LARMA	Entry/Exit Point
LUSID	Entry/Exit Point
NINTA	Entry/Exit Point
OKAGA	Entry/Exit Point
PENOR	Entry/Exit Point
POKEN	Entry/Exit Point
RUMAR	Entry/Exit Point
SALLO	Entry/Exit Point
UNGAV	Entry/Exit Point

Name-code Designator for FRA Significant Points for Copenhagen FIR

Waypoint Designator	FRA Relevance
ALASA	Entry/Exit Point
AMADA	Entry/Exit Point
AMRAK	Entry/Exit Point
ATNAK	Entry/Exit Point

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance
ATTUS	Entry/Exit Point
BAGOS	Entry/Exit Point
BAMOR	Entry/Exit Point
DEMIR	Entry/Exit Point
DOROR	Entry/Exit Point
DOSUR	Entry/Exit Point
GIMRU	Entry/Exit Point
GITER	Entry/Exit Point
GOBOT	Entry/Exit Point
GOREV	Entry/Exit Point
GREFI	Entry/Exit Point
INBOB	Entry Point
KESUR	Entry/Exit Point
KOKOR	Entry/Exit Point
KOSEB	Entry/Exit Point
KUGAL	Entry/Exit Point
LANUL	Entry/Exit Point
LESRA	Entry/Exit Point
LOMPU	Entry/Exit Point
LUTIR	Entry/Exit Point
MAKEL	Entry/Exit Point
MEGAR	Entry/Exit Point
NEDIK	Entry/Exit Point
NIKDA	Entry/Exit Point
OMIMA	Entry/Exit Point
PETIL	Entry/Exit Point
SONAL	Entry/Exit Point
SOPTO	Entry Point
SUTEB	Entry/Exit Point

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance
TINAC	Entry/Exit Point
TUSKA	Entry/Exit Point
UPGAS	Entry/Exit Point
VALBO	Entry/Exit Point
VAXIT	Entry/Exit Point

LITHUANIAN FREE ROUTE AIRSPACE (EYSFRA)

Area of Application

Lithuanian Free Route Airspace (EYSFRA) is available H24 from FL95 to FL660 within Vilnius FIR/UIR.

Eligible Flights

Within EYSFRA airspace users will be able to plan user-preferred trajectories using geographical coordinates and/or significant points, and/or Radio Navigation Aids - Enroute, respectively. For avoiding active special activity areas aircraft operators are allowed to plan their trajectories using intermediate points. Segments between the significant points shall be defined by means of DCT (Direct) instructions.

Within EYSFRA, significant points are considered as FRA entry, FRA exit, FRA intermediate, FRA arrival connecting and FRA departure connecting points. All Radio Navigation Aids-Enroute are considered as FRA intermediate or FRA arrival/departure connecting points.

The ATS route network is still available above FL95.

Overflying Traffic

Overflight traffic shall be planned directly between FRA horizontal entry, FRA horizontal exit and FRA intermediate points.

Flight Planning

Airport operators will be requested to plan a flight not closer than 5NM clear of the Lithuanian boundary. Re-entering flight plans will not be accepted. DCT routes shall adhere to ATFM restrictions. DCT routing shall be indicated in Item 15 of the flight plan.

Access to/from Airports and Terminal Airspace

Flights arriving at or departing from airports located within Vilnius FIR/UIR are eligible for free route operations and shall be planned in accordance with the paragraphs below:

- a. In case of departing flight from an airport where SIDs are published, departing flights shall be planned directly from the SID final waypoint to the EYSFRA horizontal exit point.

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

- b. In case of arriving flight to an airport where STARs or transition procedures are published, arriving flights shall be planned directly from the EYSFRA horizontal entry point to the STAR initial waypoint or aerodrome's radio navigation aid.
- c. The SID/STAR or transition procedures might not be indicated in the field route of FPLs.
- d. Where STARs are not published, the flights shall be planned DCT from the EYSFRA horizontal entry point to the aerodrome's radio navigation aid.
- e. Where SIDs are not published, the flights shall be planned DCT from the aerodrome's radio navigation aid to the EYSFRA horizontal exit point to.

Arriving traffic to aerodromes within Vilnius FIR/UIR may plan from:

- a FRA Horizontal Entry Point (E); or
- a FRA Intermediate Point (I).

to:

- a FRA Arrival Connecting Point (A); or
- a FRA Intermediate Point (I) above FL95 then via ATS route network to the aerodrome.

Departing traffic to aerodromes within Vilnius FIR/UIR may plan from:

- a FRA Departure Connecting Point (D); or
- a ATS route network then above FL95 via published FRA Intermediate Point (I).

to:

- a published FRA Intermediate Point (I); or
- a FRA Horizontal Exit Point (X).

Cross-border Applications

Entry and exit from the EYSFRA shall be planned using the published FRA horizontal entry and FRA horizontal exit points only.

EYSFRA airspace users will be able to cross Vilnius FIR/UIR boundary on DCT routing on pre-coordinated by the ATS provider route.

The planning of DCT segments that are partially outside the lateral limits of EYSFRA (multiple re-entry segments) is not allowed.

The planning of DCT segments closer than 5NM to the EYSFRA border is not allowed.

Airspace Reservation - Special Areas

Airport operators are allowed to plan their trajectories inside EYSFRA avoiding active special activity areas using intermediate points.

In the case there is availability to cross the active special activity areas tactical radar vectoring will be applied for shortcut of the planned route. Occasionally tactical radar vectoring can be applied in order to ensure additional safety margin between published special activity areas boundaries and aircraft trajectories. The expected route extension in these cases is 5NM or less.

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Name-code Designator for FRA Significant Points for Vilnius FIR/UIR

Waypoint Designator	FRA Relevance
ADAXA	Entry/Exit Point
AGONA	Entry/Exit Point
ASKOR	Entry/Exit Point
BADUS	Entry/Exit Point
BALIT	Entry/Exit Point
BATKU	Entry/Exit Point
BEGDA	Entry/Exit Point
BERIL	Entry/Exit Point
BOKSU	Entry/Exit Point
DOKOT	Entry/Exit Point
DUKAT	Entry/Exit Point
EKLIN	Entry/Exit Point
ERIVA	Entry/Exit Point
GARSO	Entry/Exit Point
GUNTA	Entry/Exit Point
IRBEX	Entry/Exit Point
ITVUL	Entry/Exit Point
KEDUX	Entry/Exit Point
KRAKI	Entry/Exit Point
LAFAT	Entry/Exit Point
LAKOD	Entry/Exit Point
LAUGA	Entry/Exit Point
LIGSO	Entry/Exit Point
LITPA	Entry/Exit Point
LUNIT	Entry/Exit Point
MIRMA	Entry/Exit Point
NERIG	Entry/Exit Point
NINTA	Entry/Exit Point

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance
OTVOV	Entry/Exit Point
PODIL	Entry/Exit Point
ROLAV	Entry/Exit Point
RONUN	Entry/Exit Point
RONUS	Entry/Exit Point
RUCAV	Entry/Exit Point
RUSNE	Entry/Exit Point
SOGBI	Entry/Exit Point
TIGNU	Entry/Exit Point
TIRIN	Entry/Exit Point
TUMKI	Entry/Exit Point
URIDO	Entry/Exit Point
VABER	Entry/Exit Point
VAGNO	Entry/Exit Point
VETAS	Entry/Exit Point
ZENIT	Entry/Exit Point

POLISH FREE ROUTE AIRSPACE (POLFRA)

Area of Application

POLFRA comprises the controlled airspace of the Warsaw FIR, H24, from FL95 to FL660, including the delegation of ATS south of DESEN. Following airspace is excluded:

- TMAs/MTMAs;
- CTA01, CTA02, CTA03, CTA04, CTA05 and
- the delegation of ATS: west of OKX, south of Klodzko.

Eligible Flights

All flights that are intending to operate within the vertical and horizontal limits of POLFRA, regardless of the phase of flight (overflights, arriving or departing to/from local airports or to/from airports situated in close proximity of POLFRA).

Flight Planning

Within POLFRA there is no limitation on the maximum DCT distance.

Flights shall not be planned closer than 5NM to the published POLFRA border.

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FREE ROUTE AIRSPACE (FRA)**

It is mandatory to insert a FRA Entry/Exit Point in the flight plan when entering/exiting POLFRA area except for traffic inbound/outbound Warsaw FIR via Warsaw FIR TMAs.

Access to/from Terminal Airspace

Entering the POLFRA by departing traffic shall be planned via:

- a FRA Departure Connecting Point;
- a SID Final Point;
- if required, the last point on a FRA Connecting Route;
- a FRA Horizontal Entry Point if departing from aerodrome in the proximity of Warsaw FIR;
- if no suitable SID is available, via defined FRA Intermediate point within a required distance from the aerodrome according to the RAD.

Exiting the POLFRA by arriving traffic shall be planned via:

- a FRA Arrival Connecting Point;
- a STAR Initial Waypoint;
- if required, the first point on a FRA Connecting Route;
- a FRA Horizontal Exit Point if arriving to an aerodrome in the proximity of Warsaw FIR;
- if no suitable STAR is available, via defined FRA Intermediate point within a required distance from the aerodrome according to the RAD.

ATS Route Network

The ATS route network within the Warsaw FIR remains available for flight planning and is mandatory to cross TMAs above FL95 and the following areas: CTA 01, CTA 02, CTA 03, CTA 04 and CTA 05.

Airspace Restrictions and Airspace Reservations

Flight planning is not permitted through active restricted airspace. Airspace Users shall plan their trajectory around airspaces that are not available for civil operations.

Name-code Designators for Significant Points within Warsaw FIR

Waypoint Designator	FRA Relevance
ABERO	Entry/Exit Point
ALUKA	Entry/Exit Point
AMROR	Entry/Exit Point
AMTEK	Exit Point
ARSAP	Entry Point Only for DEP EDDB/EDDT

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance
BABKO	Entry/Exit Point
BANUB	Entry/Exit Point
BAVOK	Entry/Exit Point
BIGLU	Exit Point
BILRA	Entry/Exit Point
BINKA	Entry/Exit Point
BODLA	Entry/Exit Point
BOKSU	Entry/Exit Point
DESEN	Exit Point
DIBED	Entry/Exit Point
ELVOT	Exit Point
ENOB	Entry/Exit Point
ENORU	Entry Point
GAWOR	Entry Point
GILAS	Entry/Exit Point
GITOV	Entry/Exit Point
GOLAD	Entry/Exit Point
GOMED	Entry/Exit Point
GORAT	Entry/Exit Point
GORPI	Entry/Exit Point
GOSOT	Entry/Exit Point
GOTIX	Entry Point
GOVEN	Entry/Exit Point
IPLIT	Entry/Exit Point
IVGOR	Entry/Exit Point
IVNER	Exit Point
KEFIR	Exit Point
KELEL	Entry/Exit Point
KOLOB	Entry/Exit Point

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance
KORUP	Exit Point
KUNER	Entry/Exit Point
LAGAR	Entry Point
LARMA	Entry/Exit Point
LASIS	Entry/Exit Point
LATMI	Entry/Exit Point
LENOV	Entry/Exit Point
LETKI	Entry Point
LUGOL	Entry/Exit Point
LUSID	Entry/Exit Point
MEBAN	Entry/Exit Point
NAROX	Exit Point
NETIR	Entry Point
PADKA	Entry/Exit Point
PENOR	Entry/Exit Point
PESEL	Exit Point
PODAN	Entry/Exit Point
POKEN	Entry/Exit Point
RANOK	Entry/Exit Point
RASAN	Exit Point
REGLI	Entry/Exit Point
ROLKA	Entry/Exit Point
RUDKA	Entry/Exit Point
RUMAR	Entry/Exit Point
SKARY	Entry/Exit Point
SOTET	Entry/Exit Point
SUBIX	Entry/Exit Point
SUPAK	Entry Point
TEPNA	Exit Point

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance
TOLPA	Entry/Exit Point
TOMTI	Entry/Exit Point
TOSPO	Entry Point
TUSIN	Exit Point
USTIL	Entry/Exit Point
UTEVO	Entry/Exit Point
VABER	Entry/Exit Point
VADRU	Entry/Exit Point
XIGRI	Exit Point

MUAC (MAASTRICHT UAC) FRA

NOTE: For border crossing see also "CROSS BORDER FREE ROUTE AIRSPACE OPERATIONS DK-SE FAB FRA" in this chapter above.

Area of Application

MUAC (Maastricht UAC) FRA procedures are available within the lateral limits of the Brussels UIR, the Amsterdam FIR (excluding ATS delegated areas), the Hannover UIR (excluding ATS delegated areas) and those parts of the Rhein UIR where the provision of ATS is delegated to Maastricht UAC.

Please note that in order to improve the connectivity between MUAC FRA and DK/SE FAB FRA, those parts of the Hannover UIR where the provision of ATS is delegated to ACC Copenhagen become part of MUAC FRA. This implies that the FRA Horizontal Entry/Exit points are now located on the UIR boundary instead of the AoR boundary as was previously the case.

MUAC FRA is available between FL245 to FL660, MON-THU 2300-0500 (2200-0400) and from FRI 2300 (2200) to MON 0500 (0400), and not constrained by State or FIR boundaries.

The ATS route network and Route Availability Document (RAD) Appendix 4 direct routings (DCT) remain and are available H24.

Eligible Flights

Additional eligible flights are those that depart or arrive from/to aerodromes below the lateral area of MUAC FRA or in its proximity and have a requested flight level above FL245 within MUAC FRA.

Flight Planning

Filing of unpublished points, defined by geographical coordinates or by bearing and distance, is not permitted in flight plans within the MUAC FRA area.

Segments between FRA significant points shall be indicated by means of "DCT".

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FREE ROUTE AIRSPACE (FRA)**

The maximum allowed distance between FRA significant points is 400NM, DCT segments should not be planned closer than 2.5NM to the MUAC FRA lateral border.

Overflying Traffic, Access to/from Terminal Airspace and Cross-Border Application

Except for segments defined in ATS Routes, RAD Appendix 4 and SID/STARs:

- lateral entry and exit to/from MUAC FRA shall be planned using the published FRA Entry and FRA Exit Points only, except for flight filing in accordance with cross-border FRA operations with DK/SE FAB FRA;
- vertical entry and exit to/from MUAC FRA shall be planned using the published FRA departure and FRA arrival connecting points only;
- the planning of DCT segments that are partially outside the vertical and lateral limits of MUAC FRA (re-entry segments) is not allowed;
- the planning of DCT segments across the MUAC FRA border (cross border DCT) is not allowed, except to/from those FRA relevant significant points located outside the MUAC AoR.

Name-Code Designator for FRA Significant Points for MUAC FRA

Waypoint Designator	FRA Relevance
ABGUS	Entry/Exit Point
ABNED	Exit Point
ADKUV	Entry Point
ADUTO	Entry Point
ALASA	Entry/Exit Point
AMADA	Entry/Exit Point
AMISO	Entry/Exit Point
AMRAK	Entry/Exit Point
ANANO	Exit Point
ARDEN	Entry Point
ATTUS	Entry/Exit Point
BAGOS	Entry/Exit Point
BAMOR	Entry/Exit Point
BATEL	Exit Point
BELOB	Entry Point
BERIM	Entry/Exit Point
BETEX	Entry Point

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance
BITBU	Exit Point
BUMIL	Entry/Exit Point
COL	Entry/Exit Point
DELOM	Exit Point
DEMIR	Entry/Exit Point
DOROR	Entry/Exit Point
DOSUR	Entry/Exit Point
EDEGA	Exit Point
GALSO	Exit Point
GARLU	Entry/Exit Point
GIMRU	Entry/Exit Point
GIRVI	Entry Point
GITER	Entry/Exit Point
GMH	Entry/Exit Point
GOBOT	Entry/Exit Point
GODOS	Exit Point
GREFI	Entry/Exit Point
HLZ	Entry/Exit Point
IBERA	Entry Point
KEMAD	Entry/Exit Point
KESUR	Entry/Exit Point
KOKOR	Entry/Exit Point
KOLAG	Exit Point
KONAN	Entry Point
KUDIN	Exit Point
KUGAL	Entry/Exit Point
KUMER	Entry/Exit Point
LAMSO	Entry Point
LANUL	Entry/Exit Point

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance
LARET	Entry/Exit Point
LIMGO	Entry/Exit Point
LIPNI	Entry/Exit Point
LIRSU	Entry/Exit Point
LOMPU	Entry/Exit Point
LONAM	Entry/Exit Point
LUTAX	Entry Point
LUTIR	Entry/Exit Point
LUWIL	Entry/Exit Point
MAKEL	Entry/Exit Point
MAPOX	Entry Point
MATUG	Exit Point
MEDIL	Entry/Exit Point
MEGAR	Entry/Exit Point
MIMVA	Exit Point
NAVPI	Entry/Exit Point
NEBUN	Entry/Exit Point
NILEM	Exit Point
NOGRO	Exit Point
NOMKA	Exit Point
NOSPA	Entry Point
OMIMA	Entry/Exit Point
ORVOS	Entry Point
PEXAM	Entry Point
PITES	Exit Point
PODIP	Entry/Exit Point
POVEL	Entry/Exit Point
RAPIX	Exit Point
RASCA	Exit Point

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FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance
RASVO	Exit Point
RAVLO	Exit Point
REDFA	Entry Point
RIMET	Exit Point
ROSOK	Entry/Exit Point
ROUSY	Entry/Exit Point
RUBUT	Entry Point
SASKI	Exit Point
SOMVA	Entry/Exit Point
SUTAL	Exit Point
SUTEB	Entry/Exit Point
TOLVU	Exit Point
TOPPA	Entry Point
TUSKA	Entry/Exit Point

FREE ROUTE AIRSPACE GERMANY (DFS FRA)

NOTE: For border crossing see also "CROSS BORDER FREE ROUTE AIRSPACE OPERATIONS DK-SE FAB FRA" in this chapter above.

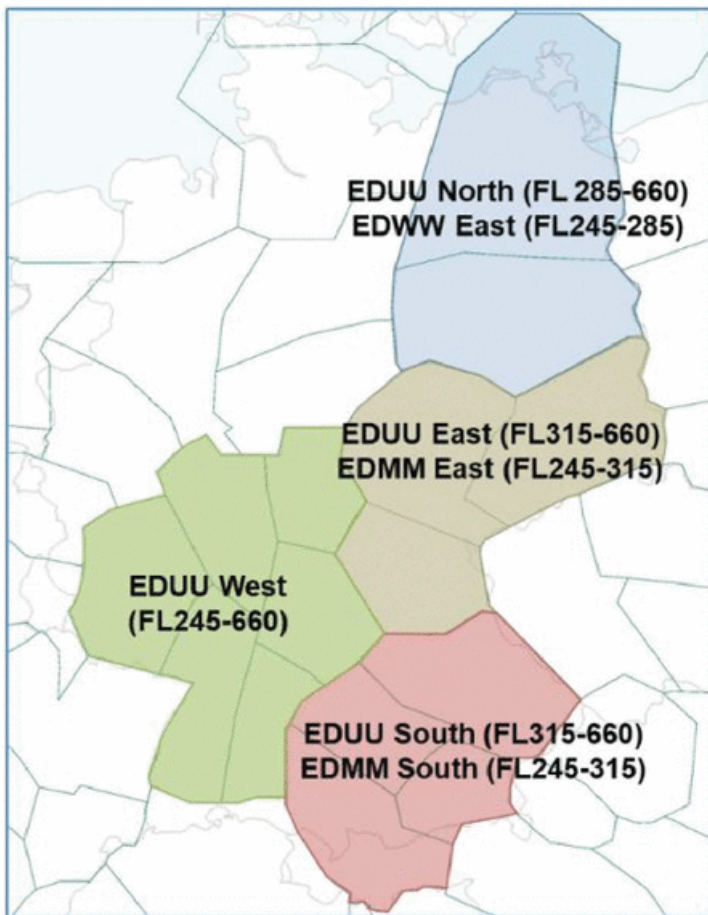
Area of Application

FRA procedures are available within the part of Germany that is controlled by Deutsche Flugsicherung (DFS) within the AoR of Karlsruhe UAC (EDUU) and the respective parts of the AoRs of Bremen ACC (EDWW) and Munich ACC (EDMM).

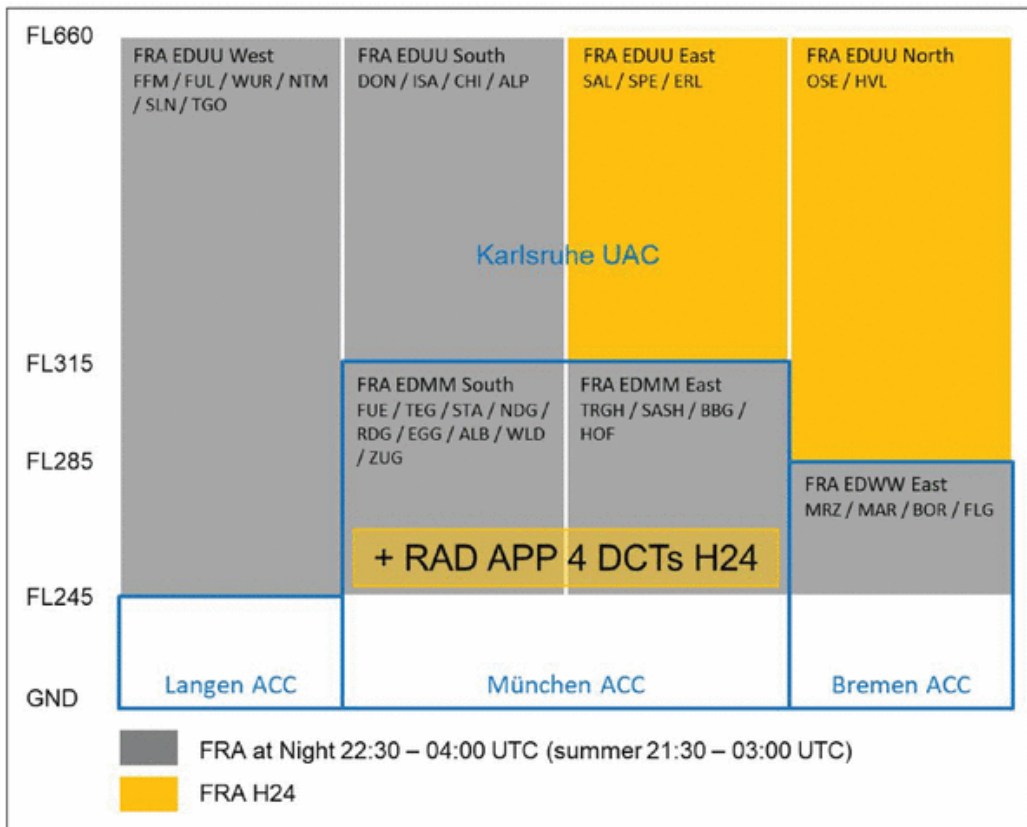
Free Route Airspace procedures will be available:

- in the FRA cells EDUU North and EDUU East H24.
- in the FRA cells EDUU West, EDUU South, EDMM South, EDMM East and EDWW East between 2230-0400 (2130-0300).

EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)



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FREE ROUTE AIRSPACE (FRA)**



Eligible Flights

Eligible flights are those overflights that enter and exit DFS FRA.

Additional eligible flights are those that depart from or arrive at aerodromes below the lateral area of DFS FRA or in its proximity and have a requested flight level above FL245 within the FRA.

Flight Planning

During the time of application of DFS FRA, airspace users have the following three options for flight planning:

- a. along published ATS routes;
- b. along DCTs as published in RAD; or
- c. in accordance with FRA.

EASTERN EUROPE FREE ROUTE AIRSPACE (FRA)

The general RAD DCT limit will be kept at 0NM. So, only those DCTs available from FRA (via published entry, exit, departure, arrival or intermediate points) or DCTs as published in RAD Appendix 4 can be used.

Within DFS FRA, DCT segments shall not be planned closer than 2.5NM to the lateral border of the respective FRA cell.

Overflying Traffic, Cross-Border Application and Access to/from Terminal Airspace

Except for segments defined in ATS Routes, RAD Appendix 4 and SID/STAR:

- lateral entry and exit to/from DFS FRA Cells shall be planned using FRA entry and FRA exit points only;
- vertical entry and exit to/from DFS FRA cells shall be planned using FRA departure and FRA arrival points; entry/exit for arrivals and departures might also be possible via FRA intermediate points connected to ATS route segments;
- the planning of DCT segments that are partially outside the vertical and lateral limits of DFS FRA cells (re-entry segments) is not allowed;
- cross-border (DCT) is not allowed, except to/from those FRA relevant significant points that are located outside the respective DFS FRA cells.

ATS Route Network

Within the FRA cells where FRA is only available at night, the ATS route network remains and is available H24.

Within the FRA cells where FRA is available H24, the ATS route network has been partially removed above FL285/FL315 to force overflying traffic on to FRA DCT options. Kept segments above FL285/FL315 are available H24 and adapted to ensure connectivity between FRA and the fixed ATS route network.

Additionally, numerous direct routings (DCTs) as laid down in the (RAD Appendix 4 remain available in all areas.

For further information refer to:

https://www.dfs.de/dfs_homepage/de/Services/Customer%20Relations/Free%20Route%20Airspace%20%28FRA%29/

FREE ROUTE AIRSPACE SPAIN (FRASAI)

Area of Application

Free Route procedures will be available H24 in FRASAI airspace above FL245.

The area comprised by Santiago and Asturias sectors in Madrid UIR and the boundaries with France UIR, Shanwick Oceanic UIR, Santa Maria Oceanic FIR and Lisbon FIR, above FL245, including the airspace delegated by Lisbon ACC to Madrid ACC where air traffic services are provided by Madrid ACC.

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FREE ROUTE AIRSPACE (FRA)**

Overflying Traffic

Overflying traffic shall plan its route within FRASAI airspace between FRA entry, FRA exit and FRA intermediate points.

Flight Planning

Within FRASAI airspace users will be able to plan user-preferred trajectories through the use of significant waypoints and/or enroute radio navigation aids and DCT instructions.

Cross-border Application

Flight plans with the DCT keyword across the FRASAI borders (cross-border DCT) will not be allowed. Entry and/or exit from FRASAI airspace must be planned only over the entry and exit points published to the effect. Following IFPS procedures, DCT segment which starts in an ACC and ends in another ACC which does not belong to the same ANSP will not be permitted.

Airspace Reservation - Special Areas

When not available for general air traffic operations, aircraft operators will plan their trajectory around segregated airspace by using the relevant DCTs published for this purpose in Appendix 4 of the RAD.

Occasionally, tactical radar vectoring might be applied in order to ensure additional safety margin between published segregated airspace boundaries and aircraft trajectories. In case there is no availability to cross segregated areas, the average flight extension to be considered by aircraft operators is approximately 5NM, in exceptional cases 15NM.

ATS Route Network

There will be no route network within FRASAI. The existing routes will be withdrawn and replaced by DCT segments that will be published in Appendix 4 of the RAD.

Flight Crew Requirements

In order to expedite ATC clearances, flight crews will be requested to report the next DCT point or radio navigation aid in their first radio communication with Madrid ACC.

Name-Code Designator for FRA Significant Points for FRASAI

Waypoint Designator	FRA Relevance
ABUPI	Exit Point
AGADO	Entry/Exit Point
ASPOR	Entry/Exit Point
ATLEN	Entry Point
BAKUP	Entry Point
BALDA	Entry Point
BALNO	Entry Point

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FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance
BATAX	Exit Point
BEGAS	Entry/Exit Point
BERUX	Entry/Exit Point
DEMOS	Entry/Exit Point
DESAT	Entry/Exit Point
DIXIS	Entry/Exit Point
GODIV	Exit Point
HIDRA	Entry/Exit Point
KOPAS	Entry/Exit Point
KORUL	Entry/Exit Point
LASKU	Entry/Exit Point
LOTEE	Entry/Exit Point
MUDOS	Entry/Exit Point
NARBO	Exit Point
OMESI	Entry/Exit Point
PASAS	Entry/Exit Point
PETEK	Entry/Exit Point
PINEK	Entry/Exit Point
PITAX	Entry/Exit Point
RETEN	Entry/Exit Point
RIPEL	Entry/Exit Point
RITUS	Exit Point
SOSOV	Entry/Exit Point
SUSOS	Entry/Exit Point
XERES	Entry/Exit Point

FREE ROUTE AIRSPACE PORTUGAL

Area of Application

Free Route Procedures are available in Lisbon FIR above FL245. FRA airspace is comprised by Lisbon FIR excluding the portions of airspace where the air traffic services is provided by Madrid

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ACC and Seville ACC. FRA airspace incorporates the portion of airspace in Madrid UIR where air traffic services are provided by Lisbon ACC.

Overflying Traffic

Overflight traffic should plan directly from FRA airspace entry point to FRA airspace exit point.

Flight Planning

Cross-border Application

Cross-border DCT is not allowed. Following IFPS procedures, DCT segment which ends in the FIR but starts in another FIR which is not part of the same national airspace is NOT permitted. Airspace users will have to plan their trajectory inside FRA in Lisbon FIR by use of intermediate waypoints.

Access to/from Terminal Airspace

For southbound traffic via NELSO connecting to UN741, ODD and EVEN levels are available 50NM prior arriving NELSO waypoint.

Airspace Reservation - Special Areas

Aircraft operator will plan their trajectory inside FRA disregarding all segregated airspace. In case there is no availability to cross segregated areas, it is expected that the average route extension to be considered by aircraft operators is approximately 5NM, in exceptional occasions 15NM. However, in most cases, radar vectors shall be provided by ATC. In case of contingency a reduced ATS route structure above FL245 will apply.

Flight Level Orientation System

For speed and level changes inside FRA, on flight plan Item 15, additionally to a waypoint or navaid and only for this purpose, operators may also use LAT/LONG coordinates. In terms of flight planning, Item 15, flight levels within FRA will respect the table of cruising levels (see differences from ICAO Standards), with the exception of waypoint RIVRO/BARDI. By letter of agreement, traffic intending to enter Lisbon FIR via RIVRO/BARDI must enter in odd flight levels and traffic intending exit Lisbon FIR via RIVRO below FL245 (UM191/B47) or BARDI above FL245 must exit in even flight levels.

Flight Level Orientation Scheme within Lisbon FIR

Waypoint Designator	FRA Relevance	FRA Usage
ABALO	Entry/Exit Point	
ABUPI	Entry Point	above FL245
ADINO	Entry Point	above FL245
ADORO	Entry/Exit Point	
AGADO	Entry/Exit Point	

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FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
AKUDA	Entry Point	
AMSEL	Entry/Exit Point	
ARDID	Entry Point	above FL245
ARMED	Entry/Exit Point	
ASGAM	Entry/Exit Point	
ASPOR	Entry Point	
BALNO	Exit Point	
BANAL	Entry/Exit Point	
BARDI	Entry/Exit Point	
BAROK	Entry/Exit Point	
BATAX	Entry Point	
BEXAL	Entry/Exit Point	
BIMBO	Entry Point	
DEMOS	Entry/Exit Point	
DETOX	Entry/Exit Point	
ERPES	Entry/Exit Point	
ETAKA	Entry Point	
GUNTI	Entry/Exit Point	
IRKID	Entry/Exit Point	
KOMUT	Entry/Exit Point	
LASIB	Entry/Exit Point	above FL245
LEPRU	Entry/Exit Point	
LUTAK	Entry/Exit Point	
MANOX	Entry/Exit Point	
MINTA	Entry/Exit Point	
NAVIX	Entry/Exit Point	
NELSO	Exit Point	
NIPRI	Entry/Exit Point	
NIRAK	Entry/Exit Point	

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FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
OGDOR	Entry/Exit Point	
OGERO	Exit Point	above FL245
ORTOP	Entry/Exit Point	
OSLAD	Entry/Exit Point	
PESAS	Exit Point	
PETEK	Entry/Exit Point	
PINEK	Entry/Exit	above FL245
PIREN	Entry/Exit Point	
REten	Entry/Exit Point	
RIPEL	Entry/Exit Point	
RITUS	Entry Point	
SUBAL	Entry Exit Point	
TAKAV	Entry/Exit Point	
TIGGI	Entry/Exit Point	
TOSDI	Exit Point	above FL245
TUPIX	Entry/Exit Point	
URED	Exit Point	above FL245
XERES	Entry/Exit Point	

FREE ROUTE AIRSPACE ITALY (FRAIT)

Area of Application

FRAIT is available H24 above FL305 within the lateral limits of the Italian ACCs (Milano, Roma, Padova and Brindisi) areas of responsibility.

Within FRAIT the ATS enroute network is not available, with the exception of the areas within Brindisi, Milano and Roma UIRs, where ATS are provided by other ANSP not implementing a similar airspace organization.

Flight Planning

Pilots operating within FRAIT airspace (arriving/departing flights and overflights of national airspace) shall plan a flight using direct trajectories between most appropriate waypoints, subject to airspace availability.

There is no restrictions on the maximum DCT distance that can be flight planned between points in FRAIT.

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FREE ROUTE AIRSPACE (FRA)**

Cross-border Application

Planning of DCT segments across FRAIT borders (cross border DCT) is not allowed; entry and exit from FRAIT borders shall be planned using the published entry/exit points between two concerned neighboring ACCs.

Planning of DCT segments that are partially outside the lateral limits of FRAIT is not allowed (multiple re-entry segments). The DCT segment is not allowed at a distance of 5NM or less from the boundary between two neighboring ANSP.

The use of LAT/LONG shall be avoided.

Vertical Connectivity

Inbound traffic to Italian airports, or airports close to the boundary, has to be planned until the point where the flight intends to cross FL305 to join the ATS Network. One mandatory point has to be filled in the flight plan to indicate the point where the flight shall leave FRAIT to join the ATS Network. For departing traffic from Italian airports, or airports close to the boundary, the aircraft operator shall plan ATS network until the point where the flight intends to cross FL305 to entry into FRAIT.

Name-code Designator for FRA Significant Points FRAIT

Waypoint Designator	FRA Relevance
ABDAB	Exit Point
ABESI	Exit Point
ADEXI	Entry/Exit Point
AIOSA	Entry/Exit Point
AOSTA	Exit Point
ASKOT	Entry Point
BABLO	Entry Point
BARPI	Exit Point
BAXON	Entry Point
BELIX	Exit Point
BEVIS	Entry/Exit Point
BIBAN	Entry Point
BORDI	Exit Point
BRENO	Entry/Exit Point
CANNE	Exit Point
CERVI	Exit Point

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FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance
CORSI	Exit Point
DE TSA	Entry Point
DILIN	Entry Point
DINO B	Entry/Exit Point
DIRAB	Entry Point
DOBIM	Exit Point
DOKAR	Entry Point
DOPEL	Entry/Exit Point
EDUGI	Entry Point
ELSAG	Entry Point
GINOX	Exit Point
GIRIS	Entry Point
GISAM	Entry/Exit Point
GOKEL	Entry/Exit Point
IBENI	Exit Point
KATTI	Entry Point
KUBUD	Exit Point
KUKEV	Exit Point
LABIN	Exit Point
LAPRI	Entry Point
LATAN	Entry/Exit Point
LEVDI	Entry/Exit Point
LIKDA	Entry Point
LONDI	Entry Point
LORED	Entry/Exit Point
LORNO	Entry Point
LURAG	Entry Point
MADKA	Exit Point
MALUG	Exit Point

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance
MARON	Exit Point
MEGER	Entry Point
MIRSA	Exit Point
MOULE	Entry Point
NATAG	Entry Point
NELDA	Entry/Exit Point
NIBEL	Entry Point
NIKOL	Exit Point
NITAM	Entry Point
NOLSI	Exit Point
NOSTA	Entry Point
NOSTO	Exit Point
ODINA	Entry Point
OLGAT	Entry Point
OLPIX	Entry Point
ORTAP	Entry/Exit Point
OSMAR	Entry/Exit Point
PAN	Entry/Exit Point
PAPIZ	Entry/Exit Point
PELOS	Entry Point
PEVAL	Entry/Exit Point
PINUK	Entry/Exit Point
PUNSA	Exit Point
RESIA	Entry/Exit Point
RIFEN	Entry/Exit Point
RONOP	Exit Point
ROTAR	Entry Point
RUTOM	Entry/Exit Point
SAFFA	Exit Point

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance
SENTI	Entry/Exit Point
SOTOV	Exit Point
SOVOX	Exit Point
SUBOK	Entry/Exit Point
SUPUX	Exit Point
SUSIP	Entry/Exit Point
SUXAN	Entry/Exit Point
TABOT	Entry Point
TALEP	Exit Point
TIBRO	Entry Point
TIGRA	Entry/Exit Point
TISAL	Entry/Exit Point
TOBSO	Entry Point
TORPO	Exit Point
TORTU	Entry Point
TUNEX	Entry/Exit Point
TUPAL	Entry/Exit Point
UNIMI	Exit Point
VAMTU	Exit Point
VAPUP	Exit Point
VELUG	Entry Point
VENIM	Exit Point
XAMIT	Entry Point
XATOS	Entry/Exit Point
XOLTA	Exit Point

FREE ROUTE AIRSPACE MALTA

Area of Application

FRA procedures are available H24 in Malta AoR above FL305 up to FL660 unless specific contingencies notified by NOTAM are required.

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FREE ROUTE AIRSPACE (FRA)**

Within FRA, users will be able to plan user-preferred trajectories through the use of significant points. Segments between significant points will be indicated by means of “DCT” instructions. There is no restriction on the maximum “DCT” distance that can be flight planned between points. The planning of “DCT” segments that are outside the lateral limits of the FRA in the Malta AoR is not allowed.

Overflying Traffic

Overflying traffic should plan directly from Malta AoR FRA entry point to the Malta AoR FRA exit point, with the option to route via one or more FRA intermediate points, subject to RAD and air-space availability.

When requested by the pilot to:

- a. climb into FRA but not indicated in field 15 of the flight plan or for ATC tactical purposes, Malta ACC may clear aircraft into FRA direct to a FRA exit point in the Malta AoR;
- b. descend below FRA but not indicated in field 15 of the flight plan or for ATC tactical purposes, Malta ACC may clear aircraft direct to a FRA exit point in the Malta AoR.

Flight Planning

Vertical transition to/from FRA to the published ATS route network should be planned via a FRA Intermediate point or via a Mandatory Point as indicated in the RAD.

Unless specifically advised by NOTAM aircraft operators should plan their trajectory inside FRA disregarding segregated airspace. Malta ACC will provide radar vectors or alternative instructions to avoid the segregated airspace.

Cross-border Application

Cross-border “DCT” is not allowed.

Flight Level Orientation Scheme Malta AoR

Waypoint Designator	FRA Relevance	FRA Usage
ABRAM	Exit Point	ODD FLs
ADEXI	Entry Point	ODD FLs
	Exit Point	EVEN FLs
ARLOS	Entry Point	EVEN FLs
	Exit Point	ODD FLs
ASKOT	Exit Point	EVEN FLs
BASMO	Entry Point	ODD FLs
	Exit Point	EVEN FLs
BIRSA	Entry Point	ODD FLs

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
	Exit Point	EVEN FLs
BONAR	Exit Point	ODD FLs
DEMAG	Entry Point	EVEN FLs
	Exit Point	ODD FLs
DILIN	Exit Point	EVEN FLs
EK LIS	Entry Point	ODD FLs
	Exit Point	EVEN FLs
ELIMO	Exit Point	ODD FLs
INDOT	Entry Point	EVEN FLs
LEV DI	Entry Point	ODD FLs
	Exit Point	EVEN FLs
LONDI	Exit Point	EVEN FLs
LORED	Entry Point	EVEN FLs
	Exit Point	ODD FLs
LOTIN	Exit Point	ODD FLs
LUMED	Entry Point	EVEN FLs
MARON	Entry Point	ODD FLs
NELDA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
NEVIK	Entry Point	EVEN FLs
	Exit Point	ODD FLs
NIGAT	Entry Point	ODD FLs
	Exit Point	EVEN FLs
OLMAX	Entry Point	EVEN FLs
OMENI	Entry Point	ODD FLs
	Exit Point	EVEN FLs
ORTAP	Entry Point	ODD FLs
	Exit Point	EVEN FLs
PAN	Entry Point	ODD FLs

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
	Exit Point	EVEN FLs
RALAK	Entry Point	ODD FLs
	Exit Point	EVEN FLs
RASNO	Entry Point	ODD FLs (M1, P33)
		EVEN FLs (Y751)
	Exit Point	EVEN FLs (M1, P33)
		ODD FLs (Y751)
ROTAS	Entry Point	EVEN FLs
	Exit Point	ODD FLs
SARKI	Entry Point	EVEN FLs
SENTI	Entry Point	ODD FLs
	Exit Point	EVEN FLs
SONAK	Entry Point	ODD FLs
	Exit Point	EVEN FLs
SUBOK	Entry Point	ODD FLs
	Exit Point	EVEN FLs
TISAL	Entry Point	ODD FLs
	Exit Point	EVEN FLs
VALKI	Entry Point	EVEN FLs
VARIG	Exit Point	ODD FLs
VENIM	Entry Point	ODD FLs

SOUTH EAST COMMON SKY INITIATIVE FREE ROUTE AIRSPACE - SECSI FRA

Area of Application

SECSI FRA area is available H24 and consist of the following parts of airspaces:

- SEAFRA (South-East Axis Free Route Airspace) from FL205 to FL660 which includes:
 - Sarajevo FIR. The provision of ATS is delegated to Zagreb ACC and Belgrade ATCC with various levels;
 - Zagreb FIR, except areas where responsibility is delegated to ATS units other than Zagreb ACC and including area where responsibility is delegated to Zagreb ACC;

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FREE ROUTE AIRSPACE (FRA)**

- Belgrade FIR, except the KFOR sector and the areas where the provision of ATS is temporary delegated to Brindisi ACC.
- SAXFRA (Slovenian Austrian Cross Border Free Route Airspace) from GND to FL660 which includes:
- ACCs Vienna except areas which are delegated.
 - Ljubljana FIR except TMA Portoroz and TMA Maribor 1 and 2.

ATS Routes within SECSI FRA will be withdrawn except for:

- ATS routes within areas of responsibility of APP Maribor (TMA Maribor 1 and 2) and APP Portoroz (TMA Portoroz) to provide ATS without the use of ATS surveillance equipment.
- A set of ATS routes within Vienna FIR below 9500ft AMSL for NON RNAV equipped flights.

Eligible Flights

Eligible Flights are:

- all RNAV equipped flights that are intending to operate within the vertical and horizontal limits of SECSI FRA;
- all non-RNAV equipped flights operating in SECSI FRA airspace within Vienna FIR along ATS routes and Ljubljana FIR below 9500ft AMSL.

Flight Planning

Within SECSI FRA airspace users are allowed to plan user preferred trajectories using significant points or radio aids as well as LAT/LONG under special conditions and rules. Filing of bearing and distance related to SECSI FRA significant points is not permitted.

In SECSI FRA there is no limitation on the number of FRA Intermediate Points (I) and DCTs used in Item 15 of flight plan.

Within SECSI FRA there is no limitation on the maximum DCT distance.

Route portions between significant points, radio navigation aids or LAT/LONG waypoints shall be indicated by means of “DCT”.

Overflying Traffic

Overflying traffic may be planned directly from any FRA Entry Point to any FRA Exit Point.

Cross Border Application

The crossing of FIR borders as well as the crossing of the Area of Responsibility (AoR) boundary between the involved ATS units is basically allowed without the usage of FRA Intermediate Points published along the boundaries.

Except for DCT segments defined in RAD Appendix 4, ATS Routes and SIDs/STARs:

- entry and exit from SECSI FRA shall be planned using the published FRA Entry and FRA Exit Points only;

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- the planning of DCT segments that are partially outside the lateral limits of SECSI FRA (re-entry segments) is only allowed by using FRA Entry/Exit Points;
- the planning of DCT segments closer than 3NM to the SECSI FRA border is not allowed.

Flight Level Orientation Scheme SECSI FRA

Waypoint Designator	FRA Relevance	FRA Usage
ABETI	Entry Point	FL245-FL660
ABLOM	Exit Point	
AIOSA	Entry Point	EVEN FLs
	Exit Point	ODD FLs
AKIKA	Exit Point	ODD FLs
AKIMA	Entry Point	
ALELU	Entry Point	EVEN FLs
ALIVO	Entry Point	7500ft-FL205
	Exit Point	
ANASA	Entry Point	EVEN FLs
ARMIX	Exit Point	7500ft-FL205
ARSIN	Entry Point	
BABIT	Entry Point	ODD FLs
	Exit Point	EVEN FLs
BADIT	Entry Point	
	Exit Point	
BALEM	Entry Point	ODD FLs FL205-FL245
	Exit Point	EVEN FLs FL205-FL245
BAREB	Entry Point	ODD FLs
	Exit Point	EVEN FLs
BARPI	Entry Point	4500ft-FL660
	Exit Point	4500ft-FL135
BAXON	Exit Point	ODD FLs
BEGLA	Entry Point	FL245-FL660

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Waypoint Designator	FRA Relevance	FRA Usage
BEVIS	Entry Point	EVEN FLs
	Exit Point	ODD FLs
BIRGI	Entry Point	
	Exit Point	
BUGEV	Entry Point	7500ft-FL135
	Exit Point	
DARZA	Entry Point	7500ft-FL205
	Exit Point	
DE TSA	Exit Point	
DEXIT	Entry Point	
	Exit Point	
DIMLO	Entry Point	
	Exit Point	
DIRER	Entry Point	
DITIS	Entry Point	
	Exit Point	
DOLAP	Entry Point	EVEN FLs
DOLEV	Entry Point	EVEN FLs
EBELA	Entry Point	EVEN FLs
EDUGI	Exit Point	
ERKIR	Entry Point	
	Exit Point	
ESEGA	Entry Point	
	Exit Point	
ETIDA	Exit Point	ODD FLs
GEDSO	Entry Point	
	Exit Point	
GEMKA	Entry Point	7500ft-FL205
	Exit Point	

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Waypoint Designator	FRA Relevance	FRA Usage
GIMBO	Entry Point	
GIRDA	Entry Point	7500ft-FL205
	Exit Point	
GISAM	Entry Point	EVEN FLs
	Exit Point	ODD FLs
GOMIG	Entry Point	
GOTAR	Entry Point	
	Exit Point	
GOTRU	Entry Point	
IBENI	Entry Point	
INPUL	Entry Point	
KATTI	Entry Point	ODD FLs
	Exit Point	EVEN FLs
KEBBU	Entry Point	4500ft-FL135
	Exit Point	
KEROP	Entry Point	ODD FLs
KIRDI	Entry Point	
	Exit Point	
KOPRY	Entry Point	EVEN FLs
	Exit Point	ODD FLs
KUBUD	Entry Point	
KUMOM	Entry Point	
LABIN	Entry Point	ODD FLs
	Exit Point	EVEN FLs
LAMSI	Entry Point	
	Exit Point	
LANUX	Entry Point	
	Exit Point	
LATLO	Entry Point	

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Waypoint Designator	FRA Relevance	FRA Usage
LEDVA	Exit Point	
LOKVU	Exit Point	
LULUD	Exit Point	7500ft-FL205
MAGAM	Entry Point	7500ft-FL205
	Exit Point	
MALUG	Entry Point	
MAREG	Entry Point	
	Exit Point	
MAVIT	Entry Point	EVEN FLs
	Exit Point	ODD FLs
MEDUX	Exit Point	ODD FLs
MIKOV	Entry Point	
MODSA	Entry Point	
NATVI	Exit Point	
NIKOL	Entry Point	
NISVA	Exit Point	ODD FLs
OBUTI	Entry Point	4500ft-FL205
	Exit Point	
OKANA	Entry Point	EVEN FLs
PARAK	Entry Point	ODD FLs
	Exit Point	EVEN FLs
PESAT	Exit Point	FL245-FL660
PETAK	Exit Point	ODD FLs
PETOV	Entry Point	5500ft-FL205
	Exit Point	
PEVAL	Entry Point	ODD FLs
	Exit Point	EVEN FLs
PINUK	Entry Point	ODD FLs
	Exit Point	EVEN FLs

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Waypoint Designator	FRA Relevance	FRA Usage
PISAM	Entry Point	
	Exit Point	
PODET	Entry Point	7500ft-FL205
	Exit Point	
RAXAD	Entry Point	EVEN FLs
	Exit Point	ODD FLs
REDVA	Exit Point	ODD FLs
RENKA	Exit Point	
RETRA	Entry Point	EVEN FLs
RIFEN	Entry Point	7500ft-FL185
	Exit Point	7500ft-FL660
RODON	Entry Point	EVEN FLs
	Exit Point	ODD FLs
ROMUX	Exit Point	FL205-FL285
ROTAR	Entry Point	ODD FLs
	Exit Point	EVEN FLs
RTT	Entry Point	
	Exit Point	
SABAD	Entry Point	7500ft-FL205
	Exit Point	
SASAL	Entry Point	
	Exit Point	
SIMBA	Entry Point	
	Exit Point	
SOVOX	Entry Point	
STEIN	Entry Point	
	Exit Point	
SUBEN	Entry Point	
	Exit Point	

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Waypoint Designator	FRA Relevance	FRA Usage		
SUNIS	Entry Point			
TEKNO	Entry Point	5500ft-FL245		
	Exit Point			
TIBRO	Entry Point			
	Exit Point			
TITIG	Entry Point			
	Exit Point			
TIVAP	Entry Point			
	Exit Point			
TONDO	Exit Point		EVEN FLs	
TORPO	Entry Point		ODD FLs	
	Exit Point		EVEN FLs	
TOVKA	Entry Point			
	Exit Point			
TRAUN	Entry Point			
	Exit Point			
UDVAR	Entry Point	EVEN FLs		
UMVEG	Entry Point			
	Exit Point			
UTEKA	Entry Point			EVEN FLs
VABEK	Exit Point			ODD FLs
VAPUP	Entry Point			ODD FLs
VAROB	Entry Point			
	Exit Point			
VEBAL	Entry Point		EVEN FLs	
	Exit Point		ODD FLs	
VELIP	Exit Point		ODD FLs	
VELUG	Exit Point	EVEN FLs		
XAMIT	Exit Point	ODD FLs		

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Waypoint Designator	FRA Relevance	FRA Usage
XOLTA	Entry Point	EVEN FLs
	Exit Point	ODD FLs

Lowest Available Level (LAL) within SECSI FRA

For determination of lowest available level within SECSI FRA see Jeppesen Enroute-Chapter “Lowest available Level (LAL) within SECSI FRA”.

The published values correspond to the lowest available level within controlled airspace ensuring obstacle clearance. LAL calculation ensures that there is no obstacle inducing a higher LAL value within 3NM outside the respective LAL polygon. The lower limits of DCT segments published in European Route Availability Document Appendix 4 (Enroute DCTs) without explicit levels (“MEA” - Minimum Enroute Altitude) shall equal to the LAL as derived from Jeppesen Enroute-Chapter “Lowest available Level (LAL) within SECSI FRA”.

Flight plan filing according SECSI FRA flight planning rules below these minimums will cause a reject message by IFPS.

FREE ROUTE AIRSPACE ALBANIA (FRALB)

Area of Application

Free Route Airspace Albania (FRALB) is available H24 within Tirana FIR from FL195 to FL660.

Eligible Flights

Eligible flights are those overflights that enter and exit FRALB between FL195 and FL660.

Overflights entering Tirana FIR below FL195 with a planned flight level change into FRALB are eligible to enter FRALB via FRA Intermediate Point where the flight level change occurs.

Additional eligible flights are those that depart or arrive from/to aerodromes within the Tirana FIR or in its proximity and have a planned trajectory above FL195 during some parts of the flight in FRALB.

All flights that are not eligible to use FRALB shall use fixed route network system.

FRALB is not applied within Tirana TMA and Tirana CTR.

Flight Planning

Within FRALB airspace users will be able to plan user-preferred trajectories through the use of five-letter name-codes for significant points, en-route radio navigation aids and/or users’ defined waypoints in terms of geographical coordinates.

Segments between the significant points shall be indicated by the means of DCT instructions.

The use of intermediate point defined by geographical coordinates in Item 15 of the flight plan may be used by aircraft operator in case change of speed or level, or change of flight rules is planned.

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The use of intermediate point defined by bearing and distance in Item 15 of the flight plan is not allowed.

There is no restriction on the number of FRA intermediate points used within FRALB.

Within FRALB, there is no restriction on the maximum DCT distance.

Planning DCT segments closer than 3NM of the FRALB boundary is not allowed.

Exception from the rules is made for the following DCT segments:

- a. RETRA DCT INLOT
- b. INLOT DCT RETRA
- c. TRN DCT RETRA
- d. DIMIS DCT RETRA
- e. RETRA DCT DIMIS
- f. VJOSA DCT RETRA
- g. OVVER DCT RETRA

Overflying Traffic

Overflights shall plan DCT between FRA Horizontal Entry and FRA Horizontal Exit Points. Use of published or unpublished FRA Intermediate Points is allowed.

Overflights proceeding inbound or outbound airports located in close vicinity of Tirana FIR shall plan in accordance with paras above even if a portion of their flight is below the lower limit of free route airspace. Airports in close vicinity of Tirana FIR are considered to be: LYPG, LYTV, LWOH, LGKR/LGPZ/LGIO.

Access to/from Terminal Airspace

If there are no SIDs/STARs published flights departing from or arriving at an airport located within Tirana FIR may plan DCT from that airport to relevant FRA horizontal exit or FRA horizontal entry point.

Airspace Reservation

Flights shall be planned around active temporary reserved areas within FRALB by using the designated FRA Intermediate Points.

Occasionally, tactical radar vectoring might be applied in order to ensure an additional safety margin between active temporary reserved areas boundaries and aircraft trajectories. The expected route extension will be approximately 5NM and in exceptional circumstances not more than 15NM.

ATS Route Network

The ATS route network within FRALB is withdrawn.

Within FRALB, no reference shall be made in the flight plan to ATS route.

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Traffic planning to operate below FRALB airspace must file the flight plan based on ATS route network.

Flight Level Orientation Scheme within Tirana FIR

Waypoint Designator	FRA Relevance	FRA Usage
AKIKA	Entry Point	ODD FLs
ALELU	Exit Point	EVEN FLs
DIMIS	Entry Point	EVEN FLs
	Exit Point	ODD FLs
DOBAR	Entry Point	EVEN FLs
	Exit Point	ODD FLs
EBELA	Exit Point	EVEN FLs Only available for traffic DEP Ti-rana
GOKEL	Entry Point	ODD FLs
	Exit Point	EVEN FLs
MAVAR	Entry Point	EVEN FLs
	Exit Point	ODD FLs
NIKRO	Entry Point	
PAPIZ	Entry Point	ODD FLs
	Exit Point	EVEN FLs
PETAK	Entry Point	ODD FLs
PINDO	Entry Point	EVEN FLs
	Exit Point	ODD FLs
PITAS	Exit Point	ODD FLs
RETRA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
RODON	Entry Point	ODD FLs
	Exit Point	EVEN FLs
TUMBO	Entry Point	EVEN FLs
VJOSA	Entry Point	EVEN FLs

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FREE ROUTE AIRSPACE (FRA)****MACEDONIAN FREE ROUTE AIRSPACE (M-FRA)****Area of Application**

Macedonian Free Route Airspace area (M-FRA) is available H24 from FL245 to FL660 in the airspace encompassed by the lateral limits of Skopje FIR, in the area of responsibility of Skopje UTA.

M-FRA is not applied in the airspace of TMA and CTRs.

General

Within M-FRA aircraft, other than State aircraft, shall comply with the aircraft equipment requirements.

Within M-FRA airspace users will be able to plan user preferred trajectories through the use of significant points - 5-letter name-codes and/or enroute radio navigation aids. Segments between the significant points shall be indicated by the means of Direct (DCT) instructions.

Within M-FRA significant points are considered FRA Entry (E), FRA Exit (X), FRA Intermediate (I), FRA Arrival (A) and FRA Departure (D) points.

Within M-FRA there is no restriction on the maximum DCT distance.

Overflying Traffic

Overflights shall plan DCT between FRA E, FRA X and FRA I points. There is no restriction on the number of FRA Intermediate points used.

Overflights proceeding inbound or outbound airports located in close vicinity of Skopje FIR shall plan in accordance with the paragraph above and with Flight Planning portion of their flight is below the lower limit of FRA. Airports in close vicinity of Skopje FIR are considered to be: Thessaloniki (Makedonia), Kavala (Megas Alexandros), Tirana, Pristina (Adem Jashari), Nis (Konstantin Veliki), Sofia.

Flight Planning

For speed or flight level change inside M-FRA, on flight plan Item 15, operators shall use only the FRA I points. There is no restriction on the number of FRA I points used within M-FRA.

The use of intermediate point defined by geographical coordinates or by bearing and distance in Item 15 of the flight plan is not allowed.

Cross-border Application

Planning DCT across the M-FRA borders (cross-border DCT) is not allowed. Entry and exit from M-FRA shall be planned over the published FRA E and FRA X points only.

Planning DCT segments that are partially outside the lateral limits of M-FRA (multiple re-entries segments) is not allowed.

Planning DCT segments closer than 3NM of the M-FRA boundary is not allowed.

ATS Route Network

The ATS route network within Skopje FIR above FL245 will be withdrawn.

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Within M-FRA no reference shall be made in the flight plan to ATS route.

Airspace Reservation - Special Areas

Flights shall be planned within M-FRA around active special areas using valid FRA I points.

Occasionally tactical radar vectoring might be applied in order to ensure additional safety margin between published special area boundaries and aircraft trajectories. The expected route extension in these cases is 5NM or less.

Flight Level Orientation Scheme within Skopje FIR

Waypoint Designator	FRA Relevance	FRA Usage
BEKVA	Entry Point	LGTS EVEN FLs
BITLA	Entry Point	ODD FLs FL290 or below
	Exit Point	ODD FLs FL310 or above (eastbound)
		EVEN FLs FL320 or below (westbound)
DISOR	Entry Point	EVEN FLs
	Exit Point	ODD FLs
DOBAR	Entry Point	ODD FLs
	Exit Point	EVEN FLs
ERANA	Exit Point	ODD FLs (eastbound)
		EVEN FLs (westbound)
KOGAT	Entry Point	ODD FLs
LETNI	Entry Point	EVEN FLs
LONTA	Exit Point	EVEN FLs
MAKED	Entry Point	EVEN FLs
	Exit Point	ODD FLs
MAVAR	Entry Point	ODD FLs
	Exit Point	EVEN FLs
LOTA	Entry Point	ODD FLs
RAXAD	Entry Point	ODD FLs

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Waypoint Designator	FRA Relevance	FRA Usage
	Exit Point	EVEN FLs
RUGAS	Entry Point	EVEN FLs
	Exit Point	ODD FLs
SARAX	Entry Point	BKPR EVEN FLs
TALAS	Entry Point	EVEN FLs
	Exit Point	ODD FLs
VELBA	Exit Point	ODD FLs
XAXAN	Exit Point	BKPR ODD FLs

FREE ROUTE AIRSPACE WITHIN BUDAPEST CTA, BUCHAREST CTA, SOFIA CTA AND BRATISLAVA CTA

FREE ROUTE AIRSPACE WITHIN BUDAPEST FIR

Area of Application

FRA is available within Budapest CTA from 9500ft AMSL to FL660 H24. Parts of this FRA are the:

- South East Europe FRA (SEE FRA) within the time period 0500-2300 (0400-2200).
The SEE FRA encompasses the FRAs within Sofia CTA, Bucharest CTA and Budapest CTA.
- South-East Europe Night FRA (SEEN FRA) within the time period 2300-0500 (2200-0400).

The SEEN FRA encompasses the FRAs within Budapest CTA, Bucharest CTA, Sofia CTA and Bratislava CTA.

Overflying Traffic

Overflight traffic within SEE FRA and SEEN FRA shall be planned directly between FRA entry, FRA exit and FRA intermediate points.

Traffic within SEE FRA and SEEN FRA proceeding inbound or outbound airports located in close vicinity of Budapest FIR shall be planned using the relevant FRA arrival and FRA departure points additionally. Airports in close vicinity of Budapest FIR are considered to be Vienna (Schwechat) and Bratislava (M. R. Stefanik).

Flight Planning

In case of more than 30 minutes of flying time or 200NM (370km), an intermediate point may be inserted at which a change of speed, flight level, track, or flight rules are planned. Flights within SEE FRA planning of DCT (cross border DCT) require at least one published FRA significant

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point within Bucharest CTA. Flights within SEEN FRA planning of DCT (cross border DCTs) require at least one published FRA significant point within Bucharest CTA and Budapest CTA.

The planning of DCT segments closer than 3NM to the SEE FRA or SEEN FRA border is not allowed.

There is no restriction on the maximum DCT distance.

Cross-border Applications

The planning of DCT segments that are partially outside the lateral limits of SEE FRA and SEEN FRA (multiple re-entry segments) is not allowed.

ATS Route Network

The ATS route network within Budapest CTA is not available.

Airspace Reservation - Special Areas

Re-routing Special Areas

Flights may be planned through active TRAs or danger areas.

Promulgation of Route Extension

In the case where there is no availability to cross the active reserved area, occasionally:

- a. A flight may be instructed to proceed to one of the 5 significant points as an intermediate point, with the remark "in case TRA 32/33 active".
- b. Tactical radar vectoring may be applied in order to ensure an additional safety margin between active TRA boundaries and flight trajectories. It is expected that the average extension to be considered by aircraft operators will be approximately 5NM and in exceptional circumstances, not more than 10NM.

Restrictions on the maximum DCT distance inserted in the flight plan will not be enforced.

Flight Level Orientation Scheme for Budapest FIR

Waypoint Designator	FRA Relevance	FRA Usage
ABETI	Exit Point	EVEN FLs
ABULI	Exit Point ¹	EVEN FLs
ALAMU	Entry Point ¹	ODD FLs
AMRAX	Exit Point ¹	EVEN FLs
ARSIN	Entry Point only for DEP LOWW	
	Exit Point	EVEN FLs
BABIT	Entry Point	EVEN FLs

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Waypoint Designator	FRA Relevance	FRA Usage
	Exit Point	ODD FLs
BALAP	Entry Point ¹	ODD FLs
BAREB	Entry Point	EVEN FLs
	Exit Point	ODD FLs
BEGLA	Exit Point	EVEN FLs
DEGET	Entry Point ²	EVEN FLs
DEMOP	Entry Point ¹	EVEN FLs
	Exit Point ¹	ODD FLs
DIMLO	Entry Point	ODD FLs
	Exit Point	EVEN FLs
ERGOM	Entry Point ¹	ODD FLs
GEMTO	Exit Point	ODD FLs
GOTAR	Entry Point	ODD FLs
	Exit Point	EVEN FLs
INVED	Exit Point ³	ODD FLs
KEKED	Entry Point ¹	ODD FLs
	Exit Point ¹	EVEN FLs
KENIN	Entry Point ¹	ODD FLs
	Exit Point ¹	EVEN FLs
KEROP	Exit Point	ODD FLs
KOPRY	Entry Point	ODD FLs
	Exit Point	EVEN FLs
LITKU	Exit Point ¹	EVEN FLs
LONLA	Entry Point	EVEN FLs
	Exit Point	ODD FLs
MOPUG	Entry Point ²	EVEN FLs
NATEX	Exit Point	EVEN FLs
NEKIN	Exit Point	
OSDUK	Exit Point	

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Waypoint Designator	FRA Relevance	FRA Usage
PARAK	Entry Point	EVEN FLs
	Exit Point	ODD FLs
PATAK	Exit Point ¹	EVEN FLs
PESAT	Entry Point	ODD FLs
PITOK	Entry Point ¹	ODD FLs
	Exit Point ¹	EVEN FLs
SASAL	Entry Point	ODD FLs
	Exit Point	EVEN FLs
SOPRO	Entry Point only below 9500ft AMSL	ODD FLs
	Exit Point only below 9500ft AMSL	EVEN FLs
STEIN	Entry Point	ODD FLs
	Exit Point only for DEP LHPA	EVEN FLs
SUNIS	Exit Point	EVEN FLs
TEGRI	Exit Point ³	ODD FLs
TEKNO	Entry Point	ODD FLs
	Exit Point	EVEN FLs
TONDO	Entry Point	EVEN FLs
VAMOG	Entry Point ¹	ODD FLs
	Exit Point ¹	EVEN FLs
VEBAL	Entry Point	ODD FLs
	Exit Point	EVEN FLs
XOMBA	Entry Point ¹	ODD FLs
	Exit Point ¹	EVEN FLs

¹ 0500-2300 (0400-2200), between 2300-0500 (2200-0400) Intermediate Point

² 0500-2300 (0400-2200), between 2300-0500 (2200-0400) Intermediate Point for FL175-FL660 and Entry Point for FL9500ft-FL175

³ 0500-2300 (0400-2200), between 2300-0500 (2200-0400) Intermediate Point for FL175-FL660 and Exit Point for FL9500ft-FL175

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FREE ROUTE AIRSPACE (FRA)**

Flight Planning Procedures for departing and arriving Flights from/to significant Airports

Flight planning of any departing flights shall comply with the following procedures:

Airport	Working Time	Mandatory Segment/ Point	Mandatory Exit Point	Flight Plan Examples (Item 15)	Remark		
LHBP	H24	NALAG-RIG-SA			above FL135		
		NORAH					
		ERLOS-MA-VIR					
		PUSTA	KEROP, VEBAL	PUSTA DCT KEROP			
		GILEP-ZOL-KU	SUNIS, ARSIN, ABETI, BEGLA	GILEP DCT ZOLKU DCT BEGLA			
		TORNO	NATEX	TORNO DCT NATEX		only for arrival LOWW	
XOMBA	TORNO DCT XOMBA		only for arrival LZIB				
LOWW	H24	ALAMU-EPARI					
		STEIN-NO-HAT				VEBAL, KOPRY, NEKIN	STEIN DCT NOHAT DCT KOPRY
		STEIN				DIMLO	STEIN DCT DIMLO
		ARSIN-NALOX				BABIT, BAREB	ARSIN DCT NALOX DCT BABIT
LZIB	H24	VAMOG-SIR-DU	KOPRY, BABIT, NEKIN	VAMOG DCT SIRDU DCT KOPRY			
		ERGOM					

Flight planning of any arriving flights shall comply with the following procedures:

Working Time	Mandatory Entry Point	Mandatory Segment/ Point	Airport	Flight Plan Examples (Item 15)
H24		RIGSA-GELKA-JBR	LHBP	
	PITOK	GELKA-JBR		PITOK DCT GELKA DCT JBR

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Working Time	Mandatory Entry Point	Mandatory Segment/ Point	Airport	Flight Plan Examples (Item 15)
	DEMOP	JBR		DEMOP DCT JBR
		ABONY		
	DIMLO, GOTAR	SIRDU-OGVUN-VAJ-DI-VEBOS		DIMLO DCT SIRDU DCT OGVUN DCT VAJDI DCT VEBOS
	KOPRY	RAKFA-VEBOS		KOPRY DCT RAFKA DCT VEBOS
	KEKED (and for DEP LHBP via TORNO SID)	TORNO-NATEX	LOWW	KEKED DCT TORNO DCT NATEX
		BALUX-TORNO-NATEX		
		BALUX-XOMBA	LZIB	
	TONDO, KOPRY	VEBOS-XOMBA		VEBAL DCT VEBOS DCT XOMBA

FREE ROUTE AIRSPACE WITHIN BRATISLAVA FIR

Area of Application

FRA is available within Bratislava CTA from FL245 to FL660 from:

- 0500-2300 (0400-2200) as Bratislava Free Route Airspace (BRAFRA);
- 2300-0500 (2200-0400) as part of the South-East Europe Night FRA (SEEN FRA)

The SEEN FRA encompasses the FRAs within Bratislava CTA, Sofia CTA, Bucharest CTA and Budapest CTA.

Flight Procedures

Within FRA, users will be able to plan userpreferred trajectories using FRA significant points. FRA significant points are selected enroute radio navigation aids and five-letter name-codes. Segments between the FRA significant points shall be defined by means of DCT (direct) instructions.

Within FRA significant points are considered as FRA entry, FRA exit, FRA intermediate, FRA arrival and FRA departure points. There is no restriction on the maximum DCT distance.

Overflying Traffic

Traffic overflying Bratislava FIR shall be planned directly between FRA entry, FRA intermediate and FRA exit points, irrespective of the fact that a portion of their trajectory is below FL245.

There is no restriction on the number of FRA intermediate points that may be used.

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Overflying traffic with a planned vertical transition to/from FRA due to change of cruising levels must be planned below the lower limit of FRA along the ATS route network or above the lower limit of FRA.

Flight Planning

In order to minimize the impact on the ATM systems, all cross-border DCTs inside SEEN FRA require at least one published FRA significant point within Budapest CTA and Bucharest CTA.

For speed and level changes, operators may use published FRA intermediate points in FPL item 15. There is no restriction on the number of FRA intermediate points that may be used.

Planning of DCT segments closer than 3NM to FRA border is not allowed.

Within FRA, flight planning of arriving flights shall comply with the following procedures: exit FRA via FRA Arrival Connecting point, use lower ATS route or allowed DCT to fly to the first point of STAR or Arrival Transition (if published).

Cross-border Applications

The planning of DCT segments across Bratislava CTA borders (cross-border DCT) is allowed only within SEEN FRA and during SEEN FRA operational hours. The planned cross-border DCTs shall be between FRA significant points of affected countries.

The planning of DCT segments that are partially outside the lateral limits of Bratislava CTA (multi-re-entry segments) is not allowed.

Airspace Reservation - Special Areas

Flights must be planned around active special areas within Bratislava FIR by using FRA intermediate points.

Promulgation of Route Extension

In some cases, tactical radar vectoring may be applied in order to ensure an additional safety margin between active special areas and flight trajectories. It is expected that the average flight extension to be considered by aircraft operators will be approximately 5NM and in exceptional circumstances not exceeding 10NM.

Flight Level Orientation Scheme within Bratislava FIR

Waypoint Designator	FRA Relevance	FRA Usage
ABL0M	Entry Point	ODD FLs
ABULI	Entry Point ¹	EVEN FLs
ALAMU	Exit Point ¹	ODD FLs
AMRAX	Entry Point ¹	EVEN FLs
BABKO	Entry Point	EVEN FLs
	Exit Point	ODD FLs

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Waypoint Designator	FRA Relevance	FRA Usage
BALAP	Exit Point ¹	ODD FLs
BILNA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
DEMOP	Entry Point ¹	ODD FLs
	Exit Point ¹	EVEN FLs
ERGOM	Exit Point ¹	ODD FLs
GAWOR	Exit Point	ODD FLs
KEFIR	Entry Point	EVEN FLs
KEKED	Entry Point ¹	EVEN FLs
	Exit Point ¹	ODD FLs
KELEL	Entry Point	ODD FLs
	Exit Point	EVEN FLs
KENIN	Entry Point ¹	EVEN FLs
	Exit Point ¹	ODD FLs
LADOB	Entry Point	EVEN FLs
LALES	Exit Point	EVEN FLs
LASOT	Entry Point	EVEN FLs
	Exit Point	ODD FLs
LENOV	Entry Point	ODD FLs
	Exit Point	EVEN FLs
LITKU	Entry Point ¹	EVEN FLs
MAKAL	Entry Point	ODD FLs
	Exit Point	EVEN FLs
MALBE	Entry Point	EVEN FLs
	Exit Point	ODD FLs
MAREG	Entry Point	ODD FLs
	Exit Point	EVEN FLs
MAVOR	Exit Point	EVEN FLs
MEBAN	Exit Point	ODD FLs

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
ODNEM	Entry Point	ODD FLs
PATAK	Entry Point ¹	EVEN FLs
PEPIK	Entry Point	ODD FLs
PITOK	Entry Point ¹	EVEN FLs
	Exit Point ¹	ODD FLs
PODAN	Entry Point	EVEN FLs
	Exit Point	ODD FLs
REGTO	Entry Point	ODD FLs
REVMA	Entry Point	ODD FLs
ROMIS	Entry Point	ODD FLs
SKARY	Entry Point	EVEN FLs
	Exit Point	ODD FLs
SUPAK	Exit Point	ODD FLs
TOVKA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
VALPI	Entry Point	ODD FLS
XOMBA	Entry Point ¹	EVEN FLs
	Exit Point ¹	ODD FLS

¹ 0500-2300 (0400-2200), between 2300-0500 (2200-0400) Intermediate Point

FREE ROUTE AIRSPACE WITHIN BUCHAREST FIR

Area of Application

FRA is available within Bucharest CTA above FL105 up to FL660 H24. Parts of this FRA are:

- South-East Europe FRA (SEE FRA) within the time period 0500-2300 (0400-2200).

The SEE FRA encompasses the FRAs within Sofia CTA, Bucharest CTA and Budapest CTA.

- South-East Europe Night FRA (SEEN FRA) within the time period 2300-0500 (2200-0400).

The SEEN FRA encompasses the FRAs within Bucharest CTA, Sofia CTA and Bratislava CTA.

Flight Planning

During FRA operations aircraft operators may plan user-preferred routes by means of DCT or via existing ATS route network or a combination of the two.

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

For speed and level changes within Bucharest FIR, in FPL Item 15, during FRA operations operators may use published FRA Intermediate Points (I). There is no restriction on the number of FRA Intermediate points that may be used.

There is no restriction on the maximum DCT distance.

The planning of DCT segments closer than 3NM to the SEEN FRA border is not allowed.

Cross-border Application

The planning of DCT segments across Bucharest CTA borders (cross border DCT) is allowed only within SEEN FRA.

The planning of DCT segments that are partially outside the lateral limits of SEE FRA/SEEN FRA (multiple re-entry segments) is not allowed.

All cross-border DCT segments require at least one published FRA significant point within Bucharest CTA and Budapest CTA.

ATS Route Network

The ATS route network will be permanently available for those flights that are not eligible or do not wish to flight plan direct routes.

Airspace Reservation - Special Areas

Flights may be planned through active TRAs or danger areas.

In case of H24 restricted areas during FRA operations aircraft operators shall plan an avoiding route around the reserved airspace, observing a 5NM buffer from the respective reserved airspace, by using FRA Intermediate Points.

Flight Level Orientation Scheme within Bucharest FIR

Waypoint Designator	FRA Relevance	FRA Usage
ABRUT	Exit Point	FL105-FL175; ODD FLs
ADINA	Entry Point	FL195-FL660; ODD FLs
	Exit Point	FL195-FL660; EVEN FLs
AKUPO	Entry Point	FL105-FL175; ODD FLs
	Exit Point	FL105-FL175; EVEN FLs
ANASA	Exit Point	EVEN FLs
ANAVU	Entry/Exit Point	FL105-FL175
ASKUT	Entry Point	FL285-FL660; EVEN FLs
ATSOS	Entry Point	FL105-FL175; EVEN FLs
	Exit Point	FL105-FL175; ODD FLs
BADKA	Entry Point	ODD FLs

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
	Exit Point	EVEN FLs
BAGRI	Entry Point	ODD FLs
BAMUD	Entry Point	EVEN FLs
BEPES	Entry Point	EVEN FLs
	Exit Point	ODD FLs
BINBI	Entry Point	FL105-FL175; EVEN FLs
BUKEL	Entry Point	FL105-FL175
BUKOV	Entry Point	ODD FLs
	Exit Point	EVEN FLs
BULEN	Exit Point	FL105-FL175; ODD FLs
BUSES	Entry Point	EVEN FLs
	Exit Point	ODD FLs
CETUL	Entry Point	FL105-FL175; EVEN FLs
	Exit Point	FL105-FL175; ODD FLs
DENAK	Entry Point	FL105-FL175; ODD FLs
	Exit Point	FL105-FL175; EVEN FLs
DIRAL	Entry/Exit Point	FL105-FL175
DIRER	Exit Point	EVEN FLs
DITAX	Entry Point	FL105-FL175
DOBOK	Entry Point	FL285-FL660; EVEN FLs
	Exit Point	FL285-FL660; ODD FLs
DOKUD	Entry Point	FL105-FL175; EVEN FLs
	Exit Point	FL105-FL175; ODD FLs
EDETA	Exit Point	FL105-FL175
ELROM	Entry Point	FL105-FL175; EVEN FLs
	Exit Point	FL105-FL175; ODD FLs
EROMO	Exit Point	FL285-FL660; EVEN FLs
IBINU	Exit Point	FL105-FL175; ODD FLs
IDARU	Entry Point	FL105-FL175; EVEN FLs

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FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
	Exit Point	FL105-FL175; ODD FLs
IRLOX	Entry Point	FL105-FL175; ODD FLs
	Exit Point	FL105-FL175; EVEN FLs
IRMAM	Entry Point	ODD FLs
KODRU	Entry Point	EVEN FLs
	Exit Point	ODD FLs
LARMU	Entry/Exit Point	FL105-FL175
LEMPA	Entry Point	FL105-FL175
LOMOS	Entry Point	FL105-FL175; EVEN FLs
MAVIT	Entry Point	FL175-FL660; EVEN FLs
MOBLU	Entry Point	FL105-FL175
MOBRA	Exit Point	FL105-FL175
NAVOD	Entry Point	FL105-FL175; EVEN FLs
NEKUL	Entry/Exit Point	FL105-FL175
NETUL	Entry Point	FL105-FL175
	Exit Point	FL105-FL175; EVEN FLs
NOPTI	Entry Point	FL105-FL175
NUNTA	Entry Point	EVEN FLs
	Exit Point	ODD FLs
NURPO	Exit Point	FL105-FL175
OBUGA	Exit Point	FL105-FL175
OGATA	Entry Point	EVEN FLs
OKLIV	Entry/Exit Point	FL105-FL175
OSDOR	Exit Point	EVEN FLs
OSTAL	Exit Point	FL105-FL175
OSTOV	Exit Point	FL165-FL175
PILAT	Entry/Exit Point	FL105-FL175
POGAV	Entry Point	EVEN FLs
	Exit Point	ODD FLs

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
POLUN	Entry Point	FL105-FL175
RASUB	Exit Point	FL245–FL660, ODD FLs
RIVOS	Entry/Exit Point	FL105-FL175
ROMOL	Entry Point	ODD FLs
	Exit Point	
ROMUX	Entry Point	FL175-FL285; ODD FLs
RUMUK	Entry Point	ODD FLs
	Exit Point	EVEN FLs
SOBSA	Entry/Exit Point	FL105-FL175
SOKRU	Entry Point	FL105-FL175
SOMOV	Entry Point	FL105-FL175; EVEN FLs
SORDU	Exit Point	FL105-FL175
TALAM	Exit Point	FL195-FL660, ODD FLs
TIDGA	Entry/Exit Point	FL105-FL175
TIMUR	Exit Point	FL105-FL175; ODD FLs
TOSVI	Exit Point	FL105-FL175
TUREC	Entry Point	FL285-FL660; ODD FLs
TUREL	Exit Point	FL285-FL660
ULMIN	Entry Point	FL105-FL175
UNIRA	Entry Point	FL105-FL285; EVEN FLs
	Exit Point	FL105-FL285; ODD FLs
UPAMA	Entry Point	FL105-FL175
VASIS	Entry/Exit Point	FL105-FL175
VELIP	Entry Point	ODD FLs
VILIS	Entry Point	FL285-FL660; EVEN FLs

FREE ROUTE AIRSPACE WITHIN SOFIA FIR

Area of Application

FRA is available in Sofia CTA from FL175 to FL660 H24. Parts of this FRA are:

- South-East Europe FRA (SEE FRA) within the time period 0500-2300 (0400-2200).

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

The SEE FRA encompasses the FRAs within Sofia CTA, Bucharest CTA and Budapest CTA.

– 2300-0500 (2200-0400), as part of the SEEN FRA (South-East Europe Night FRA).

The SEEN FRA encompasses the FRAs within Sofia CTA, Bucharest CTA, Budapest CTA and Bratislava CTA.

Overflying Traffic

Within SEE FRA and SEEN FRA, traffic overflying Sofia FIR may be planned DCT between FRA Horizontal Entry, FRA Horizontal Exit, FRA Intermediate points, FRA Departure Connecting points and FRA Arrival Connecting points. There is no restriction on the number of intermediate points used.

Overflying traffic with a cruising level above FL175 and proceeding inbound or outbound airports located in close vicinity of Sofia FIR may be planned irrespective of the fact that a portion of their trajectory is below FL175. Airports in close vicinity of Sofia FIR are considered to be:

Alexandroupolis (Dimokritos), Bucharest (Baneasa- Aurel Vlaicu), Bucharest (Henri Coanda), Constanta (Mihail Kogalniceanu-Constanta), Kavala (Megas Alexandros), Skopje (Intl), Thessaloniki (Makedonia), Tulcea (Delta Dunarii).

Flight Planning

Within FRA there is no restriction on the maximum DCT distance.

Planning of DCT segments closer than 3NM to SEEN FRA border is not allowed.

Cross-border Applications

Planning DCT across CTA Sofia borders (cross-border DCTs) is allowed only within SEE FRA/ SEEN FRA. ALL cross-border DCTs require at least one published FRA significant point within Bucharest CTA and Budapest CTA.

Planning DCT segments that are partially outside the lateral limits of Sofia CTA (multiple re-entries segments) is not allowed.

ATS Route Network

The route network within Sofia FIR remains available for flight planning H24 for all flights.

Airspace Reservation - Special Areas

Flights must be planned around active TRAs, restricted, prohibited and danger areas within Sofia FIR using valid FRA Intermediate points.

Flight Level Orientation Scheme within Sofia FIR

Waypoint Designator	FRA Relevance	FRA Usage
ADORU	Exit Point	ODD FLs
ADVER	Exit Point	ODD FLs, FL175-FL245

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FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
ARTAT	Exit Point	ODD FLs
ATFIR	Entry Point	EVEN FLs
BAVGA	Entry Point	EVEN FLs, FL175-FL245
BOBVO	Entry Point	EVEN FLs, FL175-FL245
DEDIN	Entry Point	ODD FLs, FL175-FL245
	Exit Point	EVEN FLs, FL175-FL245
DILVO	Entry Point	ODD FLs, FL175-FL245
DOLAP	Exit Point	EVEN FLs, FL245-FL660
EDIKA	Exit Point	EVEN FLs, FL175-FL245
ETIDA	Entry Point	ODD FLs
EVIVI	Entry Point	EVEN FLs
GAPVO	Entry Point	ODD FLs, FL175-FL245
	Exit Point	EVEN FLs, FL175-FL245
GOL	Entry Point	EVEN FLs, FL175-FL245
	Exit Point	ODD FLs, FL175-FL245
IBLAL	Entry Point	EVEN FLs
INKOM	Entry Point	EVEN FLs
	Exit Point	ODD FLs
LETNI	Exit Point	EVEN FLs
LETVA	Entry Point	ODD FLs, FL175-FL245
MAKOL	Entry Point	EVEN FLs
MOREK	Exit Point	ODD FLs, FL175-FL245
NAPET	Entry Point	ODD FLs, FL175-FL245
NEGEM	Entry Point	EVEN FLs
NIKTI	Exit Point	ODD FLs
NISVA	Entry Point	ODD FLs, FL245-FL660
ODERO	Entry Point	EVEN FLs
OKANA	Exit Point	EVEN FLs
OMENO	Entry Point	ODD FLs, FL175-FL245

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FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
RESLA	Entry Point	EVEN FLs, FL175-FL245
RILEX	Exit Point	ODD FLs
RIXEN	Exit Point	ODD FLs
RODIP	Exit Point	ODD FLs
ROVAM	Exit Point	ODD FLs, FL175-FL245
RUMEN	Entry Point	ODD FLs, FL175-FL245
	Exit Point	EVEN FLs, FL175-FL245
TUDBU	Entry Point	EVEN FLs
UDROS	Exit Point	ODD FLs
UMPIT	Entry Point	ODD FLs, FL175-FL245
	Exit Point	EVEN FLs, FL175-FL245
USALI	Entry Point	ODD FLs, FL175-FL245
	Exit Point	EVEN FLs, FL175-FL245
UTEKA	Exit Point	EVEN FLs
VADEN	Entry Point	EVEN FLs
VANET	Exit Point	EVEN FLs, FL175-FL245
VELBA	Entry Point	ODD FLs

FREE ROUTE AIRSPACE BELARUS (BELFRA)

Area of Application

BELFRA procedures are available from FL305 to FL660 within Minsk FIR. Operating hours are 2300-0500 UTC, but this may be changed by NOTAM to meet specific operational requirements.

Overflying Traffic

Overflying traffic within BELFRA with a cruising level above FL305 may plan their flights between BELFRA entry and BELFRA exit points or via one or more valid BELFRA intermediate points.

Overflying traffic with a cruising level below FL305, but requesting a change in cruising level above FL305:

- a. shall plan the portion of their flight below FL305 along the published ATS route network;
- b. may indicate a change in cruising level in relation to a valid BELFRA intermediate point and continuing flying in accordance with BELFRA operations or using the fixed ATS route network.

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Overflying traffic with a cruising level above FL305, but requesting a change in cruising level below FL305:

- a. may plan the portion of their flight above FL305 according to BELFRA procedure or using fixed ATS route network;
- b. shall plan the remaining portion of their flight below FL305 using the published ATS route network. Transition from BELFRA to the fixed ATS route network must be done via using BELFRA intermediate points.

Flight Planning

Within BELFRA there are no limits on the maximum DCT distance and number of BELFRA significant points inserted in the FPL.

The planning of DCT segments closer than 5NM to the FIR boundary is not allowed. Reentering flight plans will not be accepted.

Cross-Border Applications

Cross-border DCTs with neighboring FIR/UIR outside of entry/exit points are not allowed.

ATS Route Network

Published ATS route network remains available during BELFRA operating hours for flight planning for those flights which are not eligible or do not want to flight plan direct routes or for emergency cases.

During operational hours of BELFRA foreign State Aircraft should only use the published ATS route network, except for VIP flights.

Flight Level Orientation Scheme within Minsk FIR

Waypoint Designator	FRA Relevance	FRA Usage
ABERO	Entry Point	ODD FLs
	Exit Point	EVEN FLs
ABROK	Entry Point	EVEN FLs
	Exit Point	ODD FLs
AMIRI	Entry Point	ODD FLs
	Exit Point	EVEN FLs
ASKIL	Entry Point	EVEN FLs
	Exit Point	ODD FLs
BADUS	Entry Point	ODD FLs
	Exit Point	EVEN FLs
BATKU	Entry Point	ODD FLs

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FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
	Exit Point	EVEN FLs
BEGDA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
BIGLU	Entry Point	ODD FLs
BORAT	Exit Point	ODD FLs
BUGOR	Entry Point	EVEN FLs
	Exit Point	ODD FLs
BURAK	Entry Point	EVEN FLs
	Exit Point	ODD FLs
DIBON	Entry Point	EVEN FLs
	Exit Point	ODD FLs
DUBIN	Entry Point	ODD FLs
	Exit Point	EVEN FLs
DUKAT	Entry Point	ODD FLs
	Exit Point	EVEN FLs
ENOBİ	Entry Point	ODD FLs
	Exit Point	EVEN FLs
GORAT	Entry Point	ODD FLs
	Exit Point	EVEN FLs
KIBER	Entry Point	EVEN FLs
LAFAT	Entry Point	ODD FLs
	Exit Point	EVEN FLs
LASDA	Entry Point	EVEN FLs
LETKI	Exit Point	EVEN FLs
LOVIK	Entry Point	EVEN FLs
	Exit Point	ODD FLs
LUMIT	Entry Point	EVEN FLs
MABIR	Entry Point	EVEN FLs
	Exit Point	ODD FLs

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FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
MOGRA	Exit Point	EVEN FLs
MOSON	Exit Point	ODD FLs
NIGBA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
OGUTA	Exit Point	ODD FLs
OKNOD	Entry Point	ODD FLs
	Exit Point	EVEN FLs
OLAGO	Entry Point	EVEN FLs
	Exit Point	ODD FLs
PODIL	Entry Point	ODD FLs
	Exit Point	EVEN FLs
RATIN	Entry Point	EVEN FLs
	Exit Point	ODD FLs
RUDKA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
SALAR	Entry Point	EVEN FLs
SOGBI	Entry Point	ODD FLs
	Exit Point	EVEN FLs
SOMAT	Entry Point	EVEN FLs
	Exit Point	ODD FLs
SORIK	Entry Point	EVEN FLs
	Exit Point	ODD FLs
SOTET	Entry Point	ODD FLs
	Exit Point	EVEN FLs
SUPEK	Entry Point	EVEN FLs
TADUN	Entry Point	EVEN FLs
	Exit Point	ODD FLs
TOBLO	Entry Point	EVEN FLs
	Exit Point	ODD FLs

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FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
TOSPO	Exit Point	EVEN FLs
TUMKI	Entry Point	ODD FLs
	Exit Point	EVEN FLs
TURAT	Exit Point	ODD FLs
ZENIT	Entry Point	ODD FLs
	Exit Point	EVEN FLs

FREE ROUTE AIRSPACE MOLDOVA

Area of Application

Free route procedures are available in Chisinau FIR from FL95 to FL660. Free Route Airspace Operations are available H24.

Eligible Flights

Eligible flights may plan inserting DCT between IFR significant points and enroute radio navigation aids without reference to the published ATS route network. The ATS fixed route network remains available during FRA operating hours for flight planning for those flights which are not eligible or do not want to flight plan direct routes or for emergency cases.

Flight Planning

In FPL Item 15 - flight levels - within Chisinau FIR FRA, aircraft operators shall comply with the semicircular system for flight levels. As an exception to this, if there is a specific level parity allocation for a FRA Entry/Exit Point as shown in table below, aircraft operators shall plan accordingly. Flight level parities at FRA Entry/Exit Points (FIR BDRY Points) shall be in accordance with adjacent airspace ATS route network direction of cruising levels.

Cross-Border Application

Insertion in the flight plan of DCT across the Chisinau FIR boundaries (cross-border DCT) is not allowed.

Access to/from Terminal Airspace

The access from/to CTR areas, below FL95 will be effected using the published ATS route network, SIDs and STARs.

Flight Level Orientation Scheme within Chisinau FIR

Waypoint Designator	FRA Relevance	FRA Usage
ANEDO	Entry/Exit Point	
ASKUT	Exit Point	above FL285

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Waypoint Designator	FRA Relevance	FRA Usage
ASMIN	Entry/Exit Point	
ATREK	Exit Point	
BABIB	Entry Point	above FL285
BUSES	Entry/Exit Point	
DOBOK	Entry/Exit Point	above FL285
GIDRO	Exit Point	ODD
INROG	Entry/Exit Point	
KODRU	Entry/Exit Point	
LAVDA	Entry Point	ODD/EVEN except FL320 and FL380
	Exit Point	only FL320 and FL380 available
MANRO	Exit Point	
NUNTA	Entry/Exit Point	
POGAV	Entry/Exit Point	
RETRO	Entry/Exit Point	
RIXOS	Exit Point	
RUVER	Entry Point	EVEN
SURAP	Entry/Exit Point	
SUVUR	Entry Point	
TAVRU	Entry/Exit Point	
TURSA	Entry/Exit Point	
TUVAP	Entry/Exit Point	
UNDOL	Entry/Exit Point	
UNIRA	Entry/Exit Point	
VILIS	Exit Point	

FREE ROUTE AIRSPACE UKRAINE (FRAU)

Area of Application

Free Route Airspace of Ukraine (FRAU) is available in Kyiv UIR from FL275 to FL660.

FRAU is divided into 3 separate FRA areas which cover airspaces of corresponding upper control areas (UTA):

- a. FRA KIDRO covers UTA Kyiv, UTA Dnipro-North and UTA Dnipro-South (DVS sector only)

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- b. FRA Lviv covers UTA Lviv;
- c. FRA Odesa covers UTA Odesa-North.

FRAU operation hours are:

- FRA Lviv and FRA KIDRO: H24;
- FRA Odesa: 2000- 0500 (2100-0400) UTC, but this may be changed by NOTAM to meet specific operational requirements.

Flight Procedure

Within 3 individual FRA areas, airport operators may plan user-preferred trajectories by means of DCT between FRA significant points or via the existing ATS route network or a combination of both.

Overflying Traffic

Overflying traffic shall be planned directly between FRA entry, FRA exit and FRA intermediate points.

The ATS route network remains available during FRAU operating hours for flight planning.

Overflying traffic with a planned vertical transition to/from FRA area due to change of cruising level:

- a. shall plan the portion of their flight below FL275 along the published ATS route network;
- b. may plan the portion of their flight above FL275 according to FRA procedures (planning directly between FRA entry, FRA exit and FRA intermediate points) or using fixed route network.

Vertical transition between FRA area and fixed ATS Route Network shall be planned via any FRA Significant Point.

Flight Planning

Planning DCT segments closer than 5NM to FRA border is not allowed except those, published in RAD.

There is no restriction on the maximum DCT distance.

Cross-border Applications

Cross-border DCTs between FRAU and neighboring FIR/UIR outside of entry/exit points are not allowed.

Cross-border DCTs between individual FRA areas outside of entry/exit points are not allowed.

ATS Route Network

Published ATS route network remains available during FRAU operating hours for flight planning for those flights which are not eligible or do not want to flight plan direct routes or for emergency cases.

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FRAU Time Restriction Compliance

Aircraft operators shall consider the FRAU operating hours for flight planning on FRA procedures. In the case aircraft operator is flight planning in FRAU operating hours partially, the flight path on fixed ATS route network for out of FRAU operating hours shall be indicated. Each flight plan that doesn't comply with this rule will be rejected by IFPS.

In some cases, due to the aircraft delay on departure or enroute for various reasons, time of entry/exit to/from FRAU won't match with planned time. For these cases, a transitional period of 30 minutes are set during off-time FRAU availability, where flights on FRA procedures can be operated, but it cannot be scheduled.

Flight Level Orientation Scheme within Kyiv UIR

Waypoint Designator	FRA Relevance	FRA Usage
ABROK	Entry Point	ODD FLs
	Exit Point	EVEN FLs
AMIRI	Entry Point	EVEN FLs
	Exit Point	ODD FLs
ANEDO	Entry Point	ODD FLs
	Exit Point	EVEN FLs
ARNAD	Entry Point	EVEN FLs
	Exit Point	ODD FLs
ASMIN	Entry Point	ODD FLs
	Exit Point	EVEN FLs
ATREK	Entry Point	ODD FLs
BABIB	Exit Point	EVEN FLs
BABLA	Entry Point	EVEN FLs (FRA Kidro)
	Exit Point	EVEN FLs (FRA Odesa)
BADKA	Entry Point	EVEN FLs
	Exit Point	ODD FLs
BAGRI	Exit Point	ODD FLs
BAMUD	Exit Point	EVEN FLs
BAREN	Entry Point	EVEN/ODD FLs
	Exit Point	EVEN/ODD FLs

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Waypoint Designator	FRA Relevance	FRA Usage
BEPES	Entry Point	ODD FLs
	Exit Point	EVEN FLs
BERTU	Entry Point	EVEN FLs
	Exit Point	ODD FLs
BIRMA	Entry Point	EVEN FLs
	Exit Point	ODD FLs
BOGMA	Entry Point	EVEN/ODD FLs
	Exit Point	EVEN/ODD FLs
BORAT	Entry Point	ODD FLs
BUKOV	Entry Point	EVEN FLs
	Exit Point	ODD FLs
BURAK	Entry Point	ODD FLs
	Exit Point	EVEN FLs
DIBED	Entry Point	ODD FLs
	Exit Point	EVEN FLs
DIBON	Entry Point	ODD FLs
	Exit Point	EVEN FLs
DIDUR	Entry Point	EVEN FLs (FRA Lviv) ODD FLs (FRA Kidro)
	Exit Point	EVEN FLs (FRA Kidro) ODD FLs (FRA Lviv)
DIGAM	Entry Point	EVEN FLs
	Exit Point	ODD FLs
DIMOS	Exit Point	EVEN FLs
DORER	Entry Point	EVEN FLs (FRA Lviv) ODD FLs (FRA Kidro)
	Exit Point	EVEN FLs (FRA Kidro) ODD FLs (FRA Lviv)
EROMO	Entry Point	EVEN FLs

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Waypoint Designator	FRA Relevance	FRA Usage
FASAD	Entry Point	EVEN FLs
	Exit Point	ODD FLs
FORMA	Entry Point	EVEN/ODD FLs
GAMAN	Entry Point	EVEN FLs
	Exit Point	ODD FLs
GEMTO	Entry Point	ODD FLs
GIDRO	Entry Point	ODD FLs
GOBLI	Entry/Exit Point	ODD FLs
GOBUN	Exit Point	ODD FLs
GOTIX	Exit Point	EVEN FLs
GUKOL	Exit Point	ODD FLs
INROG	Entry Point	EVEN FLs
	Exit Point	ODD FLs
IRMAM	Exit Point	ODD FLs
IVNER	Entry Point	ODD FLs
KESAM	Entry Point	EVEN FLs (FRA Odesa) ODD FLs (FRA Kidro)
	Exit Point	EVEN FLs (FRA Kidro) ODD FLs (FRA Odesa)
KIBER	Exit Point	EVEN FLs
KOREG	Entry Point	EVEN FLs (FRA Odesa) ODD FLs (FRA Kidro)
	Exit Point	EVEN FLs (FRA Kidro) ODD FLs (FRA Odesa)
KOROP	Entry Point	EVEN FLs (FRA Lviv) ODD FLs (FRA Kidro)
	Exit Point	EVEN FLs (FRA Kidro) ODD FLs (FRA Lviv)
KUBOK	Entry Point	EVEN FLs

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Waypoint Designator	FRA Relevance	FRA Usage
LADOB	Exit Point	EVEN FLs
LAMEX	Entry Point	EVEN FLs (FRA Kidro) ODD FLs (FRA Odesa)
	Exit Point	EVEN FLs (FRA Odesa) ODD FLs (FRA Kidro)
LASDA	Exit Point	EVEN FLs
LAVDA	Entry Point	EVEN FLs
	Exit Point	EVEN/ODD FLs
LONLA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
LOVIK	Entry Point	ODD FLs
	Exit Point	EVEN FLs
LUGOL	Entry Point	ODD FLs
	Exit Point	EVEN FLs
MALBE	Entry Point	ODD FLs
	Exit Point	EVEN FLs
MANRO	Entry Point	ODD FLs
MASOL	Entry Point	EVEN/ODD FLs
	Exit Point	EVEN/ODD FLs
NALEG	Exit Point	ODD FLs
NALEM	Entry Point	EVEN FLs
NEROB	Exit Point	EVEN FLs
NITOK	Entry Point	EVEN FLs (FRA Odesa) ODD FLs FRA Kidro)
	Exit Point	EVEN FLs (FRA Kidro) ODD FLs (FRA Odesa)
NOLDU	Entry Point	EVEN FLs (FRA Kidro) ODD FLs (FRA Odesa)

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
	Exit Point	EVEN FLs (FRA Odesa) ODD FLs (FRA Kidro)
OKROT	Entry Point	EVEN FLs (FRA Lviv) ODD FLs (FRA Kidro)
	Exit Point	EVEN FLs (FRA Kidro) ODD FLs (FRA Lviv)
OLGIN	Entry Point	EVEN FLs
	Exit Point	ODD FLs
OSDOR	Entry Point	EVEN FLs
OTPOL	Entry Point	EVEN FLs
OTRAD	Entry Point	EVEN FLs
	Exit Point	ODD FLs
PALER	Entry Point	EVEN FLs
	Exit Point	ODD FLs
PEVOT	Entry/Exit Point	EVEN FLs
PIMEN	Entry Point	EVEN FLs
PISEM	Entry Point	ODD FLs
POBUV	Entry/Exit Point	EVEN FLs
POGOD	Entry Point	EVEN FLs
	Exit Point	ODD FLs
RASIL	Entry Point	EVEN FLs
	Exit Point	ODD FLs
RETRO	Entry Point	ODD FLs
	Exit Point	EVEN FLs
RITED	Entry Point	EVEN FLs (FRA Odesa) ODD FLs (FRA Kidro)
	Exit Point	EVEN FLs (FRA Kidro) ODD FLs (FRA Odesa)
RIXOS	Entry Point	ODD FLs

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
ROLKA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
ROMOL	Entry Point	EVEN/ODD FLs
	Exit Point	ODD FLs
RONIT	Exit Point	ODD FLs
RUMUK	Entry Point	EVEN FLs
	Exit Point	ODD FLs
RUVER	Exit Point	EVEN FLs
SITBA	Entry Point	EVEN FLs (FRA Lviv) ODD FLs (FRA Kidro)
	Exit Point	EVEN FLs (FRA Kidro) ODD FLs (FRA Lviv)
SOGTA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
SOMAT	Entry Point	ODD FLs
	Exit Point	EVEN FLs
SORIK	Entry Point	ODD FLs
	Exit Point	EVEN FLs
SORON	Entry/Exit Point	ODD FLs
SURAP	Entry Point	ODD FLs
	Exit Point	EVEN FLs
SUVUR	Exit Point	EVEN FLs
TADUN	Entry Point	ODD FLs
	Exit Point	EVEN FLs
TAKET	Entry Point	EVEN FLs (FRA Lviv) ODD FLs (FRA Kidro)
	Exit Point	EVEN FLs (FRA Kidro) ODD FLs (FRA Lviv)
TAMAK	Exit Point	ODD FLs

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
TAVRU	Entry Point	ODD FLs
	Exit Point	EVEN FLs
TEPNA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
TIRAS	Exit Point	ODD FLs
TITAG	Entry Point	EVEN FLs
	Exit Point	ODD FLs
TOLPA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
TUREC	Exit Point	ODD FLs
TURSA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
TUVAP	Entry Point	ODD FLs
	Exit Point	EVEN FLs
UNDOL	Entry Point	EVEN FLs
	Exit Point	ODD FLs
USTIL	Entry Point	ODD FLs
	Exit Point	EVEN FLs
VAPEL	Entry Point	EVEN FLs (FRA Kidro) ODD FLs (FRA Odesa)
	Exit Point	EVEN FLs (FRA Odesa) ODD FLs (FRA Kidro)

SOUTH CAUCASUS CROSS BORDER FREE ROUTE AIRSPACE OPERATIONS (FRASC)

Area of Application

South Caucasus Cross Border Free Route Airspace Operations (FRASC) are available H24 from FL195 to FL660 in the airspace encompassed by the lateral limits of Tbilisi FIR and Yerevan FIR.

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Eligible Flights

Flights arriving to or departing from local airports (UG**) are not free route eligible flights and will follow the standard ATS route network only.

Overflying Traffic

Overflights shall plan DCT between FRA entry, FRA exit and FRA intermediate points. There is no restriction on the number of FRA intermediate points used.

Overflights proceeding inbound or outbound airports located in close vicinity of Tbilisi FIR or Yerevan FIR shall plan as mentioned above or as Cross-Border Application even if a portion of their flight is below the lower limit of FRASC. Airports in close vicinity are: Ganja/Azerbaijan, Nakhchivan/Azerbaijan, Sochi/Russia, Igdir (Sehit Bulent Aydin)/Turkey, Kars (Kars Harakani)/Turkey and Trabzon/Turkey.

Flight Planning

There is no restriction on the maximum DCT distance.

ATS Route Network

The ATS route network within Yerevan FIR and Tbilisi FIR will remain available.

Cross-border Application

Planning DCT:

- across Tbilisi FIR and Yerevan FIR borders (cross-border DCT) is not allowed. Entry and exit to/from FRASC shall be planned over the published FRA entry/exit points only.
- segments that are partially outside the lateral limits of FRASC (multiple reentries segments) is not allowed.
- segments closer than 2.5NM of the FRASC boundary is not allowed.

Airspace Reservation - Special Areas

Flights within FRASC shall be planned outside active prohibited areas.

Flight Level Orientation Scheme within Tbilisi FIR

Waypoint Designator	FRA Relevance	FRA Usage
ADEKI	Entry Point	EVEN FLs
	Exit Point	ODD FLs
BANUT	Entry Point	ODD FLs
	Exit Point	EVEN FLs
BARAD	Exit Point	ODD FLs
DISKA	Entry Point	EVEN FLs

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
	Exit Point	ODD FLs
GUSLI	Entry Point	ODD FLs
IDLER	Entry Point	ODD FLs
	Exit Point	EVEN FLs
KUFAN	Entry Point	EVEN FLs
	Exit Point	ODD FLs
LAPTO	Exit Point	EVEN FLs
LURIS	Entry Point	EVEN FLs
	Exit Point	ODD FLs
NOLGA	Entry Point	ODD FLs
	Exit Point	EVEN FLs
ROLIN	Entry Point	ODD FLs
SARPI	Entry Point	ODD FLs
	Exit Point	EVEN FLs

Flight Level Orientation Scheme within Yerevan FIR

Waypoint Designator	FRA Relevance	FRA Usage
ELSIV	Entry Point	EVEN FLs
	Exit Point	ODD FLS
INDUR	Entry Point	ODD FLS
	Exit Point	EVEN FLs
IRLAN	Entry Point	ODD FLs
	Exit Point	EVEN FLs
MAGRI	Entry Point	EVEN FLs
	Exit Point	ODD FLS
MATAL	Entry Point	EVEN FLs
	Exit Point	ODD FLS
NEGAN	Entry Point	EVEN FLs
	Exit Point	ODD FLS
PEMAN	Entry Point	EVEN FLs

**EASTERN EUROPE
FREE ROUTE AIRSPACE (FRA)**

Waypoint Designator	FRA Relevance	FRA Usage
	Exit Point	ODD FLS
REBLO	Entry Point	ODD FLs
	Exit Point	EVEN FLs
VETEN	Entry Point	EVEN FLs
	Exit Point	ODD FLs



Air Traffic Control

State Rules and Procedures -
Eastern Europe

**ARMENIA
RULES AND PROCEDURES**
GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed	Knots or Mach number
Wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hg, Hectopascals, Millibars
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES
HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holdings Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

**ARMENIA
RULES AND PROCEDURES****AIRPORT OPERATING MINIMUMS**

Armenia does not publish State airport operating minimums.

Armenia publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

ARRIVING FLIGHTS

IFR landing flights within TMA will be cleared to proceed via STAR route and/or radar vector. Approach clearance will be given when entering STAR. If the holding point is used, APP will instruct the pilot about specified time and level. If clearance limit is reached before further instructions have been received, holding procedure shall be carried at the level authorized.

Due to limited airspace available in TMA, it is of importance that the circling and the holding procedures are carried out exactly as possible. Pilots are strongly requested to inform ATC if for any reason the approach and/or holding cannot be performed as required.

DEPARTING FLIGHTS

IFR flights departing from controlled aerodrome will receive initial ATS clearance from the local tower. The clearance limit will normally be the destination aerodrome.

The pilot-in-command shall make take-off within 1 minute when obtaining take-off clearance after reaching line up position. If take-off has not been made within the said period, it is necessary to request a new clearance.

IFR flights departing from non-controlled airports shall not take-off without prior arrangements with the ACC concerned.

Detailed instructions with regard to climbing, turns and joining routes etc. will be issued prior departure.

ATS AIRSPACE CLASSIFICATION

Armenia has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications-Annex 11".

Airspace classes "C" and "G" are used in Yerevan FIR.

SPECIAL REQUIREMENTS AND REGULATIONS**8.33kHz CHANNEL SPACING**

All flights within the airspace of Armenia are exempted from the mandatory carriage of 8.33kHz channel spacing radio equipment requirement.

ALTIMETRY

QFE is available on request only.

ARMENIA
RULES AND PROCEDURES**FLIGHT PLANNING****Content of Flight Plan**

In item 18 of flight plan indicate the estimate elapsed time (EET) for Yerevan FIR and name of the flight operator.

IFPS/NMOC Operations

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the 2 IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

Flight Plan Message Addressing

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

REQUIRED NAVIGATION PERFORMANCE (RNP)

Within Armenian Airspace, RNAV5 based on all sensors is implemented for IFR traffic in controlled airspace except TMAs.

Within Yerevan and Gyumri TMAs, RNAV1 SIDs and STARs based on GNSS sensors is implemented for IFR traffic in controlled airspace.

Aircraft not equipped appropriate RNAV require special handling by ATC, Item 18 of the flight plan shall contain NONRNAV.

The phrase "NEGATIVE-RNAV" shall be included by the pilot immediately following the aircraft call sign whenever initial contact on an ATC frequency established.

RNAV Requirements

All aircraft carrying out RNAV procedures in the controlled airspace of Yerevan and Gyumri TMAs shall have and use RNAV equipment based on GNSS sensors meeting RNAV1 navigation specification requirements in accordance with EASA AMC 20-16.

All aircraft carrying out RNAV approaches shall have and use RNP equipment based on GNSS sensors meeting RNP1 and RNP0,3 navigation specification requirements in accordance with EASA AMC 20-27.

All aircraft carrying out APV Baro VNAV approaches shall have and use airborne VNAV equipment in accordance with EASA AMC 20-27.

Operators of aircraft not equipped with RNAV requirements established by the General Department of Civil Aviation at the Government of the of the Republic of Armenia carrying out special aviation work (agricultural, construction, rescue and training) or performing 1-shot flight in Yerevan FIR and TMA may operate only on special authorization of the General Department of Civil Aviation.

**ARMENIA
RULES AND PROCEDURES****SECONDARY SURVEILLANCE RADAR (SSR)**

All aircraft operating in the airspace of the Republic of Armenia shall be equipped with serviceable SSR transponder except the military fighters based in the territory of the Republic of Armenia and the aircraft operating below FL115.

Aircraft with SSR transponder temporary out of service during the flight time may continue the flight to the destination aerodrome located in the Republic of Armenia or maintain the flight planned route, provided there is acquired mutual agreement with ATC units.

Aircraft equipped only with eastern type of SSR transponder will not be served within Yerevan TMA without special permission from Yerevan ATC center. This does not apply to ambulance or search and rescue flights. Request for operating single flights must be submitted not later than 2 hours before the ETD to the following address:

Yerevan ATC Center

Tel: +374 10 593004

AFS: UDDDRZX

NOTE: Continuous monitoring of responses on Mode A Code 77 is provided.

Operators of aircraft not equipped with SSR transponder and carrying out special aviation work (agricultural, construction, rescue and training) or performing 1-shot flight may operate only on special authorization of the General Department of Civil Aviation.

HORIZONTAL SEPARATION

The minimum horizontal separation intervals based on ATS surveillance systems are:

- CTA, UTA and ATS routes: 5NM between identified aircraft in the same and opposite tracks at the same level.
- TMA: 5NM between identified controlled aircraft.
- 3NM between succeeding aircraft which are established on the same final approach track to the runway end.

FREE ROUTE AIRSPACE (FRA)

For details refer to Jeppesen ATC-Chapter "Free Route Airspace (FRA) - Europe".

ACAS/TCAS II REQUIREMENTS

All commercial aircraft operating in the airspace of the Republic of Armenia with maximum certificated take-off mass exceeding 5700kg or authorized to carry more than 19 passengers and non-commercial aircraft with maximum certificated take-off mass exceeding 15000kg or authorized to carry more than 30 passengers shall be equipped with ACAS/TCAS II version 7.1, except the military fighters based in the territory of the Republic of Armenia and the aircraft operating below FL115.

Aircraft with ACAS/TCAS II version 7.1 temporary out of service in accordance with the Minimum Equipment List (MEL) may continue flights during 10 days.

**ARMENIA
RULES AND PROCEDURES**

Operators of aircraft not equipped with ACAS/TCAS II version 7.1 and carrying out special aviation work (agricultural, construction, rescue and training) or performing 1-shot flight may operate only on special authorization of the General Department of Civil Aviation.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

No differences published.

**AZERBAIJAN
RULES AND PROCEDURES**
GENERAL

In general, the air traffic rules and procedures in force, and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practises and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility, including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals or Millibars
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES
HOLDING

Holding procedures comply with Jeppesen ATC-Chapter “Flight Procedures (DOC 8168) - Holding Procedures”, Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

AIRPORT OPERATING MINIMUMS

Azerbaijan does not publish State airport operating minimums.

Azerbaijan publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

**AZERBAIJAN
RULES AND PROCEDURES****ARRIVING FLIGHTS**

IFR flights entering, and landing within a TMA will be cleared to a specified holding point and instructed to contact Approach Control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from Approach Control. If the clearance limit is reached before further instructions have been received, holding procedure shall be carried out at the last authorized level received.

Due to the limited airspace available, it is of importance that the approaches to the patterns and the holding procedures are carried out exactly as possible. Pilots are strongly requested to inform ATC if for any reason the approach and/or holding cannot be performed as required.

DEPARTING FLIGHTS

IFR flights departing from controlled aerodrome will receive initial ATS clearance from the local tower. The clearance limit will normally be the aerodrome of destination.

IFR flights departing from non-controlled airports shall not take-off without prior arrangements with the ACC concerned.

Detailed instructions with regard to climbing, turns and joining routes etc. will be issued after take-off.

ATS AIRSPACE CLASSIFICATION

Azerbaijan has adopted the ICAO ATS airspace classification as listed on Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "C" and "G" are used within Baku FIR/UIR.

SPECIAL REQUIREMENTS AND REGULATIONS**ALTIMETRY**

QFE will be given on request.

FLIGHT PLANNING**IFPS/NMOC Operations**

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS.

The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Breigny (Paris).

Flight Plan Message Addressing

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

**AZERBAIJAN
RULES AND PROCEDURES**

Place of Submission

Flight plans shall be submitted directly to IFPS or to the Air Traffic Services Reporting Office (ARO) or Briefing Office at the departure aerodrome.

In absence of such office at the departure aerodrome, a flight plan shall be submitted by telephone to the Baku Briefing Office:

Air Traffic Services Reporting Office (ARO)

Air Traffic Department

Address: Heydar Aliyev International Airport
Baku
Azerbaijan
1044

Tel: +994 12 4971678

+994 12 4972734

Fax: +994 12 4971678

E-Mail: briefing@azans.az

SITA: BAKADJ2

AFS: UBBBZPZX

REQUIRED NAVIGATION PERFORMANCE

Following route is designated RNAV1:

– N374, NAX to TUXAZ.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

Annex 2

4.1 Minimum Conditions for VFR Flights

Terrain	True Airspeed	VFR Minimum Flight Conditions		
		Cloud Base above the highest Terrain Point	Visibility	Vertical Distance from an Aircraft to Cloud Base
The terminal area out of the scheme of approach and departure				
Plain and hilly	300kmh (160kt) and less	150m (500ft)	2000m	50m (165ft)
	301kmh (161kt) - 550kmh (295kt)	300m (1000ft)	5000m	100m (330ft)

**AZERBAIJAN
RULES AND PROCEDURES**

4.1 Minimum Conditions for VFR Flights (continued)

Terrain	True Airspeed	VFR Minimum Flight Conditions		
		Cloud Base above the high- est Terrain Point	Visibility	Vertical Distance from an Aircraft to Cloud Base
Mountainous	550kmh (295kt) and less	300m (1000ft)	5000m	100m (330ft)
In the approach area, on the airways and on the domestic routes				
Plain and hilly	300kmh (160kt) and less	150m (500ft)	2000m	50m (165ft)
	301kmh (161kt) - 450kmh (210kt)	300m (1000ft)	5000m	100m (330ft)
Mountainous (alti- tude up to 2000m [6600ft])	550kmh (295kt) and less	400m (1300ft)	5000m	100m (330ft)
Mountainous	550kmh (295kt) and less	700m (2300ft)	8000m	100m (330ft)

5.1.2 Minimum Obstacle Clearance for IFR

The Speed of Flight	Minimum Obstacle Clearance in Flight
in not mountain area over water space:	
300kmh (160kt) and at least	300m (1000ft)
550kmh (295kt)	300m (1000ft)
in a mountain area (mountains 6600ft (2000m) and less):	
550kmh (295kt) and at least	600m (2000ft)
more than 550kmh (295kt)	600m (2000ft)
in a mountain area (mountains more than 6600ft [2000m]):	
550kmh (295kt) and at least	600m (2000ft)
more than 550kmh (295kt)	900m (3000ft)

**BELARUS
RULES AND PROCEDURES**
GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles
Relatively short distances such as those relating to aerodromes	Kilometers, Meters, Nautical Miles
Altitude, elevations and heights	Feet, Meters
Horizontal speed including wind speed	Kilometers per Hour, Meters per Second, Knots
Vertical speed	Meters per Second, Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals, Millimeters Hg
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES
HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument Approach Procedures are based on the PANS-OPS, Document 8168.

OUTER MARKER (OM) AND MIDDLE MARKER (MM)
Modulation

Outer Marker (OM), the signal is two dashes per second.

**BELARUS
RULES AND PROCEDURES**

Inner (Middle) Marker (MM), the signal is one dot and one dash, one dot and one dash per second.

Secondary Locator Outer Marker (LOM) and Locator Middle Marker (LMM) Frequencies

Should interference occur on primary LOM and LMM frequencies one of the variants of secondary frequencies shall be applied:

- Variant I: LOM - 725kHz, LMM - 329kHz;
- Variant II: LOM - 329kHz, LMM - 725kHz.

AIRPORT OPERATING MINIMUMS

Belarus does not publish complete airport operating minimums. Belarus publishes OCA(H) and visibilities for landing and take-off. MDH, ceiling and visibilities are published for circlings for Homiel, Hrodna, Mahiliou and Minsk (Minsk-2).

Jeppesen charted minimums are not below State minimums.

LOW VISIBILITY PROCEDURES (LVP)

The announcement of suitability of airfield for flights on the CAT II/III means that it is properly equipped and that the procedures corresponding for such flights are established and are applied in the corresponding conditions. Low visibility procedures at the aerodrome are entered by the ATS unit when visibility is less than 800m (visibility on the RWY is less than 550m).

ATS AIRSPACE CLASSIFICATION

Belarus has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

However only airspace classes "C" and "E" are used within Belarus airspace.

Speed limitation for IFR traffic in airspace class "C" MAX MACH 1 below FL365 and MAX IAS 250kt (465kmh) below FL100.

The airspace below FL95, except for the airspace of TMA and CTR, is classified as class "E".

SPECIAL REQUIREMENTS AND REGULATIONS**ALTIMETRY**

Transition altitude for all TMAs is established within Minsk FIR at 6000ft (1850m) AMSL.

Transition level is established within Minsk FIR at FL80 (FL90 - if atmospheric pressure below 733mmHg).

QFE will be given on request only.

FLIGHT PLANNING**Time of Submission**

A flight plan shall be submitted at least 3 hours before EOBT for any non-scheduled international flight with/without landing at Belarusian international airports.

**BELARUS
RULES AND PROCEDURES**

For transit international flights if the operator signed a contract on providing non-scheduled flights with BELAERONAVIGATSIA SOE the flight plan can be submitted at least 60 minutes before EOBT.

Content of Flight Plan

In Item 18 of flight plan indicate name of the flight operator and permission number.

Flight Plan Message Addressing

Flight movement messages for IFR flights shall be addressed as follows:

IFR flights	UMMMZDZX UMMDYAYX
Associated messages DEP, ARR, CHG and DLA additionally should be distributed to the following addresses:	
From/to Minsk-2	UMMMZDZX UMMDYAYX UMMSZTZX
From/to Homiel	UMMMZDZX UMMDYAYX UMGGZTZX UMGGBFXX
From/to Brest	UMMMZDZX UMMDYAYX UMBBZTZX
From/to Hrodna	UMMMZDZX UMMDYAYX UMMGZTZX
From/to Viciebsk	UMMMZDZX UMMDYAYX UMIIZTZX
From/to Mahiliou	UMMMZDZX UMMDYAYX UMOOZTZX

**BELARUS
RULES AND PROCEDURES****REQUIRED NAVIGATION PERFORMANCE**

All aircraft, other than state aircraft, operating between FL95 and FL660 and/or within Minsk TMA 1 and Minsk TMA 2 airspace, shall be equipped with:

- RNAV 5 navigation specification based on DME/DME is applied for RNAV operations in the airspace of the Republic of Belarus for IFR flights at/above FL95.
- RNAV 1 navigation specification based on DME/DME is applied in Minsk TMA 1 and Minsk TMA 2 airspace, at initial and intermediate approach segments, for SID/STAR procedures and for missed approach procedures.

HORIZONTAL SEPARATION

The following minimum longitudinal separation intervals for IFR flights under radar control service are established:

- a. when proceeding along the same track and at the same level:
 - on ATS routes - not less than 20km;
 - in TMA when using the surveillance facility - 20km, when using secondary surveillance radar - not less than 10km;
 - on ATS routes under automated ATC using the surveillance facilities - not less than 10km;
 - in CTR for aircraft following the aircraft with take-off mass of 136t and more - 10km;
 - in all other cases - not less than 5km.
- b. between aircraft crossing the opposite flight level (altitude) occupied by another aircraft - not less than 30km at the moment of crossing;
- c. between aircraft crossing the same direction flight level (altitude) occupied by another aircraft - not less than 20km, and when under automated ATC using the surveillance facilities - not less than 10km at the moment of crossing;
- d. between aircraft proceeding along the crossing directions at the same flight level (altitude), when using the data of the secondary surveillance radar - not less than 20km, and when under automated ATC using the surveillance facilities - not less than 10km at the moment of crossing.

SECONDARY SURVEILLANCE RADAR (SSR)

All aircraft operating in the controlled airspace of the Republic of Belarus shall be equipped with serviceable Secondary Surveillance Radar (SSR) transponder in accordance with the requirements of ICAO Annex 10.

Aircraft with SSR transponder temporary out of service during the flight time may continue the flight to the destination aerodrome located in the Republic of Belarus or maintain the flight planned route, provided there is acquired mutual agreement with ATC units.

FREE ROUTE AIRSPACE (FRA)

For details refer to Jeppesen ATC-Chapter “Free Route Airspace (FRA) - Europe”.

**BELARUS
RULES AND PROCEDURES****ACAS/TCAS II REQUIREMENTS**

All commercial aircraft operating in the airspace of the Republic of Belarus with maximum certificated take-off mass exceeding 5700kg, or authorized to carry more than 19 passengers and non-commercial aircraft with maximum certificated take-off mass exceeding 15000kg, or authorized to carry more than 30 passengers shall be equipped with ACAS/TCAS II version 7.1.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****Annex 2**

4.2 Minimum conditions for VFR flight (all classes of airspace): limit of the true speed of 301 - 550km/h, visibility - 5000m, ceiling - 300m, the vertical distance from the aircraft to the ceiling - 100m; limit of the true speed of 300km/h or less, visibility - 2000m, ceiling - 150m, the vertical distance from the aircraft to the ceiling - 50m; VFR flights are permitted above the clouds and the cloud level at the horizontal distance to which not less than 1500m. The total number of clouds does not exceed 2 octants. Weather conditions equal to or greater than the values considered as VMC. Finding aircraft in VMC does not mean is a VFR flight.

4.4.a VFR flights are allowed to operate above FL195 up to FL660 - only in the reserved airspace.

**BULGARIA
RULES AND PROCEDURES**
GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting etc.	Kilometers, Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Meters
Altitude, elevations and heights	Meters, Feet
Horizontal speed	Kilometers per Hour, Knots
Vertical speed	Meters per Second, Feet per Minute
Wind speed	Meters per Second, Knots
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Kilograms, Tons
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES
HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

AIRPORT OPERATING MINIMUMS

Bulgaria does not publish State airport operating minimums.

**BULGARIA
RULES AND PROCEDURES**

Bulgaria publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

ATS AIRSPACE CLASSIFICATION

Bulgaria has adopted the ATS airspace classification as listed in Jeppesen ATC-Chapter “SERA (Standardized European Rules of the Air) - Differences to ICAO”, Table “SERA ATS Airspace Classification - SERA.6001”.

Airspace classes “C” and “G” are used within Sofia FIR.

The airspace of control zones and terminal control areas of military airports is unclassified during their operational hours and classified outside their operational hours and air traffic service is provided by civil ATS unit.

SPECIAL REQUIREMENTS AND REGULATIONS**COMMUNICATION****Clearance Phraseology for RNAV Transitions**

- a. “CLEARED (designator) TRANSITION. Descend xxx.”
Authorization to fly the lateral transition. Altitude assignments will be issued and terrain clearance will be assured by Sofia Approach.
- b. “CLEARED (designator) TRANSITION AND PROFILE.”
Authorization to fly the transition including the vertical constraints depicted on the procedure.
- c. “CLEARED DIRECT (waypoint) SF (designator).”
Authorization to fly from the present position direct to a waypoint and to continue thereafter on the appropriate transition to the runway-in-use. Altitude assignments will be issued and terrain clearance will be assured by Sofia Approach.
- d. “SOFIA APPROACH (call sign) UNABLE RNAV DUE TO EQUIPMENT.”
Phraseology in case of loss/lack of RNAV capability.

ALTIMETRY

Information on regional QNH for enroute flights is not provided. Flight crews are advised to avoid operating at cruising levels below FL165 unless able to provide their own terrain clearance.

QFE will be provided in the landing instructions on request.

FLIGHT PLANNING**IFPS/NMOC Operations**

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

**BULGARIA
RULES AND PROCEDURES*****Flight Plan Message Addressing***

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

Submission of Flight Plan

A flight plan shall be submitted prior to operating:

- a. any flight for which the pilot-in-command of the aircraft needs provision of flight information, alerting and search and rescue services;
- b. any flight crossing the controlled areas and zones serviced by the military ATS when the FUA structures or anti-hail activity areas are activated, for which the pilot-in-command needs, coordination with appropriate military ATS units and civil-military coordinating unit;
- c. any flight planned to operate at night, if leaving the vicinity of an aerodromes.

Procedure for requesting Authorization for the Use of STS/ATFMX

The operator of a flight seeking an individual approval to insert the indicator STS/ATFMX in Item 18 of a flight plan, for a flight departing from an aerodrome within Sofia FIR, shall notify Sofia FMP.

DATA LINK SERVICES

CPDLC services are available above FL285 within Sofia ACC area of responsibility.

CPDLC is provided only to ATN B1 equipped aircraft. Logon from FANS 1/A aircraft will not be accepted.

The use of CPDLC is not mandatory and is conducted at the discretion of ATC and the pilots concerned. Pilots should be aware that the total elapsed time for an airborne initiated CPDLC dialogue may last more than 4 minutes.

Voice read-back is not required for any CPDLC instruction.

If uncertainty or time critical situation arise, voice communication shall always be used.

Flight Plan

For flights granted a CPDLC exemption, the indicator DAT/CPDLCX shall be included in Item 18 of the flight plan.

CPDLC Logon

The data link address for Sofia ACC is LBSR.

CPDLC shall be established in due time to ensure that the aircraft is communicating with the appropriate ATC unit.

Logon shall be initiated by the pilot.

Manual logon should be initiated at least 2 minutes prior to entry into Sofia ACC controlled airspace, unless logon has been established with an upstream CPDLC capable unit, in which case the CPDLC communications will be transferred concurrently with the voice communications.

**BULGARIA
RULES AND PROCEDURES**

For flights departing from an aerodrome in Sofia FIR, logon may also be conducted by aircraft on the ground where coverage exists.

For flights departing from an aerodrome outside Sofia FIR and in close proximity to Sofia ACC airspace, and for which Sofia ACC is the first CPDLC capable unit, logon may be initiated when the aircraft is on the ground included where coverage exists.

On transfer of communication from another ATC unit it is essential for the ground system to acknowledge that CPDLC instructions may be used with an individual aircraft, and preferably prior to initial voice contact. This is referred to as establishing Current Data Authority (CDA). For subsequent transfers between sectors of Sofia ACC logon is not required.

FREE ROUTE AIRSPACE

For details refer to Jeppesen ATC-Chapter "Free Route Airspace (FRA) - Europe".

AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)

Aircraft supporting an ADS-B capability shall incorporate the ADS-B message generation function and the ADS-B message function.

ADS-B transmissions from aircraft shall include:

- a. position;
- b. identification and type;
- c. airborne velocity;
- d. event driven messages including emergency or priority information.

SECONDARY SURVEILLANCE RADAR (SSR)

The carriage and operation of serviceable transponder operating on Mode A and Mode C is mandatory for all IFR flights within Sofia FIR.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with and operate ACAS/TCAS II, version 7.1.

Flying with an inoperative ACAS/TCAS II is permitted, including within RVSM airspace, provided it is done in accordance with the applicable Minimum Equipment List (MEL).

The MEL for ACAS/TCAS II throughout Europe is Class A - 10 days (excluding the day of discovery).

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

For differences to ICAO refer to Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO".

**CZECHIA
RULES AND PROCEDURES**
GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles and Kilometers
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet and Meters ¹
Horizontal speed	Kilometers per Hour, Knots
Wind speed	Knots
Height of cloud base	Feet
Vertical speed	Feet per Minute
Wind direction	Degrees True
Visibility including runway visual range	Kilometers or Meters
Vertical visibility	Feet
Altimeter setting	Hectopascal
Temperature	Degrees Celsius (Centigrade)
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

¹ Always feet in relation to the aircraft in flight.

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES
HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

**CZECHIA
RULES AND PROCEDURES**
AIRPORT OPERATING MINIMUMS

Czechia publishes State Airport Operating Minimums (AOM) for landing and take-off.

Jeppesen published minimums are not below State minimums.

Engine Start-up Minimums

For aircraft sequencing for take-off, the clearance for engine start-up may only be requested if the RVR/VIS requirements as listed below have been fulfilled.

Take-off Minimums RVR/VIS	Minimum RVR/VIS for Start-up
100m	50m
150m	100m
200m	150m
250m	200m
300m	250m
400m	300m
500m	400m

LOW VISIBILITY PROCEDURE AT PRAGUE (RUZYNE)

Foreign operators, requesting the approval for low visibility operations, have to submit a copy of the “Operations Specifications for Low Visibility Operations”, issued by their State Civil Aviation Authority, that they are competent to perform CAT II or CAT III operation to address:

Civil Aviation Authority, C.R.

Address: Prague/Ruzyne Airport
Prague 6
Czech Republic
16008

ATS AIRSPACE CLASSIFICATION

Czechia has adopted the ATS airspace classification as listed in Jeppesen ATC-Chapter “SERA (Standardized European Rules of the Air) - Differences to ICAO”, Table “SERA ATS Airspace Classification - SERA.6001”.

Airspace classes “C”, “D”, “E” and “G” are in use within Prague FIR.

SPECIAL REQUIREMENTS AND REGULATIONS

International flights may be only operated to/from the international aerodromes. This regulation is not applied for aircraft arriving/departing from/to territory of Schengen Area States.

VFR flights above FL95 and all IFR flights may be conducted only along the designated ATS routes unless special permission has been granted by the Civil Aviation Department of the Minis-

CZECHIA
RULES AND PROCEDURES

try of Transport and Communication or unless otherwise specified in individual cases by relevant ATC unit. VFR flights within Prague FIR up to FL95 may be also conducted outside ATS routes. International VFR flights up to FL95 may enter/exit Prague FIR outside ATS routes.

Combined IFR/VFR flights to/from aerodromes not approved for IFR operations (further “flights to/from uncontrolled aerodromes” only).

On pilot request and on the base of a real activation of restricted areas and when necessary upon coordination with military ATC units concerned, an ATC unit can clear aircraft executing combined IFR/VFR flight to continue under IFR as far as the uncontrolled aerodrome of destination or after departure from such an aerodrome to change VFR to IFR rules before the change of rules point designated in the flight plan, provided the following specific conditions are fulfilled:

- a. Change IFR to VFR flight rules and vice versa shall be executed at the latest or earliest over the aerodrome of destination or departure.
- b. The aircraft under IFR proceeding to an uncontrolled aerodrome may be cleared to descend by an appropriate ATC unit to a designated minimum flight altitude or minimum radar vectoring altitude only.
- c. Pilots intending to depart from uncontrolled airfields within sector Cechy West, Cechy East and Morava, shall contact

FIC Prague

Tel: +420 220 374 393

before departure to coordinate the way of changing the flight rules to IFR.

After departure from the uncontrolled airfield the pilot shall, as soon as possible, establish radio communication with an appropriate civil ATC unit in accordance with previous coordination and request clearance for IFR flight.

- d. The change of VFR to IFR rules of aircraft departing from an uncontrolled aerodrome may be executed after the aircraft has reached the designated minimum flight altitude or a minimum radar vectoring altitude.
- e. The aircraft operating according to the above mentioned rules must be capable of RNAV-5 navigation.
- f. At least one alternate controlled aerodrome has to be inserted in the flight plan submitted by an operator for such a flight.

The route of flight will not be indicated in enroute ATC clearance when it is identical with the route inserted in filed flight plan.

If pilot-in-command does not receive taxi instructions from TWR before landing, he/she shall leave the runway after landing run out using any nearest suitable taxiway unless otherwise specified by local procedures published in the AIP. After leaving the runway pilot-in-command shall not continue further taxiing until obtaining taxi clearance. When leaving the runway pilot-in-command shall not backtrack on runway or taxi via other runway without obtaining taxi clearance from TWR.

CZECHIA
RULES AND PROCEDURES**WAKE TURBULENCE CATEGORY**

For aircraft in the heavy wake turbulence category the word HEAVY shall be included immediately after the aircraft call sign in the initial radiotelephony contact between such aircraft and ATS units.

For A380-800 aircraft the expression SUPER should be included immediately after the aircraft call sign in the initial radiotelephony contact between such aircraft and ATS units.

FLIGHT PLANNING**IFPS/NMOC Operations**

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

Flight Plan Message Addressing

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

Submission of Flight Plan

In Item 18 the flight plans filed in Czechia shall always comprise the Item "DOF/...".

Flight plan for combined VFR/IFR, IFR/VFR flights departing Prague FIR shall be submitted by means of ARO Prague (LKPRZPZX) exclusively. All combined VFR/IFR, IFR/VFR flight plans shall include information on the phone contact of the submitter.

Central ARO Prague

Tel: +420 727 374 138

E-Mail: briefinglkpr@ans.cz

AFTN: LKPRZPZX

Procedure for requesting Authorization for the Use of STX/ATFMX

Flight authorized by the relevant State authorities are exempted from ATFM measures and shall include in the flight plan "STS/ATFMX".

The request for the exemption shall be addressed in working days to CAA at least 24 hrs in advance:

E-Mail: atfm@caa.cz

The request for exemption shall contain the following information:

- a. reason of request;
- b. aircraft operator identification;
- c. flight identification;
- d. departure airport;

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RULES AND PROCEDURES

- e. arrival airport;
- f. date of flight.

AERODROME FLIGHT INFORMATION SERVICE (AFIS)

Radio equipped aircraft operating at an uncontrolled aerodrome and within an ATZ shall, whether AFIS is provided or not, report on relevant aerodrome or general aviation frequency the following:

- a. when arriving:
 - 1. aerodrome of departure (if this is not the same as the aerodrome of destination);
 - 2. the position of the aircraft prior entering an ATZ;
 - 3. intended position of entering the aerodrome traffic circuit;
 - 4. downwind position;
 - 5. base leg (if requested by an AFIS unit or providing information to known traffic, pilots shall omit downwind and base leg position reports or shall report other positions. Downwind and base leg positions are not reported when an aircraft is making straight-in-approach);
 - 6. final;
 - 7. missed approach (next circuit);
 - 8. intention to cross or backtrack the runway (including inactive);
 - 9. vacating the runway in the night, or if there is another known traffic on the final.
- b. when departing:
 - 1. commencement of taxiing and activity after departure;
 - 2. intention to cross or backtrack the runway (including inactive);
 - 3. entering the runway;
 - 4. take-off;
 - 5. position of leaving the traffic circuit;
 - 6. position of leaving ATZ.
- c. when transiting an ATZ:
 - position and altitude of intended entry to an ATZ and exit from an ATZ; or
 - distance, geographic direction from an aerodrome, track and altitude to be flown within an ATZ.

This information shall be used for collision avoidance and radio equipped aircraft operating in the vicinity of an aerodrome shall maintain listening watch on the appropriate frequency.

DATA LINK SERVICES

CPDLC services are available between FL195 and FL660 within Prague FIR.

**CZECHIA
RULES AND PROCEDURES**

The data link address is LKAA. Logon should be initiated 15 minutes prior to entry into Prague FIR.

Basis for CPDLC within Prague FIR is ATN/FANS B+. Data communication via FANS 1/A will not be supported.

The use of CPDLC (controller pilot data link communications) is not mandatory in this airspace and is conducted at the discretion of ATC and at the initiative of the pilots concerned.

Voice communication and radiotelephony instructions have priority over CPDLC instructions at all times.

Pilots shall not use free-format free-text messages when communicating with ACC Prague via CPDLC. Use of such free-text messages will result in an error response.

APP Prague supports only UM117, UM120 and DM0 messages (CONTACT / MONITOR / WILCO). All other DM messages addressed to APP Prague are rejected.

REDUCED RUNWAY SEPARATION

Reduced runway separation procedures according to ICAO DOC 4444 para 7.11 apply for:

- Brno (Turany) RWY 09/27
- Karlovy Vary RWY 11/29
- Prague (Ruzyně) RWY 06/24 and 12/30
- Ostrava (Mosnov) RWY 04/22

SECONDARY SURVEILLANCE RADAR (SSR)**Equipment of Aircraft by SSR Mode S Transponder with Enhanced Surveillance Functionality**

The carriage and operation of Mode S transponders with Enhanced Surveillance functionality (EHS) is mandatory in Prague FIR for fixed-wing aircraft operating IFR flights with maximum approved take-off mass exceeding 5700kg or with maximum true airspeed exceeding 250kt (463km/h).

Equipment of Aircraft by SSR Mode S Transponder with Elementary Surveillance Functionality

The carriage and operation of Mode S level 2 transponders with Elementary Surveillance functionality (ELS) (including SI-code) is mandatory for aircraft operating IFR and VFR flights in airspace defined below:

- IFR flights in Prague FIR:
 - a. helicopters disregarding MTOW;
 - b. aeroplanes with maximum approved take-off mass 5700kg or less, or with maximum true airspeed 250kt (463km/h) or less;
- VFR flights in Prague FIR above FL95;

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– VFR flights in Prague TMA and Ruzyne CTR.

Equipment of Aircraft by SSR Transponder with a Mode A with Mode C Pressure-altitude Reporting

The carriage of SSR transponder capable to reply to Mode A interrogations on 4096 codes with Mode C pressure-altitude reporting is mandatory in Prague FIR below FL95 (with exemption of Prague TMA/Ruzyne CTR) for aircraft operating the following flights:

- a. all powered aeroplanes, helicopters and balloons operating VFR flights at or above FL60, or altitude at or above 5000ft (1500m) AMSL, if transition level is FL70;
- b. all aircraft operating VFR enroute flight at night.

State aircraft which are not equipped with an SSR Mode ELS/EHS transponder are permanently exempted from SSR Mode ELS/EHS transponder obligation. Obligation to be equipped with an A/C transponder is also valid for State aircraft.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with ACAS/TCAS II, version 7.1.

Flying with an inoperative ACAS/TCAS II is permitted, including within RVSM airspace, provided it is done in accordance with the applicable Minimum Equipment List (MEL).

The MEL for ACAS/TCAS II throughout Europe is Class A - 10 days (excluding the day of discovery).

When practicable the flight crews are requested to adjust the vertical speed of climb/descent so as it does not exceed 1500ft/min within the last 1000ft before reaching cleared level.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE**

For differences to ICAO refer to Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO".

**ESTONIA
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

OUTER MARKER (OM) AND MIDDLE MARKER (MM) MODULATION

All Outer Markers (OM) and Middle Markers (MM) are 3000Hz modulated, MM 6 dots per second continuously.

ESTONIA
RULES AND PROCEDURES**AIRPORT OPERATING MINIMUMS**

Estonia does not publish State airport operating minimums.

Estonia publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

ATS AIRSPACE CLASSIFICATIONS

Estonia has adopted the ATS airspace classifications listed in Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO", Table "SERA ATS Airspace Classification - SERA.6001".

Airspace classes "C", "D" and "G" are used within Tallinn FIR.

SPECIAL REQUIREMENTS AND REGULATIONS**ALTIMETRY**

The transition altitude for all aerodromes in Estonia is 5000ft (1500m) MSL. The transition level is based on the local actual QNH value and is determined by the appropriate ATS unit.

FLIGHTS OUTSIDE CONTROLLED AIRSPACE**Establishment of Communication**

Unless otherwise prescribed or agreed, an aircraft operated outside controlled airspace shall establish communication with the appropriate ATS unit as follows:

- a. prior to entering Tallinn FIR;
- b. prior to entering controlled airspace to receive ATC clearance;
- c. prior to entering flight information zone;
- d. prior to entering Radio Mandatory Zone (RMZ).

Air Traffic Procedures

For any flight outside controlled airspace within Tallinn FIR at or above 900m (3000ft) MSL in accordance with VFR by night or IFR shall in enroute phase of the flight, if not in communication with another ATS unit:

- a. two-way radio communication shall be established with Tallinn ACC; and
- b. report position.

For any flight outside controlled airspace within Tallinn FIR below 900m (3000ft) MSL in accordance with VFR by night or IFR shall in enroute phase of the flight, if not in communication with another ATS unit:

- a. maintain continuous listening watch on the frequency of Tallinn ACC; and
- b. position reports shall be transmitted as requested by Tallinn ACC.

**ESTONIA
RULES AND PROCEDURES**
FLIGHT PLANNING
Place of Submission

The flight plan should be submitted to IFPS in accordance with NMOC procedures. If this is not possible, operators should submit the flight plan to the Air Traffic Services Reporting Office (ARO) at the departure aerodrome. In absence of such office, a flight plan shall be submitted to:

Tallinn ARO

Tel: +372 625 8293
 +372 605 8905
 +372 625 8282 (helpdesk)
 Fax: +372 601 6096
 +372 625 8280
 E-Mail: fpl.tugi@eans.ee

Closing a Flight Plan

At an aerodrome where ATS is not provided, a report of arrival shall be made as early as possible after landing to:

Tallinn ACC

Tel: +372 625 8256
 +372 625 8254
 +372 621 4428
 AFTN: EETTQZX

When communication facilities at the arrival aerodrome are known to be inadequate, the aircraft shall, if practically, transmit by radio directly to an appropriate ATS unit or via other aircraft a message comparable to an arrival report immediately prior to landing. Arrival reports shall contain the following:

- a. aircraft identification;
- b. departure aerodrome;
- c. destination aerodrome (only in case of diversionary landing);
- d. arrival aerodrome;
- e. time of arrival.

If it is expected that the arrival report will not reach the appropriate ATS unit within 30 minutes after the ETA, a notification shall be made in Item 18 of the flight plan, concerning the time, when the arrival report may be expected (e.g. RMK/EXPECT ARR 1835).

IFPS/NMOC Operations

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General

**ESTONIA
RULES AND PROCEDURES**

Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

Flight Plan Message Addressing

Flight movement messages for IFR flights relating to traffic shall be addressed as follows:

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

In addition:

via Kardla FIZ/RMZ	EEKAZTZX
via Kressaare FIZ/RMZ	EEKEZTZX
via Parnu FIZ/RMZ	EPUZTZX

Procedure for requesting Authorization for the Use of STS/ATFMX

The operator of a flight seeking an individual approval to insert the indicator STS/ATFMX in Item 18 of a flight plan, for a flight departing from an aerodrome within Estonia, shall obtain prior permission from Tallinn Air Traffic Flow Management Position (FMP), when practicable, at least 24 hours and not more than 48 hours in advance of the flight. The template (see AIP Estonia ENR 1.9) must be completed and sent per fax or e-mail with appropriate supporting documentation to following address:

Tallinn FMP

Tel: +372 625 8254

Fax: +372 625 8203

E-Mail: fmp@eans.ee

REDUCED RUNWAY SEPARATION

Within Estonia reduced runway separation procedures apply at some aerodromes according to ICAO DOC 4444 para 7.11.

FREE ROUTE AIRSPACE (FRA)

For details refer to Jeppesen ATC-Chapter “Free Route Airspace (FRA) - Europe”.

DATA LINK SERVICES

CPDLC services are available within Tallinn FIR.

CPDLC is provided only to ATN B1 equipped aircraft. Logon from FANS1/A aircraft will not be accepted.

Use of CPDLC in Tallinn FIR is not mandatory and is conducted at the discretion of ATC. Voice shall remain the primary means of communication in time-critical situations.

ESTONIA
RULES AND PROCEDURES**Logon**

The data link address for Tallinn FIR is EETT.

Logon shall be initiated by the flight crew in due time to ensure communication with ATC. For aircraft departing from an aerodrome located within Tallinn FIR the logon can be initiated on the ground. Aircraft departing from an aerodrome in close proximity to Tallinn FIR can logon when still on the ground, if Tallinn ACC is the first CPDLC-capable unit. Logon shall be initiated by the flight crew using their ICAO call sign as filed in the flight plan.

Irrespective of the number of sectors crossed during flight, only one logon per flight is required within Tallinn FIR.

SECONDARY SURVEILLANCE RADAR (SSR)

When flying within controlled airspace and in Transponder Mandatory Zone (TMZ), aircraft shall be equipped with a serviceable Mode A/3+C SSR transponder switched on.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with ACAS/TCAS II version 7.1.

Flying with an inoperative ACAS/TCAS II is permitted, including within RVSM airspace, provided it is done in accordance with the applicable Minimum Equipment List (MEL).

The MEL for ACAS/TCAS II throughout Europe is Class A - 10 days (excluding the day of discovery).

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE**

For differences to ICAO refer to Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO".

**GEORGIA
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations, and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Visibility	Kilometers or Meters
Runway visual range	Meters
Altimeter setting, atmospheric pressure	Millimeters Hg, Millibars, (Hectopascals)
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument Approach Procedures are in accordance with PANS-OPS, Document 8168.

Middle Marker (MM) Modulation

All middle markers (MM) are 3000Hz modulated. Inner (middle) marker six dots per second continuously.

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RULES AND PROCEDURES**
AIRPORT OPERATING MINIMUMS

Georgia does not publish State airport operating minimums.

Georgia publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

ATS AIRSPACE CLASSIFICATION

Georgia has adopted the ICAO ATS airspace classification as listed on Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "C" and "G" are used in Georgian airspace.

In airspace class "G" lower flight visibilities to 3000m are allowed for special flights operating at 140kt IAS or less.

Before crossing the Georgian border it is necessary to establish two-way radio communication.

SPECIAL REQUIREMENTS AND REGULATIONS
ALTIMETRY

The QNH will be transmitted to arriving and departing aircraft.

QFE will be given on request only.

FLIGHT PLANNING
IFPS/NMOC Operations

Flight plan and associated messages for flights departing from Tbilisi FIR to the Integrated Flight Planning (IFPS) Zone shall be addressed to the IFPS Units (IFPU) at Haren (Brussels) and Breigny (Paris).

Flight Plan Message Addressing

For IFR flights:

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

Place of Submission

Flight plans shall be submitted at the ARO at the departure aerodrome.

In the absence of such an office at the departure aerodrome, or when operational necessity dictates, a flight plan shall be submitted by telephone, fax or AFTN to the ARO as listed below:

ARO Tbilisi

Tel: +995 32 274 42 64

+995 32 274 43 58

Fax: +995 32 274 43 92

E-Mail: briefing@airnav.ge

AFS: UGTBZPZX

**GEORGIA
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ARO Batumi

Tel: +995 32 274 42 79
 Fax: +995 32 274 43 71
 E-Mail: batbriefing@airnav.ge
 AFS: UGSBZPZX

ARO Kutaisi

Tel: +995 32 274 43 55
 Fax: +995 32 274 43 41
 E-Mail: kobbrief@airnav.ge
 AFS: UGKOZPZX

Time of Submission

A flight plan shall be submitted at least 180 minutes before departure, or, if submitted during flight, at a time which ensures its receipt by the appropriate air traffic service unit at least 10 minutes before the aircraft is estimated to reach:

- the intended point of entry into a control area or advisory area; or
- the point of crossing an airway or advisory route.

B-RNAV EXEMPTIONS

B-RNAV is not applicable in TMAs.

Above FL195 there are following requirements to the aircraft which carry no equipment for B-RNAV (RNP5) operations:

- a. Non B-RNAV equipped aircraft operators shall not insert the designators “S” or “R” in item 10 of the flight plan;
- b. Item 18 of the flight plan shall contain STS/NON-RNAV;
- c. Pilots shall use the phrase “NEGATIVE-RNAV” immediately after the callsign each time they have established initial contact on an air traffic control frequency.

Aircraft having no B-RNAV equipment on board can use ATS Routes in the upper airspace. Radar service along these routes will be provided whenever requested.

ARRIVING FLIGHTS

- a. When it becomes evident that delays in holding will be encountered by arriving aircraft, the operator or a designated representative shall be notified and kept currently informed of any changes in such expected delays, in order that diversionary action may be planned as far in advance as possible.
- b. Arriving aircraft may be required to report when leaving or passing a reporting point, or when starting procedure turn or base turn, or to provide other information required by the controller to expedite departing aircraft.

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- c. An IFR flight shall not be cleared for an initial approach below the appropriate minimum altitude nor to descend below that altitude unless:
- the pilot has reported passing an appropriate point defined by a radio aid;
 - the pilot reports that the aerodrome is and can be maintained in sight;
 - the aircraft conduct a visual approach;
 - the aircraft's position has been positively determined by the use of radar.

DEPARTING AIRCRAFT

IFR flights departing from controlled aerodromes will receive initial ATC clearance from the local Aerodrome Control Tower. The clearance limit will normally be the aerodrome of destination. IFR flights departing from non-controlled aerodromes will not depart without prior arrangements with the Area Control Center concerned.

FREE ROUTE AIRSPACE (FRA)

For details refer to Jeppesen ATC-Chapter "Free Route Airspace (FRA) - Europe".

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with ACAS/TCAS II, version 7.1.

Flying with an inoperative ACAS II is permitted, including within RVSM airspace, provided it is done in accordance with the applicable Minimum Equipment List (MEL).

The MEL for ACAS/TCAS II throughout Europe is Class A - 10 days (excluding the day of discovery).

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****Annex 2**

3.3.1.4 Flight plan for IFR flight shall be submitted at least 180 minutes before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate ATS unit at least 10 minutes before the aircraft is estimated to reach:

- the intended point of entry into a control area or advisory area; or
- the point of crossing an airway or advisory route.

3.9 In airspace class "G" the flight visibility is 5km at night and 3km at day.

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RULES AND PROCEDURES**
GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES
HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

AIRPORT OPERATING MINIMUMS

Hungary publishes Obstacle Clearance Altitudes (Heights) [OCA(H)] and MDA and visibility for circle-to-land.

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Jeppesen published minimums are not below State minimums.

SPEED RESTRICTIONS

Outside controlled airspace and Temporary Segregated Areas (TSA), IFR flights are limited to MAX IAS 250kt.

ATS AIRSPACE CLASSIFICATIONS

Hungary has adopted the ATS airspace classification as listed in Jeppesen ATC-Chapter “SERA (Standardized European Rules of the Air) - Differences to ICAO”, Table “SERA ATS Airspace Classification - SERA.6001”.

Airspace classes “C”, “D”, “F” and “G” are used within Budapest FIR.

In airspace class “G” IFR flights are not applicable.

SPECIAL REQUIREMENTS AND REGULATIONS
COMMUNICATION
Clearance Phraseology for RNAV Transitions

- a. “CLEARED (designator) TRANSITION”:

Authorization to fly the lateral GPS/FMS route. Altitude and speed assignments will be issued by ATC.

- b. “CLEARED (designator) TRANSITION and PROFILE”:

Authorization to fly the lateral GPS/FMS route as published, including the vertical constraints depicted on the procedure.

- c. “CLEARED direct WAYPOINT (designator)”:

Authorization to fly from the present position to one or a combination of waypoints. Altitude and speed assignments will be issued by ATC.

After receiving a “DIRECT TO WAYPOINT” clearance and reaching this point without having received a follow-up clearance, the last flown heading exceeding this waypoint shall be continued.

8.33kHz CHANNEL SPACING

Usage of 8.33kHz channel spacing capability radio equipment is mandatory in airspaces within Budapest FIR where radio communication is required.

Temporary exemption is granted for State aircraft from operating 8.33kHz channel spacing radio equipment in Budapest FIR on condition that such flights establish and maintain two-way radio communication with the appropriate ATS Unit (Sector) on dedicated VHF frequency with 25kHz channel spacing or on UHF frequency (in the band 225.0-400.0Mhz) as instructed by ATC.

The UHF coverage extends to the airspace above 10000ft AMSL within Budapest FIR.

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In addition to exempted state aircraft, exemption from the 8.33kHz channel spacing capable radio equipage requirement is granted for those flights operating for special missions listed below. These flights are required to include the following remark(s) in the Item 18 of the FPL:

- STS/SAR;
- STS/HOSP;
- STS/FFR;
- STS/MEDEVAC.

ALTIMETRY

The transition altitude specified for the Budapest FIR is 10000ft.

PROCEDURES WITHIN UNCONTROLLED AIRSPACE

In case of operation in uncontrolled airspace or at an uncontrolled AD - even if there is an AFIS unit at the aerodrome - the pilot is responsible for the safe conduct of flight operations.

Aircraft flying outside controlled airspace may be required to operate the SSR transponder on a specific code. This does not mean however, that the aircraft is under radar supervision. Aircraft crossing the Budapest FIR boundary shall operate the SSR transponder.

When leaving traffic information zone or controlled airspace:

- All flights with a filed flight plan shall establish radio contact with the appropriate FIC sector, maintain a continuous listening watch on the frequency and report position at intervals not more than 15 minutes or as required by FIC.
- All IFR flights operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track at or above 4000ft (1200m) AMSL.

Flights departing from uncontrolled aerodromes for enroute flights may start operations only in possession of a filed flight plan, except when an ad-hoc segregated airspace has been approved for the individual flight.

At an aerodrome where no AFIS service is provided, any information regarding the operation of the aerodrome shall be requested via the aerodrome's published frequency or other published communication channels.

An arrival report shall be made by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome. The arrival report shall be made, as soon as practicable after landing and by the most expeditious means available, to Budapest FIC on the current frequency or via telephone:

Budapest FIC

Tel: +361 293 4102
+361 293 4103

When communication facilities at the arrival aerodrome or operating site are inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, a message comparable to an arrival report shall be transmitted by radiotelephony on the current frequency to

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the FIC immediately prior to landing. Failure to comply with these provisions may cause serious disruption in the ATC and incur great expense in carrying out unnecessary SAR operations.

Flights on a filed flight plan and in continuous two-way radio communication with FIC shall inform FIC:

- if the aircraft intends to differ more than 5km from the previously filed route;
- if the arrival time at FIR boundary differs by 5 or more minutes than previously reported to FIC;
- if there is no AFIS service provided at the departure aerodrome;
- if it intends to change from IFR to VFR or vice versa;
- of an approach to land outside an aerodrome; and
- if applicable, the closing of the flight plan whilst still airborne.

FLIGHT PLANNING

A flight plan shall be submitted prior to operating following flights:

- a. IFR flights;
- b. international flights;
- c. any flight in controlled airspace;
- d. any flight in TIZ (LHSM, LHDC);
- e. VFR flights above FL195, with the exception of those planned in ad-hoc segregated air-space;
- f. night VFR;
- g. State aircraft flying outside MCTR, MTMA and TRAs;
- h. civil aircraft flying inside and MCTR not within published operational hours;
- i. flights in civil aerodrome control zones (CTR) outside the published operational hours of ATC service (LHSM, LHDC);
- j. for multiple landings a flight plan shall be filed for every flight segment;
- k. for flights flying the same route multiple times, separate flight plans shall be filed for each segment.

IFPS/NMOC Operations

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

Flight Plan Message Addressing

AFTN: EUCHZMFP and EUCBZMFP

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SITA: BRUEP7X and PAREP7X

DATA LINK SERVICES

CPDLC services are available in the Budapest FIR above FL285.

The use of CPDLC is not mandatory and is conducted at the discretion of ATC and at the initiative of the pilots concerned. If the pilot or ATC is of the opinion that CPDLC should no longer be used in the given circumstances, CDPLC shall be discontinued or terminated and the other party shall be informed about this by voice communication.

CPDLC is provided only to ATN B1 equipped aircraft. Logon from FANS1/A aircraft will not be accepted.

Logon

The data link address for Budapest ACC is LHCC.

Logon is mandatory if the related equipment of the aircraft is suitable and working and the flight crew is trained to use CPDLC.

Logon should be initiated 15 minutes prior to entry the Budapest FIR.

FREE ROUTE AIRSPACE (FRA)

For details refer to Jeppesen ATC-Chapter "Free Route Airspace (FRA) - Europe".

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with and operate ACAS/TCAS II version 7.1.

Flying with an inoperative ACAS/TCAS II is permitted, including within RVSM airspace, provided it is done in accordance with the applicable Minimum Equipment List (MEL).

The MEL for ACAS/TCAS II throughout Europe is Class A - 10 days (excluding the day of discovery).

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE**

For more differences to ICAO refer to Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO".

PANS-ATM (DOC 4444)

Appendix 2 The indicator LHZZ shall be used for aerodromes not allocated an ICAO four-letter location indicator.

8.6.9.1 When a controlled aircraft experiencing adverse weather which is likely to force the pilot to initiate action to circumnavigate the adverse weather area beyond the prescribed track keeping accuracy (+5NM), this should be reported in sufficient time to permit ATC to coordinate with the

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neighboring unit responsible for the control of traffic in the area concerned. The pilot's avoiding action should be reported as soon as possible prior to the point from which the aircraft is expected to deviate from the assigned flight path, stating the required direction of turn and estimated distance from the prescribed track.

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RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are listed in the following table.

Measurement of	Unit
Distances used in navigation, position reporting	Nautical Miles or Kilometers
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Visibility including runway visual range	Meters or Kilometers
Altitude, elevations and heights	Meters or Feet
Horizontal speed	Kilometers per Hour or Knots
Wind speed	Meters per Second
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Altimeter setting	Hectopascals or Millimeters Hg or Millibars
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours, Minutes and Seconds, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument Approach Procedures are based on the PANS-OPS, Document 8168.

OUTER MARKER (OM) AND MIDDLE MARKER (MM)

Modulation

All Outer Markers (OM) and Middle Markers (MM) are 3000Hz modulated, except Almaty airport.

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Middle marker 6 dots per second continuously, outer marker 2 dashes per second continuously.

Secondary Locator Outer Marker (LOM) and Locator Middle Marker (LMM) Frequencies

Should interference occur on primary LOM and LMM frequencies one of the variants of secondary frequencies shall be applied:

- Variant I: LOM - 725kHz, LMM - 355kHz
- Variant II: LOM - 355kHz, LMM - 725kHz

Transfer to secondary frequencies shall be conducted on ATS unit instruction.

AIRPORT OPERATING MINIMUMS

Kazakhstan publishes State airport operating minimums for take-off and landing.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

Kazakhstan has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chap-ter “ICAO ATS Airspace Classifications - Annex 11”.

Airspace classes “C”, “E” and “G” are used within Kazakh airspace.

IFR flights are permitted in airspace class “G”.

SPECIAL REQUIREMENTS AND REGULATIONS
ALTIMETRY
Basic Altimeter Setting Procedures

The transition altitude in the airspace of the Republic of Kazakhstan is 3050m (10000ft). Transition level (the lowest usable flight level) is determined depending on the QNH value at the aerodrome.

Horizontal flights in transition layer, between the transition altitude and the transition level, are prohibited.

FLIGHT PLANNING
Place of Submission

Main Centre of Air Traffic Management of the Republic of Kazakhstan (MC ATM)

Address: Building 15, E522 street
 District Esil
 Nur-Sultan
 Republic of Kazakhstan
 010000

Tel: +7 7172 704349
 +7 7172 704348

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AFS: UAAKZDZK

Public Hours: H24

or

Address: Liter E, 119 Kabanbai batyr ave.

District Esil

Nur-Sultan

Republic of Kazakhstan

010000

Tel: +7 7172 773589

+7 7172 773498

Fax: +7 7172 320038

AFS: UAAKZDZI

Public Hours: H24

Time of Submission

Except for repetitive flight plans, a flight plan shall be submitted at least 1 hour prior to EOBT but not more than 120 hours (5 days) before EOBT by means of inserting DOF/in Item 18, in the format DOF/yyymmdd. For flights operated through IFPS zone the flight plan shall be submitted at least 3 hours before EOBT.

In the event of expected delay of 30 minutes or more in excess of the departure time stated in the RPL, the ATS unit serving the departure aerodrome shall be notified immediately.

Flight Plan Message Addressing

Flight movement messages relating to transit flights via Kazakhstan airspace shall be addressed to MC ATM (UAAKZDZK, UAAKZDZI) and additionally to regional ATS unit as stated below in order to warrant correct relay and delivery:

- via Almaty FIR - UAAAZRZX
- via Nur-Sultan FIR - UACNZRZX
- via Aktobe FIR - UATTZRZX
- via Shymkent FIR - UAIIZRZX

Repetitive Flight Plans (RPL)

The procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Doc 4444 PANS-ATM.

RPL lists relating to flights with landing at aerodromes of the Republic of Kazakhstan and to flights overflying the FIRs of the Republic of Kazakhstan shall be submitted to MC ATM at least 15 working days in advance, and changes to them of long-term character - at least 7 working days in advance before the commencement of its operations to the following address:

MC ATM

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Address: Building 15, E522 street
District Esil
Nur-Sultan
Republic of Kazakhstan
010000

Tel: +7 7172 704336

E-Mail: iras@ans.kz

AFS: UAAKZDZR

BORDER CROSSING

Unless otherwise coordinated between neighboring States, aircraft shall cross the State border through the designated transit corridors.

Unless otherwise coordinated between ATS units, in case of differences between flight separation systems adopted by Kazakhstan and other neighboring States, aircraft shall reach and keep for 16.2NM (30km) the appropriate flight level before entering the airspace of the Republic of Kazakhstan.

All aircraft having received the conditions for crossing the state border inform the ATC unit of the actual time of crossing and the flight level (altitude).

Permission to cross the State border can be obtained:

- a. from ATC unit of neighboring State after coordination with the appropriate Kazakhstan ATC unit;
- b. by direct request from the aircraft in flight to be addressed to the appropriate ATC unit of the Republic of Kazakhstan, having indicated the call sign (flight number), flight level (altitude) and the estimated time of crossing State border of the Republic of Kazakhstan.

Aircraft departing from aerodromes located in the vicinity of the border, both in the territory and in the territory of adjacent State of the Republic of Kazakhstan, receive a clearance to cross the border of the Republic of Kazakhstan at the departure aerodrome from the appropriate ATC unit that has a direct ground channel of communication with the ATC unit of the State into whose territory the flight is to be made.

Aircraft are prohibited to cross the State border of the Republic of Kazakhstan without radio communication, except when communication failure took place in flight, while aircraft is under direct control of the ATC unit of the Republic of Kazakhstan or after obtaining a clearance to cross the state border from ATC.

If after crossing the State border of the Republic of Kazakhstan an aircraft is unable to continue its flight, back crossing of the border of the Republic of Kazakhstan is carried out along the same corridor with the permission of the Republic of Kazakhstan ATC unit.

Aircraft crew not reporting own position in accordance with the above rules and that cannot consequently be identified may be intercepted by Air Defence aircraft.

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RULES AND PROCEDURES****AUTOMATIC DEPENDENT SURVEILLANCE - BROADCAST (ADS-B)**

ADS-B is installed at following airports:

Aktau, Almaty, Atyrau, Balkhash, Karaganda, Kostanay (Narimanovka), Kyzylorda, Nur-Sultan (Nursultan Nazarbayev Intl), Pavlodar, Semey, Shymkent, Taldykorgan, Taraz (Aulie-Ata), Uralsk, Ust-Kamenogorsk, Zhezkazgan.

SECONDARY SURVEILLANCE RADAR (SSR)

The carriage and operation of Mode A (4096 code) and Mode C transponder is mandatory.

REQUIRED NAVIGATION PERFORMANCE

All RNAV routes in the airspace of Kazakhstan are RNAV5.

Flight operations on RNAV5 ATS routes by aircraft without operational approval for RNAV5 flights are allowed, if secondary radar control is provided and aircraft has secondary surveillance radar transponder. In this case, letter "R" is not specified in Item 10 of flight plan and flight shall be operated with dead reckoning using autonomic on-board navigation equipment and ground navigation aids.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

TRAFFIC INFORMATION BROADCAST BY AIRCRAFT (TIBA)

Traffic Information Broadcast by Aircraft (TIBA) within airspace class "G" shall be transmitted by following frequencies throughout Republic of Kazakhstan:

- Primary Freq: 135.25MHz
- Secondary Freq: 118.25MHz

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****Annex 2**

3.2.2.2 While in flights on converging paths, the pilot-in-command who has noticed another aircraft at the same level on his/her left shall descend, and the pilot-in-command of an aircraft who has noticed another aircraft on his/her right shall climb so that the difference in altitude should provide safe separation. While carrying out the separation maneuver, the pilots-in-command shall continuously keep another aircraft in sight.

3.2.5 (c) Make all turns according to established SID and STAR unless instructed otherwise.

4.1 VFR flights may be conducted within the limits of the lower airspace up to 20000ft (6100m) during daytime and in twilight when operating

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- at and above the minimum safe level with a maximum TAS 297kt (550kmh);
- below the minimum safe level with a maximum TAS 243kt (450kmh).

Minimum Conditions for VFR Flights

Terrain	True Airspeed	Cloud Base above highest Terrain Point	Visibility	Vertical Distance Airplane/Cloud Base
a) in terminal areas				
Plain and hilly	162kt (300 kmh) and less	500ft (150m)	1.1NM (2km)	165ft (50m)
	163-297kt (301-550kmh)	1000ft (300m)	2.7NM (5km)	330ft (100m)
Mountainous	297kt (550kmh) and less	1000ft (300m)	2.7NM (5km)	330ft (100m)
b) In approach area, along airways and established routes				
Plain and hilly	see under a)	see under a)	see under a)	see under a)
Mountainous up to 6600ft (2000m):	297kt (550kmh) and less	1330ft (400m)	2.7NM (5km)	330ft (100m)
6600ft (2000m) and more:	297kt (550kmh) and less	2300ft (700m)	5.4NM (10km)	330ft (100m)
<i>NOTE: In terminal areas minimum meteorological conditions shall be as in compliance with the speed of circuit flights.</i>				

4.2 Flight operation under VFR at aerodromes located in areas controlled by ATS units, entry of aircraft into terminal area and maneuvering in terminal area are subject to ATS units clearance.

4.4 Except when necessary for take-off or landing or when clearance has been obtained from the appropriate authorities VFR flights may be operated

- a) over residential areas or concourse on free air (where permitted) at altitudes which, in the event of an engine failure, allow to glide away from such areas, however not below the minimum safe altitudes indicated under b). When meteorological conditions do not allow to maintain the appropriate altitude, the pilot-in-command is required to bypass residential areas and concourse on free air on the right side at a distance of at least 500m, unless another order of bypass is established;

b) within the minimum safe altitudes in the following table:

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True airspeed	True safe altitude, under VFR
In Take-off and Landing Areas	
within 162kt (300kmh)	330ft (100m)
above 162kt (300kmh)	660ft (200m)
<i>NOTE: The band of registration of terrain and artificial obstacles for calculating safe altitude under VFR shall be 5km on either side of the route centre line.</i>	
In the Approach Areas over plain and hilly terrain and over water	
within 162kt (300kmh)	330ft (100m)
from 163 to 297kt (301 to 550kmh)	660ft (200m)
In the Approach Areas over mountainous terrain [up to 6600ft (2000m)]	
less than 270kt (500kmh)	1000ft (300m)
In the Approach Areas over mountainous terrain [over 6600ft (2000m)]	
less than 270kt (500kmh)	2000ft (600m)
<i>NOTE: The band of registration of terrain and artificial obstacles for calculating safe altitude under VFR shall be within the width of the airway.</i>	

4.5 VFR flights at altitudes above the lower flight level shall be operated at flight levels prescribed for IFR flights within the lower airspace up to 20000ft (6100m).

5.1.2 Except when necessary for take-off or landing or when authorized by the appropriate authority, IFR flights shall be operated at a level which is not below the minimum safe altitude specified in the following table:

True airspeed	True safe altitude, under IFR
In Take-off and Landing Areas	
within 162kt (300kmh) pattern speed	1000ft (300m)
above 162kt (300kmh) pattern speed	1000ft (300m)
In the Approach Areas and along Airways over plain and hilly terrain and over water	
within 162kt (300kmh)	2000ft (600m)
from 163 to 297kt (301 to 550kmh)	2000ft (600m)
297kt (550kmh) and above	2000ft (600m)

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True airspeed	True safe altitude, under IFR
In the Approach Areas and along Aiways over mountainous terrain [up to 6600ft (2000m)]	
less than 297kt (550kmh)	3000ft (900m)
297kt (550kmh) and above	3000ft (900m)
In the Approach Areas and along Aiways over mountainous terrain [over 6600ft (2000m)]	
less than 270kt (500kmh)	3000ft (900m)
297kt (550kmh) and above	3000ft (900m)
<p><i>NOTE: The band of registration of terrain and artificial obstacles for calculating safe altitude under VFR shall be, when flying under IFR, 25km in width on both sides of the centre line of the airway.</i></p>	

5.3 The whole airspace of Kazakhstan, including high seas areas established under regional air navigation agreements, is controlled airspace. Flights should follow procedures for controlled airspace.

Appendix 1, Signals for Aerodrome Traffic

Distress and urgency signals under the following paragraphs are not used: 1.1.1; 1.2.1.

Signals for aerodrome traffic under the given paragraphs are not used: 4.1.1; 4.1.2; 4.2.1; 4.2.2; 4.2.3; 4.2.4; 4.2.6; 4.2.7; 4.2.8.

PANS-ATM (DOC 4444)

4.8 Transition from IFR flight to VFR flight shall be carried out in coordination with the ATS unit.

When an aircraft crew requests permission to transition from IFR flight to VFR flight, the controller shall give such permission having analyzed the airspace and weather conditions.

ATS unit informs the aircraft crew, if there is information on meteorological conditions that do not comply with VFR flight conditions.

4.10 Flight altitudes below transition level are given by ATC unit in heights relative to QFE or, on the pilot request, in altitudes relative to QNH.

**KYRGYZSTAN
RULES AND PROCEDURES**
GENERAL

In general, the air traffic rules and procedures in force, and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Kilometers
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Kilometers and Meters
Altitude, elevations, and heights	Feet, Meters
Horizontal speed including wind speed	Kilometers per Hour, Meters per Second
Vertical speed	Meters per Second
Wind direction for landing and taking off	Degrees True
Visibility	Kilometers or Meters
Runway visual range	Meters
Altimeter setting, atmospheric pressure	Millimeters, Hectopascal (Millibars)
Temperature	Degrees Celsius (Centigrade)
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES
HOLDING

Holding procedures basically comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures basically comply with PANS-OPS, Document 8168.

SECONDARY LOCATOR OUTER MARKER (LOM) AND LOCATOR MIDDLE MARKER (LMM) FREQUENCIES

In case of interference on primary LOM and LMM frequencies, one of the following secondary frequencies will be applied:

**KYRGYZSTAN
RULES AND PROCEDURES**

- Variant I: LOM - 725 kHz, LMM - 355 kHz;
- Variant II: LOM - 355 kHz, LMM - 725 kHz.

Transfer to the secondary frequencies will be directed by ATC.

AIRPORT OPERATING MINIMUMS

Kyrgyz Republic does not publish State Airport Operating Minimums.

Kyrgyz Republic publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

LOW VISIBILITY PROCEDURE

The Low Visibility Procedures (LVP) are applied at aerodromes for safety provision of CAT II, III operations and take-off in low visibility conditions. LVP may become effective when ceiling value is 100m and its further lowering is expected or when RVR value decreases less than 1200m and its further decrease is expected. As a rule, LVP are applied when ceiling value is 60m and RVR value less than 600m. Take-off in low visibility conditions is approved when RVR value is less than 400m.

ATS AIRSPACE CLASSIFICATION

Kyrgyz Republic has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspaces classes "A", "C" and "G" are used in the airspace of Kyrgyz Republic.

In class "G" airspace only VFR flights are permitted.

SPECIAL REQUIREMENTS AND REGULATIONS**ALTIMETRY**

QFE altimeter setting is available on request.

FLIGHT PLANNING

The altitudes, at which a flight to be conducted, shall be specified in a flight plan as follows:

- flight levels if a flight to be conducted outside the boundaries of take-off and landing area at or above transition level and above or below the lower safe flight level enroute (of the corridor);
- heights if a flight to be conducted within the boundaries of take-off and landing area at or below the transition altitude.

Flight Plan Message Addressing

Messages relating to FPL and changes to it shall be submitted to the following addresses:

- a. For all aircraft flights transiting the airspace of the Kyrgyz Republic:
 1. Main Center of Air Traffic Management of Kyrgyz Republic (MC ATM KR);
 2. enroute area control centers (ACC) along the flight route;
- b. For all aircraft conducting flights with landing on the territory of Kyrgyz Republic:

**KYRGYZSTAN
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1. Main Center of Air Traffic Management of Kyrgyz Republic (MC ATM KR);
2. enroute area control centers and area control centers within the area of responsibility of which the main aerodrome of landing is located;
3. the main aerodrome of landing.

The addresses of ATFM units and ATS units of the Kyrgyz Republic corresponding to CTA, CTA/FIR through which the aircraft flight is operated along the flight route and within the area of responsibility of which the main aerodrome of landing is located, to which messages concerning the flight plan and changes to it shall be submitted are given below:

The Main Center of Air Traffic Management (ATFMU)

Tel: +996 312 393552 - controller on duty
 +996 312 393259 - schedule department
 Fax: +996 312 393573
 AFTN: UCFMZDZX
 UCFMZDCS

ATS (ACC) on the flight route and ARO landing airports:

Bishkek ACC	UCFMZRZX
ARO "Manas"	UCFMZTZX
Osh ACC	UCFOZRZX
ARO "Osh"	UCFOZTZX
ARO "Issyk-Kul"	UCFLZTZX
ARO "Karakol"	UCFPZTZX

ENTRY INTO A TERMINAL AREA

When entering TMA a pilot must report his position, flight altitude to ATC and get descending instructions from ATC for entering the take-off and landing area.

BORDER CROSSING

Crossing the state border of the Kyrgyz Republic by aircraft carrying out the international flights shall be carried out along the air corridors specially allocated for crossing the state border of the Kyrgyz Republic. The altitude and width parameters of these corridors correspond to the parameters of the airway.

The flight crew shall request a permission for crossing the state border of the Kyrgyz Republic from an appropriate ATS unit, carrying out a direct control over the air traffic, at least 10 minutes prior to crossing the state border of the Kyrgyz Republic. At that the flight crew shall report its call sign (flight number), position, flight level (altitude) and estimated time of crossing the state border of the Kyrgyz Republic, and when operating single flights - also the number of permission for crossing the state border of the Kyrgyz Republic.

**KYRGYZSTAN
RULES AND PROCEDURES**

When there are direct communication channels between the ATS unit of the Kyrgyz Republic and ATS unit of the neighbouring state, the flight crews can get a permission for crossing the state border of the Kyrgyz Republic from ATS unit, under the direct control of which they are.

In this case a preliminary request of the flight crew for permission from ATS unit of the Kyrgyz Republic is not required. The ATS unit of the state neighbouring with the Kyrgyz Republic shall give such permission only after receiving it from the appropriate ATS unit of the Kyrgyz Republic.

Crossing the state border of the Kyrgyz Republic without permission of the ATS center is prohibited.

Crossing the state border of the Kyrgyz Republic by aircraft when entering the airspace of the Kyrgyz Republic without radio communication is prohibited except for cases when radio communication failure has taken place in flight (in the presence of the permission for carrying out a flight received in accordance with the international agreements and contracts of the Kyrgyz Republic).

If an aircraft after crossing the state border of the Kyrgyz Republic is unable to continue its flight then the crossing the state border of the Kyrgyz Republic in the opposite direction shall be carried out, as a rule, along the same route by the permission of the ATS unit.

When crossing the state border of the Kyrgyz Republic the flight crew shall report the actual time and flight level (altitude) of crossing to the controller.

REQUIRED NAVIGATION PERFORMANCE

Following routes are designated RNAV5:

- L135, VADER to MAMIR;
- L138, VADER to TADOT;
- L139, PERUD to INKAR;
- L141, DIPAX to KAMUD;
- L142, ASMAN to SULET;
- L143, MNS to SULET;
- L145, OSH to DEMAS;
- L147, KAMUD to RODAM;
- L728, KAMUD to OGTOL.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II version 7.1.

**KYRGYZSTAN
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DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

Annex 2

3.1.2 Aircraft flights shall be carried out at altitudes not less than the minimum safety altitudes given in the following table:

Flight Rules	Take-off and Landing Area	Terrain	
		Plain	Mountainous
Absolute altitude under IFR	200m	300m	600m
Absolute altitude under VFR	100m	150m	300m
		Over the highest obstacle in the settlement - 300m	

NOTE: The width of area of terrain elevation and artificial obstacles to be taken into account for the calculation of the safe height:

- within take-off and landing area shall be 10km on each side of the airway center line for IFR flights, and 5km on each side of the airway for VFR flights;
- within TMA boundaries, entry/exit corridors and also the established airways shall be: 10km on each side of the airway center line for flights under IFR and radar control, 25km on each side of the airway center line without radar control; for VFR flights within the width of domestic airline, corridor, route;
- along the airways, domestic airlines, established routes (outside TMA) and the route outside the airways: 25km on each side of the airway center line for IFR flights; for VFR flights within the width of the airway (domestic airline, the established route).

3.9 VMC visibility and distance from clouds minima are given in table below:

Terrain	Cloud Base above highest Terrain Point	Visibility	Vertical Distance Air-plane/Cloud Base
Plain	150m	2km	50m
Mountainous	300m	8km	100m

4.1 VFR flights are applied within the limits of the lower airspace when flying at true air speed within 550kmh above the lower safe flight level and within 450kmh below the lower safe flight level.

**LATVIA
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

AIRPORT OPERATING MINIMUMS

Latvia does not publish State airport operating minimums.

Latvia publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

**LATVIA
RULES AND PROCEDURES**
NOISE ABATEMENT PROCEDURES

Civil subsonic jet aircraft fitted with engines having a low by-pass ratio and with a maximum take-off mass of 34000kg or more or capable of seating more than 19 passengers are not permitted to operate at airports situated in Latvia unless they comply with Part II, Chapter 3, Volume 1 of ICAO Annex 16.

NOTE: Exemptions from the requirement above are made for state aircraft, non-scheduled or non-commercial flights for purpose of aircraft modification, repair or maintenance.

ARRIVING FLIGHTS

Due to the limited airspace available, it is of importance that the approaches to the patterns and the holding procedures are carried out as exactly as possible. Pilots are strongly requested to inform ATC unit if for any reason the approach and/or holding cannot be performed as required.

ATS AIRSPACE CLASSIFICATION

Latvia has adopted the ATS airspace classification listed in Jeppesen ATC-Chapter "SERA ATS (Standardized European Rules of the Air) - Differences to ICAO", Table "SERA ATS Airspace Classification - SERA.6001".

Airspace classes "C" and "G" are used within Riga FIR.

SPECIAL REQUIREMENTS AND REGULATIONS
ALTIMETRY

QFE will be given on request only.

FLIGHT PLANNING

Flight plans shall be submitted to the appropriate ARO or directly to IFPS at least 3 hours before EOBT.

A flight plan shall be submitted prior to operating any flight outside controlled airspace operating within 15km (8NM) area from the borders with Belarus and Russia from ground to FL95.

Any flight intended to be conducted in an aerodrome Traffic Information Zone (TIZ) and Traffic Information Area (TIA) during its operating hours.

Place of Submission

Flight plans shall be submitted at departure aerodrome to ARO or FIS. In absence of such services, a flight plan shall be submitted to:

Riga ARO

Tel: +371 6 7220 294

+371 6 7300 642

+371 6 7300 645

+371 6 7783 761

Fax: +371 6 7300 644

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+371 6 7220 294

Internet: <https://lgs.ead-it.com> (LGS internet briefing, available for registered users)
www.lgs.lv (E-Services)
<https://ais.lgs.lv>

If the flight plan is submitted via internet briefing it has to be accepted by the system before the flight, otherwise the transmission of the flight plan is not guaranteed.

Flight Plan Submission via Telefax

If the flight plan is submitted via Telefax it has to be confirmed by the pilot-in-command (person submitted the flight plan) immediately after transmission via telephone, otherwise it will not be processed.

Closing a Flight Plan

When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report shall be made as soon as practicable after landing and by the quickest means available to Riga ARO.

Arrival reports shall contain the following:

- a. aircraft identification;
- b. departure aerodrome or operating site;
- c. destination aerodrome or operating site (only in the case of a diversionary landing);
- d. arrival aerodrome or operating site;
- e. time of arrival.

IFPS/NMOC Operations

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

Flight Plan Message Addressing

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

AFTN for IFR (OAT): EVRRZDZX and EVRRZQZX

Procedure for requesting Authorization for the Use of STS/ATFMX

The operator of a flight seeking approval to insert the indicator STS/ATFMX in Item 18 of a flight plan for a flight departing from an aerodrome within Riga FIR shall obtain prior permission a minimum of 3 hours in advance of the flight from:

State Joint-Stock Company "Latvijas gaisa satiksme"

Flow Management and Flight Data Unit (FMFDU)

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RULES AND PROCEDURES

Tel: +371 6 7300 653

Fax: +371 6 7300 652

DATA LINK SERVICES

CPDLC services are available within Riga FIR above FL 285.

CPDLC is provided only to ATN VDL Mode 2 capable aircraft. Logon from FANS 1/A aircraft will not be accepted.

The use of CPDLC is not mandatory in the Riga FIR. CPDLC is conducted at the discretion of ATC and by the initiative of the pilot concerned.

Initial contact with ATS unit is provided by voice communication.

Voice shall remain as the primary mean of communication in time-critical situations.

Logon

The data link address for RIGA ACC is EVRR.

Logon should be initiated 10 to 15 minutes prior to entry into Riga FIR.

TRANSITION FROM VFR TO IFR AND FROM IFR TO VFR WITHIN THE AIRSPACE OF CLASS G**Transition from VFR (FPL was submitted) to IFR and to VFR**

Before the transition from VFR to IFR and later back to VFR, the pilot shall:

- a. establish two-way radio communication on the appropriate communication channel;
- b. report transition to IFR, intended IFR flight level and IFR alternative aerodrome;
- c. continue to fly in accordance with IFR to the VFR destination aerodrome and report positions as defined above.

Over the VFR destination aerodrome, the pilot shall:

- a. report about the altitude change;
- b. descend to the appropriate area minimum altitude in order to transit to VFR;
- c. report the transition to VFR.

The pilot may transit to VFR and land, only if the VMC are met.

If the VMC are not met, the pilot shall:

- a. report the intended IFR flight level;
- b. proceed to IFR alternative;
- c. report positions as defined above.

In order to enter the class "C" airspace, ATC clearance and transponder Mode A/C are required.

**LATVIA
RULES AND PROCEDURES****Transition from VFR (FPL was not submitted) to IFR and to VFR**

Before the transition from VFR to IFR and later back to VFR, the pilot shall:

- a. establish two-way radio communication on the appropriate communication channel;
- b. submit flight plan with IFR alternative aerodrome;
- c. report transition to IFR and the intended IFR flight level;
- d. continue to fly in accordance with IFR to the VFR destination aerodrome and report positions as defined above.

Over the VFR destination aerodrome, the pilot shall:

- a. report about the altitude change;
- b. descend to the appropriate area minimum altitude in order to transit to VFR;
- c. report the transition to VFR.

The pilot may transit to VFR and land, only if the VMC are met.

If the VMC are not met, the pilot shall:

- a. report the intended IFR flight level;
- b. proceed to IFR alternative;
- c. report positions as defined above.

In order to enter the class "C" airspace, ATC clearance and transponder Mode A/C are required.

OPERATIONS AT UNCONTROLLED AIRPORTS

If any flight departs from an uncontrolled Latvian aerodrome, airfield or heliport, after departure the pilot shall activate FPL (if submitted) and report actual time of departure via the nearest ATS unit.

It is a pilot's responsibility to fulfill all FPL related requirements:

- a. FPL shall be submitted to Riga ARO not later than 1 hour before departure for further processing;
- b. all changes to the flight plan shall be reported to Riga ARO as soon as practicable;
- c. any change (+ or -) in EOBT of more than 15 minutes shall be reported to Riga ARO as soon as practicable;
- d. cancellation of the FPL shall be reported to Riga ARO as soon as practicable.

If any flight for which the FPL was submitted arrives at an uncontrolled Latvian aerodrome, airfield or heliport where there is no ATS unit, the arrival time shall be reported to the Riga ARO as soon as practicable.

FREE ROUTE AIRSPACE (FRA)

For details refer to Jeppesen ATC-Chapter "Free Route Airspace (FRA) - Europe".

LATVIA
RULES AND PROCEDURES**ACAS/TCAS II REQUIREMENTS**

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with and operate ACAS/TCAS II version 7.1.

Flying with an inoperative ACAS/TCAS II is permitted, including within RVSM airspace, provided it is done in accordance with the applicable Minimum Equipment List (MEL).

The MEL for ACAS/TCAS II throughout Europe is Class A - 10 days (excluding the day of discovery).

Operations with ACAS II temporary out of service in accordance with the Minimum Equipment List (MEL) do not require permission to enter Riga FIR.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

For differences to ICAO refer to Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO".

PANS-ATM (DOC 4444)

4.4.2.1.2 In the event of a delay of 15 minutes in excess of the EOBT for a controlled flight or a delay of one hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

16.4.4.2.3 Whenever it is expected by the operator that a specific flight, for which RPL has been submitted, is likely to encounter a delay of 15 minutes or more in excess of the EOBT stated in that flight plan, the ATS unit responsible for the departure aerodrome shall be notified immediately.

**LITHUANIA
RULES AND PROCEDURES**
GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius (Centigrade)
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES
HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds ICAO DOC 8168.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

AIRPORT OPERATING MINIMUMS

Lithuania does not publish State airport operating minimums.

Lithuania publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

**LITHUANIA
RULES AND PROCEDURES**

ATS AIRSPACE CLASSIFICATION

Lithuania has adopted the ATS airspace classification as listed in Jeppesen ATC-Chapter “SERA (Standardized European Rules of the Air) - Differences to ICAO”, Table “SERA ATS Airspace Classification - SERA.6001”.

Airspace classes “C”, “D” and “G” are used within Vilnius FIR.

SPECIAL REQUIREMENTS AND REGULATIONS

8.33kHz CHANNEL SPACING

State Aircraft

Exemption from the 8.33kHz channel spacing capable radio equipment requirement is granted for State aircraft operating in airspace class “C” within Vilnius FIR/UIR above FL95 on condition that these flights are equipped with radio operating in the UHF band and are able to establish and maintain two way radio communications with the appropriate ATC unit prior to entering the airspace. State aircraft will be handled on 25kHz VHF frequencies.

FLIGHT PLANNING

IFPS/NMOC Operations

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

Flight Plan Message Addressing

AFTN: EUCHZMFP, EUCBZMFP and EYKAYWYX

SITA: BRUEP7X and PAREP7X

Place of Submission

Aircraft operators shall file their IFR or IFR/VFR mixed flight plans and associated messages before departure directly with IFPS using available means.

If those means are not available, flight plans for VFR or mixed VFR/IFR and OAT flights and associated messages shall be submitted to Vilnius ARO.

Lithuania Vilnius ARO

Tel: +370 706 94 694

+370 706 94 618

+370 706 94 747

Fax: +370 706 94 621

E-Mail: briefing@ans.lt

After submitting FPL it is necessary to make a call to the Vilnius ARO for confirmation that FPL has been received.

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FPL can also be provided at selfbriefing offices located in Kaunas, Palanga, Siauliai or Vilnius AD. IFR flights are submitted to IFPS, VFR flights are submitted only to the addresses specified by the addressing rules.

Closing a Flight Plan

When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the Vilnius ARO.

Procedure for requesting Authorization for the Use of STS/ATFMX

The operator of a flight seeking approval to insert the indicator STS/ATFMX in Item 18 of a flight plan for a flight departing from an aerodrome within Vilnius FIR/UIR shall obtain prior permission from:

State Enterprise 'Oro Navigacija'

Air Traffic Flow Planning and Data Processing Division (ATFPDPD)

Tel: +370 706 94 608

+370 706 94 609

+370 687 51 381

Fax: +370 706 94 611

a minimum of 3 hours in advance of the flight.

FREE ROUTE AIRSPACE (FRA)

For details refer to Jeppesen ATC-Chapter "Free Route Airspace (FRA) - Europe".

SECONDARY SURVEILLANCE RADAR (SSR)

Aircraft flying within the Republic of Lithuania's controlled airspace, uncontrolled airspace above the territorial waters, the Curonian Lagoon, above the upper limits of prohibited areas, and also the foreign State aircraft flying the uncontrolled airspace of the Republic of Lithuania shall be equipped with the radio communication facility, which allows to maintain two-way communication with the ATS provider, and with the SSR transponder operating in a Mode A and C or S.

Aircraft unequipped with these facilities, except for the State aircraft of foreign countries, may operate in the controlled airspace of the Republic of Lithuania only upon receiving a permit from the ATS provider. Notification of the permits issued shall be made by the ATS provider immediately, but not less than within 12 hours, to the commander of the Air Force or his authorized officer.

Aircraft may operate in the border area on condition that:

- a. a flight plan has been submitted to the Air Traffic Service Provider;
- b. an aircraft is equipped with the radio communication facility;
- c. an aircraft is equipped with the radar transponder operating in Mode A and C or Mode S (not applicable to glider flights);

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RULES AND PROCEDURES**

- d. a flight permit has been received from the commander of the Air Force or his authorized officer issued in accordance with the conditions and procedure established by the commander of the Lithuanian Armed Forces (not applicable to international flights and flights of State aircraft).

These requirements shall not apply to flights of aircraft operating in the aerodrome traffic zones within the border area.

NOTE: Border area is part of the Republic of Lithuania's uncontrolled airspace stretching out for 4NM into the territory from the Republic of Lithuania's State border with a non-EU State. When the internal border control is resumed, the border area is part of the Republic of Lithuania's airspace stretching out for 4NM from the Republic of Lithuania's State border into the territory.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with ACAS/TCAS II version 7.1.

Flying with an inoperative ACAS/TCAS II is permitted, including within RVSM airspace, provided it is done in accordance with the applicable Minimum Equipment List (MEL).

The MEL for ACAS/TCAS II throughout Europe is Class A - 10 days (excluding the day of discovery).

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

For differences to ICAO refer to Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO".

**MOLDOVA
RULES AND PROCEDURES**
GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility	Kilometers or Meters
Runway visual range	Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES
HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

MOLDOVA
RULES AND PROCEDURES**OUTER MARKER (OM) AND MIDDLE MARKER (MM)**

Outer Marker (OM), the signal is 2 dashes per second. Middle Marker (MM), the signal is 6 dots per second.

AIRPORT OPERATING MINIMUMS

Moldova does not publish State airport operating minimums.

Moldova publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

ATS AIRSPACE CLASSIFICATION

Moldova has adopted the ICAO ATS airspace classifications as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "C" and "G" are used within Chisinau FIR.

SPECIAL REQUIREMENTS AND REGULATIONS**ALTIMETRY**

QFE is available on request only.

FLIGHT PLANNING**IFPS/NMOC Operations**

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR/General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

Flight Plan Message Addressing

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

Time of Submission

Flight plans shall be submitted at least 60min prior to EOBT. For any flight which can be affected by ATFM measures, the flight plan shall be submitted at least 3 hours before the EOBT.

For flights operated under the IFR or/and VFR, flight plans shall not be submitted more than 120 hours before EOBT.

Place of Submission

In case of absence of ARO at the departure aerodrome or in case the ARO is not in operation, a flight plan shall be submitted by telephone or via telefax to the nearest ARO. The local briefing unit provides ARO service at airport Chisinau. The address of the Chisinau ARO is:

ARO/Briefing

Moldavian Air Traffic Services Authority S.E

**MOLDOVA
RULES AND PROCEDURES**

Address: Bd. Dacia 80/4
Chisinau
Republic of Moldova
2026

Tel: + 373 22 50 28 15
Fax: + 373 22 50 29 76
E-Mail: aro@moldatsa.md
AFS: LUKKZPXZ

Content

Flight plan Item 15 - route shall not contain direct indicator - DCT for the segment of route crossing the FIR border.

Flight plan Item 18 - Operators shall insert sub-field RMK with the permission of the Authorized Authority from the Republic of Moldova. For flights in accordance with the bilateral agreement between the Governments of the United States of America and the Republic of Moldova, following information shall be included: number of permission and the agreement from 21. March 1994 between the United States of America and the Republic of Moldova.

Inserting of SID and STAR established in Chisinau FIR is compulsory in the route field of the FPL. Flight plans concerning IFR flights need not include FIR boundary estimates.

Repetitive Flight Plans (RPL)

RPL will not be accepted for any flight conducted on 25 December between 0000 and 2359 UTC. On this day individual flight plans shall be filed for all flights.

FREE ROUTE AIRSPACE (FRA)

For details refer to Jeppesen ATC-Chapter "Free Route Airspace (FRA) - Europe".

SPECIFIC REQUIREMENTS**Departing Flights**

The pilot-in-command shall perform the take-off within 1 minute after obtaining take-off clearance from ATC. If this is not possible, a new clearance must be requested.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 will also be required to be equipped with and operate ACAS/TCAS II version 7.1.

Flying with an inoperative ACAS/TCAS II is permitted, including within RVSM airspace, provided it is done in accordance with the applicable MEL. The MEL for ACAS/TCAS II throughout Europe is Class A - 10 days (excluding the day of discovery).

MOLDOVA
RULES AND PROCEDURES**DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES****ICAO REFERENCE****Annex 2*****Chapter 1. Definitions***

Visibility - The following definition for visibility is used in Republic of Moldova: Visibility for aeronautical purposes is the greater of the greatest distance depending from atmospheric conditions, on which can be seen and recognized known objects acceptable size or the known sources of the light of the moderate strength. It is represented by the meteorological optical range (MOR). Visibility is not reported as the greatest distance at which lights in the vicinity of 1000 candelas can be seen and identified against an unlit background.

3.3.1.2 A flight plan shall be submitted prior to operating:

- f. any VFR flight planned to operate at night, if leaving the vicinity of a controlled aerodrome (covering as well the portion of flight in uncontrolled airspace).

4.3 When so prescribed by the appropriate ATC unit, VFR flights at night may be permitted to and from aerodrome/heliport, equipped for night flying under the following conditions:

- a. If leaving the vicinity of an aerodrome CTR, a flight plan (covering, as well, the portion of flight in uncontrolled airspace) shall be submitted.
- b. Flights shall establish and maintain two-way radio communication on the appropriate ATC unit communication channel when available.
- c. SSR transponder at least Mode A/C.
- d. The VMC visibility and distance from cloud minimums as specified in ICAO Table 3-1 shall apply except that:
 1. the ceiling shall not be less than 450m (1500ft);
 2. except as specified in e., the reduced flight visibility provisions specified in in ICAO Table 3-1, a. and b. shall not apply;
 3. in available airspace classes at and below 900m (3000ft) above MSL or 300m (1000ft) above terrain, whichever is the higher, the pilot shall maintain continuous sight visual contact with the surface;
 4. for helicopters in available airspace classes at and below 900m (3000ft) above MSL or 300m (1000ft) above terrain, whichever is the higher, flight visibility shall not be less than 3km, in conditions when provided that the pilot maintains continuous sight of visual contact with the surface and if maneuvered at a speed that will give adequate opportunity to observe other traffic or obstacles in time to avoid collision;
- e. Ceiling, visibility and distance from cloud minimums lower than those specified in d. may be permitted by Civil Aviation Authority for helicopters in special cases, such as medical flights, search and rescue operations and fire fighting.

**MOLDOVA
RULES AND PROCEDURES**

- f. Except when necessary for take-off or landing, specified in e. a VFR flight at night shall be flown at a level which is not below the minimum flight altitude, or considering relief Moldova, at a height of not less than 300m (1000ft) above the highest obstacle within a radius of 8km.

**POLAND
RULES AND PROCEDURES**
GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Kilometers, Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Meters, Feet
Horizontal speed	Kilometers per Hour, Knots
Vertical speed	Meters per Second, Feet per Minute
Wind speed	Knots
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility	Kilometers, Meters if visibility is less than 5000 meters
Runway Visual Range	Meters
Height of cloud base	Feet
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Mass	Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES
HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

POLAND
RULES AND PROCEDURES**AIRPORT OPERATING MINIMUMS**

Poland does not publish State airport operating minimums.

Poland publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

ATS AIRSPACE CLASSIFICATION

Poland has adopted the ATS airspace classification as listed in Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO", Table "SERA ATS Airspace Classification - SERA.6001".

Airspace classes "C", "D" and "G" are used within Warsaw FIR.

SPECIAL REQUIREMENTS AND REGULATIONS**ALTIMETRY**

QNH altimeter setting is obligatory for flights at or below 6500ft AMSL within Warsaw FIR.

Within class "G" below TMA/MTMA segments, lower limit is at or below 6500ft, the QNH altimeter setting of the main controlled aerodrome within the TMA/MTMA is obligatory. Below TMA/MTMA segments, lower limit is above 6500ft and as long as the flight is carried out at or below the transition altitude, the QNH regional pressure setting is obligatory.

Within every TMA/MTMA it is obligatory to set the altimeters, calculated for the main aerodrome, to the common QNH pressure.

QFE values will be given on request only.

While flying within Military Aerodrome Traffic Zones (MCTR/MTMA) the QNH setting is obligatory.

PROVISION OF 8.33 CHANNEL SPACING TO STATE AIRCRAFT

A State aircraft operating as GAT in controlled airspace is required to carry VHF radio with 8.33kHz channel spacing and to contact ATS on appropriate frequencies.

A State aircraft not equipped with VHF with 8.33kHz channel spacing is not allowed to enter controlled airspace within which communication is held on 8.33kHz, excluding emergency situations in the event of which it is possible to use emergency frequency 121.500MHz.

FLIGHT PLANNING

A flight plan shall be submitted prior to operating in accordance with ICAO Annex 2, para 3.3.1.2 exempting letter e).

Content of Flight Plan

FPL Item 18:

- RMK/ADIZ - for flights within ADIZ zone indicator RMK/ADIZ is required.
- EET/ - flight information concerning estimated flight time to the boundary of the Warsaw FIR is required.

**POLAND
RULES AND PROCEDURES**

Procedure for requesting Authorization for the Use of STS/ATFMX

Operator of a flight seeking approval to insert the indicator STS/ATFMX in Item 18 of the flight plan for a flight departing from an aerodrome within the Warsaw FIR, shall obtain prior permission from the ATM Supervisor preferably 3 hours in advance of the flight.

ATM Supervisor

Tel: +48 22 574 5542

+48 22 574 5532

Fax: +48 22 574 5539

Public Hours: H24

IFPS/NMOC Operations

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

Flight Plan Message Addressing

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

Additionally EPZZVVXX for combined VFR/IFR and IFR/VFR flights.

REDUCED RUNWAY SEPARATION

At Lodz airport reduced runway separation procedures apply on RWY 07L/25R for category 1 aircraft according to ICAO DOC 4444 para 7.11.

Attention should be paid to possible category 1 aircraft landings when a departing category 1 aircraft or category 2 aircraft has crossed the intersection of the runway with the access road to the fire station (about 1250m from runway threshold), is airborne or moving and will exit the runway without turning back.

Attention should be paid to possible category 1 aircraft departures when a preceding category 1 or category 2 aircraft is airborne and has crossed the intersection of the runway with the access road to the fire station.

DATA LINK SERVICES

CPDLC services are available between FL285 and FL660 within Warsaw ACC area of responsibility.

CPDLC is provided only to ATN B1 equipped aircraft. Logon from FANS1/A aircraft will not be accepted.

The use of CPDLC is not mandatory and is conducted at the discretion of ATC or at the initiative of the pilots concerned. If the pilot or ATC is of the opinion that CPDLC should no longer be used in the given circumstances, CPDLC shall be discontinued or terminated and the other party shall be informed about this by voice communication.

**POLAND
RULES AND PROCEDURES****Logon**

The data link address for Warsaw ACC is EPWW.

Logon should be initiated 15 minutes prior to entry into Warsaw FIR.

In case of transfer from a CPDLC capable ATC center ACM service will be used. For aircraft departing from an aerodrome within the Warsaw FIR the logon should be initiated upon transfer to Warsaw ACC. Logon may also be initiated in advance, although the actual message exchange is not expected until transfer to ACC.

FREE ROUTE AIRSPACE

For details refer to Jeppesen ATC-Chapter "Free Route Airspace (FRA) - Europe".

SECONDARY SURVEILLANCE RADAR (SSR)

Unless the appropriate ATC unit cleared otherwise within control area of the Warsaw FIR and Warsaw (Okecie) CTR, Gdansk (Lech Walesa) CTR, Krakow (Balice) CTR, Katowice (Pyrzowice) CTR, Poznan (Lawica) CTR, Rzeszow (Jasionka) CTR, Warsaw (Modlin) CTR, Wroclaw (Strachowice) CTR and Rzeszow TMA, an aircraft is required to be equipped with an SSR transponder operating in Mode A and C.

When an aircraft carries a serviceable transponder, the pilot shall operate the transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes.

When the aircraft carries serviceable Mode S equipment, the pilot shall continuously operate this Mode, unless otherwise instructed by ATC.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with and operate ACAS/TCAS II version 7.1.

Flying with an inoperative ACAS/TCAS II is permitted, including within RVSM airspace, provided it is done in accordance with the applicable Minimum Equipment List (MEL). The MEL for ACAS/TCAS II throughout Europe is Class A - 10 days (excluding the day of discovery).

DIFFERENCES FROM ICAO STANDARDS**ICAO REFERENCE****Annex 10**

5.2.1.4.1.1 The phraseology [FLIGHT] LEVEL ONE ZERO ZERO shall not be used. Flight levels consisting of full hundreds shall be pronounced as in colloquial language, i.e. [FLIGHT] LEVEL ONE HUNDRED.

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RULES AND PROCEDURES

The phraseology SQUAWK SEVEN ZERO ZERO ZERO shall not be used. Transponder codes consisting of whole thousands shall be pronounced as in colloquial language, i.e. SQUAWK SEVEN THOUSAND.

5.2.1.4.1.2 The phraseology QNH ONE ZERO ZERO ZERO shall not be used. QNH values consisting of whole thousands shall be pronounced as in colloquial language, i.e. QNH ONE THOUSAND.

5.2.1.7.1.2 If radio contact has been established and confusion is not likely to occur, an ATS unit may omit its call sign in further transmissions.

Approach control radar arrivals = DIRECTOR/APPROACH.

5.2.1.5.8 The word MONITOR shall mean listen out (on the frequency) or change the frequency as instructed and wait for being called (by the relevant ATS unit).

The phrase STANDBY FOR (frequency) could be interpreted as wait for being instructed to change the frequency.

The following method of confirming that the message has been received shall not be used in Poland: aircraft call sign followed by aeronautical station call sign. The following shall be applied: (aircraft call sign) ROGER.

Procedures applicable are in accordance with examples shown in ICAO Doc 9432 which are different from methods described in ICAO Annex 10.

If the pilot reads back an instruction or clearance incorrectly, the word NEGATIVE shall be used and the correct version shall be repeated.

The phrase I SAY AGAIN after NEGATIVE is redundant.

5.2.1.9.2.2 When specifying the altitude in Polish and English phraseology the word ALTITUDE shall be used before numerical values.

In order to minimize the possibility of confusion as a result of the similar sounding of the English words TO and TWO.

PANS-ATM (DOC 4444)

Regulations related to advisory service are not applicable within Polish airspace.

Regulations related to Automatic Dependent Surveillance (ADS) are not applicable within Polish airspace.

6.3.2.4 Phraseologies related to SID procedures are not used.

6.5.2.4 Phraseologies related to STAR procedures are not used.

12.1.2.3 The phraseology [FLIGHT] LEVEL ONE ZERO ZERO shall not be used. Flight levels consisting of whole hundreds shall be pronounced as in colloquial language, i.e. [FLIGHT] LEVEL ONE HUNDRED.

12.1.4.15 The phrase GO AROUND shall be used only when the pilot-in-command is instructed or decides to go around. In any other situation the phrase MISSED APPROACH (e.g. BE READY FOR MISSED APPROACH) shall be used.

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RULES AND PROCEDURES**

12.3.1.1 When specifying the speed or altitude in English phraseology the word TO shall be avoided before numerical values.

12.3.1.2 Phraseologies related to SID and STAR procedures are not used.

When specifying the altitude in Polish and English phraseology the word ALTITUDE shall be used before numerical values.

12.3.1.4 The word MONITOR shall mean listen out (on the frequency) or change the frequency as instructed and wait for being called (by the relevant ATS unit).

12.3.3.1 Phraseologies related to departure instructions are not used.

12.3.3.2 Phraseologies related to STAR procedures and approach instructions are not used.

For more differences to ICAO refer to Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO".

**ROMANIA
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force, and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practises and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 nautical miles	Nautical Miles and Tenths, Kilometers ¹
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet, Meters ¹
Horizontal speed including wind speed	Knots, Kilometers per Hour ¹
Vertical speed	Feet per Minute, Meters per Second ¹
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals, Millibars and Millimeters ¹
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

¹ SI alternative unit.

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

Speed Limitations

Maximum indicated airspeed within TMAs is limited to 250kt below FL100.

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RULES AND PROCEDURES**

Maximum indicated airspeed within Bucharest FIR for arriving aircraft is limited to 250kt below FL100, unless otherwise authorized or required by ATC.

APP may request aircraft to reduce speed when within radar vectoring area, as required by air traffic conditions. Pilots not able to maintain the required speed, will report this to APP.

AIRPORT OPERATING MINIMUMS

Romania does not publish State airport operating minimums.

Romania publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

NOISE ABATEMENT PROCEDURES**Noise Abatement Departure Procedures**

NADP1 shall be applied for all take-offs at Arad, RWY 09; Bacau (George Enescu), RWY 34; Bucharest (Baneasa), RWY 07/25; Bucharest (Henri Coanda), RWY 08R/26L, 08L/26R; Cluj-Napoca (Avram Iancu), RWY 25; Oradea, RWY 01 and Sibiu, RWY 09.

Either NADP1 or NADP2 shall be applied for all take-offs from other aerodromes or runways not mentioned above.

For details about NADP1 and 2 refer to Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Noise Abatement Procedures, Appendix to Chapter 3 - Noise Abatement Departure Climb Guidance".

APPROVAL FOR LOW VISIBILITY OPERATIONS (LVO)

An aircraft operator registered in a country other than Romania is permitted to execute LVO in conformance with the Low Visibility Procedures (LVP) declared by ATC to be in force, if the operator holds an authorization for LVO issued by the State responsible with their surveillance.

ATS AIRSPACE CLASSIFICATIONS

Romania has adopted the ATS airspace classification as listed in Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO", Table "SERA ATS Airspace Classification - SERA.6001".

Airspace classes "A", "C" and "G" are used within Bucharest FIR.

SPECIAL REQUIREMENTS AND REGULATIONS**ALTIMETRY**

The QNH value transmitted in whole hectopascals will be made available to pilots.

The QFE value will be provided on request. This value will be transmitted in tenths of hectopascals and on request also in millimeters.

FLIGHT PLANNING

Filing DCT in flight plan, Item 15, (c) Route (including changes of speed, level and/or flight rules) by the aircraft operators is not allowed within Bucharest FIR, except:

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- where no SIDs or STARs are published for an aerodrome;
- for transiting Constanta TMA, Arad TMA and NAPOC TMA.

Filing DCT in flight plan, Item 15, (c) Route (including changes of speed, level and/or flight rules) by the aircraft operators is allowed inside Constanta TMA above FL55, inside Arad TMA above FL105 and inside NAPOC TMA above FL105, in accordance with connecting published ATS route(s) including their direction and connecting 5LNCs or FRA Intermediate Points on TMA boundary during FRA operations.

Filing DCT in flight plan, Item 15, (c) Route (including changes of speed, level and/or flight rules) by the aircraft operators is not allowed as an intention to cross the boundary of Bucharest FIR outside of officially published ATS route(s) and 5LNCs, except over the Romanian-Hungarian and the Romanian-Bulgarian border where FRA operation is permitted according to the South-East Europe Night FRA (SEEN FRA) specifications.

IFPS/NMOC Operations

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

Flight Plan Message Addressing

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

Procedure for Requesting Authorisation for the Use of STS/ATFMX

Application for approval of STS/ATFMX in Item 18 of a flight plan for a flight departing from an aerodrome within Bucharest FIR shall obtain prior permission from:

ARO/Briefing Bucharest Otopeni

Tel: +40 (0) 212 032 122

+40 (0) 212 032 127

+40 (0) 213 114 315

+40 (0) 213 114 316

Fax: +40 (0) 212 032 127

+40 (0) 213 114 316

Application for ATFCM exemptions must be transmitted to ARO/Briefing Bucharest Otopeni, when practicable, not later than 24 hours before EOBT and not more than 48 hours before the date of flight.

FREE ROUTE AIRSPACE (FRA)

For details refer to Jeppesen ATC-Chapter "Free Route Airspace (FRA) - Europe".

**ROMANIA
RULES AND PROCEDURES****ACAS/TCAS II REQUIREMENTS**

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with ACAS/TCAS II version 7.1.

Flying with an inoperative ACAS/TCAS II is permitted, including within RVSM airspace, provided it is done in accordance with the applicable Minimum Equipment List (MEL).

The MEL for ACAS/TCAS II throughout Europe is Class A - 10 days (excluding the day of discovery).

SECONDARY SURVEILLANCE RADAR (SSR)

Within Bucharest FIR, the Mode S airspace is defined as follows:

- all airspace above FL150;
- Bucharest TMA and Napoc TMA

For the flights within the airspace specified as above a unique Mode A code (conspicuity code) equal to '1000' should be assigned to departing aircraft or to aircraft for which a code change is required, if, according to EU Reg. No. 1206/2011:

- The downlinked aircraft identification matches the corresponding entry in the flight plan for that aircraft.
- The integrated initial flight plan processing system has communicated that the aircraft is eligible for the assignment of the conspicuity code.

These flights will be identified using the downlinked Aircraft Identification (ACID).

For all aircraft fitted with a Mode S transponder (IFR but also VFR), it becomes now essential that flight crews take particular care when entering this ACID through the FMS or transponder control panel (depending upon aircraft equipment). A wrong ACID may result in ATC systems not being able to correlate the aircraft with its stored flight plan.

Mode S not-equipped aircraft or equipped with an unserviceable Mode S transponder will be accommodated by allocating a discrete SSR code by the appropriate ATC unit. This procedure will be applied for both civil and State Mode S not-equipped aircraft.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

For differences to ICAO refer to Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO".

**RUSSIA
RULES AND PROCEDURES**

This information also applies to Tajikistan and Turkmenistan, as covered by common aeronautical publications. Accordingly, each of the above States is to be substituted for the term “Russia(n)” in the following text, as appropriate.

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc. generally more than 2NM	Kilometers Nautical Miles and Tenths of Nautical Miles (Turkmenistan)
Relatively short distances such as those relating to aerodromes	Kilometers and Meters Meters (Turkmenistan)
Elevations and heights (and altitude for Turkmenistan)	Meters and Feet Feet (Turkmenistan)
Horizontal speed including wind speed	Kilometers per Hour, Meters per Second Knots (Turkmenistan)
Vertical speed	Meters per Second Feet per Minute (Turkmenistan)
Wind direction for landing and taking off	Degrees True Degrees Magnetic (Turkmenistan)
Wind direction except landing and take-off	Degrees True (Turkmenistan)
Visibility	Kilometers or Meters
Runway visual range	Meters Kilometers or Meters (Turkmenistan)
Altimeter setting	Millimeters Hg, Millibars Hectopascals (Turkmenistan)
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

RUSSIA
RULES AND PROCEDURES**WGS-84 IMPLEMENTATION STATUS**

The National Geodetic System - 1990 (PZ-90) is used in the Russian Federation as geodetic reference datum. Geodetic System - 1942 (SK-42) is used until carrying out the accurate geodetic survey according to the coordinate system PZ-90.

The State Geocentric Coordinate System PZ-90.02 is practically identical to the World Geodetic System WGS-84.

In Turkmenistan and Tajikistan all published geographical coordinates indicating latitude and longitude are expressed in the Geodetic Coordinates System of 1942.

FLIGHT PROCEDURES**HOLDING**

Holding procedures basically comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

OUTER MARKER (OM) AND MIDDLE MARKER (MM)**Modulation**

Outer marker 2 dashes per second, inner (middle) marker 6 dots per second.

Secondary Locator Outer Marker (LOM) and Locator Middle Marker (LMM) Frequencies

Should interference occur on primary LOM and LMM frequencies one of the variants of secondary frequencies shall be applied:

- Variant I: LOM - 725kHz, LMM - 355kHz;
- Variant II: LOM - 355kHz, LMM - 725kHz.

Transfer to secondary frequencies shall be conducted on ATS unit instruction.

AIRPORT OPERATING MINIMUMS**Russia**

Russia does not publish State airport operating minimums.

Russia publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

Turkmenistan

Turkmenistan publishes State airport operating minimums.

Jeppesen charted minimums are not below State minimums.

RUSSIA
RULES AND PROCEDURES**SPEED RESTRICTIONS**

The following speed limitations shall be imposed for aircraft arriving at the aerodromes of Moscow TMA after the entry into Moscow TMA from the moment of commencing descent from flight level:

- IAS 520kmh \pm 20kmh or M0.8 (whichever is less) from cruising level to FL250;
- IAS 500kmh \pm 20kmh below FL250 to FL100;
- IAS 460kmh \pm 20kmh below FL100 to transition level;
- below transition level - IAS shall be as in accordance with the Aeroplane Flight Manual without exceeding IAS indicated in limitations section. The above mentioned IAS shall be maintained by the flight crew unless otherwise instructed by ATS unit or by the established approach procedure.

If unable to maintain the above mentioned IAS, the flight crew shall report it to ATS unit.

IAS for aircraft transiting through Moscow TMA shall be without limitations unless otherwise instructed by ATS unit.

ATS AIRSPACE CLASSIFICATION

Russia has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "C" and "G" are used within the Russian Federation.

In class "G" airspace continuous two-way communication is required for IFR flights.

Airspace classes "A" and "G" are used in the airspace outside the territory of the Russian Federation, where the responsibility for the organization of the air traffic is placed on the Russian Federation.

In class "G" airspace continuous two-way communication is required for IFR flights.

ATS AIRSPACE CLASSIFICATION FOR TAJIKISTAN

Tajikistan has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "C", "D" and "G" are used within the Republic of Tajikistan.

SPECIAL REQUIREMENTS AND REGULATIONS**COMMUNICATIONS**

Frequency 123.45MHz is available for carrying out communication between flight crews of civil aviation aircraft during flights over the waters of the Arctic Ocean (except for Barents Sea), the Pacific Ocean and the Caspian Sea beyond the territorial waters of the Russian Federation.

Communications for Turkmenistan

Flight crew shall contact ATC unit of Turkmenistan at least 81-108NM (150-200km) before crossing the State border to receive conditions for crossing the State border and for further flight within the airspace of Turkmenistan.

RUSSIA
RULES AND PROCEDURES**ALTIMETRY**

The QFE value is given in ATIS broadcasting, QNH shall be communicated to crews by ATS units on crew's request. The QNH and QFE values are indicated in mmHg and in millibars (hPa).

During the flights within the controlled aerodrome area within a radius of not more than 27NM (50km) from airport, from take-off till climbing to the transition height and from the transition level till landing the controller shall assign heights in meters based upon the atmospheric pressure at aerodrome (QFE).

The altitude in meters based upon QNH of the aerodrome area shall be assigned by the controller below the transition level outside the aerodrome area.

Basic Altimeter Setting Procedures

The aircraft position in the vertical plane is determined by height/altitude (flight level) and shall be maintained by the crew according to the barometric altimeter.

During the flights at transition level or above the aircraft shall operate a flight according to the indications of the altimeter which is set to QNE, during this phase of flight the aircraft position in the vertical plane is expressed in terms of flight levels (flight level/FL).

During the flight within the controlled aerodrome area at the transition height or below (from take-off till reaching the transition height and from the transition level till landing) the aircraft position in the vertical plane shall be assigned by the controller and reported by the pilot in height values in meters based upon the QFE.

During the flight outside the aerodrome area below the transition level of the area, where the ATC service in FIR is provided, the aircraft position in the vertical plane shall be assigned by the controller and reported by the pilots in altitude values in meters based upon QNH of the aerodrome area.

A change of flight altitude (flight level) shall be allowed by the permission of ATS unit providing service of the aircraft in flight. In this case pilot must report aircraft position, flight height/altitude (flight level) and the reason of its change.

For the unified system of transfer to flight height/altitude (flight level) reading the following is established:

- a. transition height/level in the aerodrome area within a radius of not more than 27NM (50km) from airport;
- b. transition height/level in TMA;
- c. transition altitude/level in the area, where the ATC service in FIR is provided.

Altimetry for Turkmenistan

The position of aircraft in vertical plane when carrying out flight within TMA below transition level during descending for landing and during climbing after take-off up to transition altitude shall be assigned by ATC and reported by crews in altitude values in feet based upon QNH.

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On crew's request, during descending from transition level till landing and during climbing after take-off up to transition height, flight can be carried out with reference to QFE. In this case ATC shall assign height values in feet based upon QFE, or in meters on crew's request.

AIR TRAFFIC FLOW MANAGEMENT (ATFM)

Russian Main Air Traffic Management Center (MATMC)

Address: 37/7 Leningradskiy Prospect

Moscow

125993

Tel: +7 499 231 56 93

Fax: +7 495 601 07 17

SITA: MOWYWYA

AFTN: UUUWZDZX

When the established standards of the capacity of ATS units in Russia are exceeded, the regulating ATFM measures may be applied.

Republic of Tajikistan

The State Unitary Enterprise (SUE) "Tajikaeronavigatsiya"

Address: 32/3, ulitsa Mirzo Mastongulova

Dushanbe

Republic of Tajikistan

734012

The Main Air Traffic Management Centre (MATMC)

MATMC duty officer

Tel: +992 47 4494617

+992 48 7011740

Fax: +992 37 2268137

E-Mail: atfm@airnav.tj

AFTN: UTDDZDZX

When the established standards of the capacity of ATS units of the Republic of Tajikistan are exceeded, the regulating ATFM measures may be applied.

FLIGHT PLANNING**Flight Plan Message Addressing**

Messages relating to flight plan and changes to it for all aircraft transiting the airspace of Russia or landing on the territory of Russia on scheduled and non-scheduled (single) basis shall be submitted to:

- a. MATMC via AFTN: UUUWZDZX;

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b. enroute ATFM units, as follows:

Addresses for the Submission of Messages

FIR	AFTN Address of ATFM Unit
Arkhangelsk ULAA	UUUWZDZX, ULLLZDZX
Kaliningrad UMKK	
Kotlas ULKK	
Murmansk ULMM	
St Petersburg ULLL	
Syktvykar UUYV	
Vologda ULWW	
Moscow UUVV	UUUWZDZX, UUVVZDZX
Rostov-na-Donu URRV	UUUWZDZX, URRVZDZX
Samara UWWW	UUUWZDZX, UWWWZDZX
Tyumen USTV	UUUWZDZX, USSSZDZX
Yekaterinburg USSV	
Irkutsk UIII	UUUWZDZX, UNNTZDZX
Krasnoyarsk UNKL	
Novosibirsk UNNT	
Chulman UELL	UUUWZDZX, UHHHZDZX
Khabarovsk UHHH	
Magadan UHMM	
Mirny UERR	
Petropavlovsk-Kamchatsky UHPP	
Yakutsk UEEE	

Flight Plan Message Addressing - Turkmenistan

Messages of foreign aircraft concerning transit flights of all destinations within Turkmenistan airspace shall be submitted to:

- a. MATCC of Turkmenistan via AFTN: UTAAZDZX; and
- b. additionally to local ATS units as listed below:

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Addresses for the Submission of Messages

FIR	AFTN Address of ATFM Unit
Ashgabat UTAA	UTAALMXX, UTAZRZX
Dashoguz UTAT	UTATLMXX
Turkmenabat UTAV	UTAVZRZX, UTAVZQXX
Turkmenbashi UTAK	UTAKZRZX, UTAKZQXX

Messages of foreign aircraft concerning special transit flights (STS, VVIP, VIP and others) within Turkmenistan airspace shall be also submitted to:

Central Service of Operation and Control of International Ashgabat Airport

E-Mail: aviaoper@online.tm
SITA: ASBITT5
AFTN: UTAAZXZX

Messages about foreign aircraft flights concerning flights with landing at the aerodromes of Turkmenistan shall be sent to the MATMC of Turkmenistan via AFTN (UTAAZDZX) and to all addresses of:

Central Service of Operation and Control of International Ashgabat Airport

E-Mail: aviaoper@online.tm
SITA: ASBITT5
AFTN: UTAAZXZX

and additionally to Aerodrome ATS units listed below in order to provide correct transmission and delivery:

Ashgabat Aerodrome Flight Plan Office

E-Mail: asb.airport.ops@online.tm
AFTN: UTAAZTZX
UTAAFXX (ASB OPS)
UTAAZPZX (Info)

Service for Arrangements of Passenger Operations at Ashgabat Aerodrome:

SITA: ASBAPT5
AFTN: UTAAPPXX

Service for Arrangements of Cargo OPS at Ashgabat Aerodrome:

SITA: ASBOOT5
AFTN: UTAAPGXX

Dashoguz Aerodrome Tower

AFTN: UTATZTZX

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UTATBFXX (TAZ OPS)

Mary Aerodrome Tower

AFTN: UTAMZTZX

UTAMBFXX (MYP OPS)

Turkmenabat Aerodrome Tower

AFTN: UTAVZTZX

UTAVBFXX (CRZ OPS)

Turkmenbashi Aerodrome Tower

AFTN: UTAKZTZX

Temporary ATS Routes

There are certain temporary ATS routes in the Russian Federation that are available by NOTAM only. Those routes shall not be flight planned when not activated. The routes are listed under Jep-pesen Enroute "Airway Restrictions - Eastern Europe Lower and Upper Airspace".

BORDER CROSSING

- a. International flights, crossing the State border of the Russian Federation, shall be carried out through the air corridors of crossing the State border of the Russian Federation.

Crossing the State border of the Russian Federation, when conducting the international flights outside the air corridors, is allowed only by the permission of the Government of the Russian Federation, except for the cases of forced entries of aircraft into the airspace of the Russian Federation in case of emergency, disaster threatening to aircraft safety, transportation of rescued people, delivery of urgent medical aid to the flight crew member or passengers and due to other emergency circumstances.

When conducting the international flights along the ATS routes available for international flights, the part of airspace at intersection of an ATS route with the line of the State border of the Russian Federation is the air corridor of crossing the State border of the Russian Federation.

- b. A permission to use the airspace of the Russian Federation, issued to Russian and foreign users on the basis of the submitted flight plan and 1 of the following documents, is the basis for crossing the State border of the Russian Federation when conducting the international flights:
1. international treaty of the Russian Federation;
 2. the permission issued by the Russian Federation government for conducting the international flights of foreign States with which the Russian Federation does not have diplomatic relations and also for conducting the international flights of experimental aircraft manufactured for State aviation;
 3. the permission issued by the Ministry of Foreign Affairs of the Russian Federation for conducting the international flights of foreign State aircraft connected with transporta-

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tion of Heads of States and governments and delegations headed by them, Ministers of Foreign Affairs and Ministers of Defence; for conducting flights of State aircraft of foreign States and also on reciprocal basis - for conducting transit flights of aircraft of foreign States requiring the use of diplomatic channels to receive permissions for these flights;

4. the permission issued by the Ministry of Industry and Trade of the Russian Federation for conducting the international flights of experimental aircraft manufactured for civil aviation;
5. the permission issued by the General Staff of the Armed Forces of the Russian Federation for conducting the international flights of State aircraft;
6. if foreign State aircraft carries out the flight outside the ATS routes available for international flights or carries out the international flight to a Russian airport not available for international flights and also belongs to the indicated airports:

the permission issued by the Federal Air Transport Agency in coordination with the Federal Security Service of the Russian Federation. The Ministry of Defence of the Russian Federation shall be notified about the issuance of the indicated permission.

- c. The approval of the submitted flight plan, issuance of permission to use the airspace of the Russian Federation when conducting the international flight or refusal to issue the mentioned permission shall be carried out within 2 hours from the moment of flight plan submission and submission of the permissions envisaged by the present Federal Regulations.
- d. The permission to use the airspace is the basis for crossing the State border of the Russian Federation by Russian users of airspace conducting flights in the airspace over open sea.
- e. When conducting the international flight, the flight crew of Russian aircraft equipped with the system of State radar identification, being over crossborder region, must switch the equipment of State radar identification on at least 10 minutes before crossing the State border of the Russian Federation.

When conducting flights by Russian aircraft in the airspace over open sea, the equipment of State radar identification shall be switched off at a distance of 400km from the coastline of the Russian Federation and shall be switched on when the aircraft gets closer to the Russian Federation coastline by the same distance.

- f. The flight crew must report:
 1. flight number (radiotelephone call sign of the pilot-in-command, State and registration identification signs);
 2. position, flight level (altitude) of flight; and
 3. estimated time of crossing the State border of the Russian Federation to the appropriate ATS unit at least 10 minutes before crossing the State border of the Russian Federation.

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The flight crew which has obtained the conditions of crossing the State border of the Russian Federation shall report only the actual time of crossing the State border of the Russian Federation and flight level (altitude) to the appropriate ATS unit.

- g. In case of differences in separation systems adopted in the Russian Federation and in the neighboring State, the change of flight level must be completed at 30km before crossing the State border of the Russian Federation (the boundary of MATMC area over open sea), unless otherwise stipulated by international treaties (agreements) and other instructions of ATS units are absent.
- h. If aircraft conducting the international flight is unable to continue a flight after crossing the State border of the Russian Federation and the flight crew has taken the decision to proceed to the aerodrome of departure, then crossing the State border of the Russian Federation in the opposite direction shall be carried out along the same ATS or flight route.
- i. Crossing the State border of the Russian Federation by aircraft without radio communication is prohibited except the case when radio communication failure occurred in flight after receiving the conditions of crossing the State border by the flight crew.
- j. In case of forced crossing the State border of the Russian Federation the pilot-in-command must immediately inform the appropriate ATS unit and act according to the instructions of that unit or the instructions of the pilot-in-command of the alert aircraft of the Armed Forces of the Russian Federation airborne to clarify the fact of such crossing.

ENROUTE FLIGHTS

When entering CTA, the flight crew shall report the ATC controller the following:

- a. the aircraft call sign and the word HEAVY for aircraft relating to wake turbulence category as heavy;
- b. the name of the compulsory reporting point (if the initial contact coincides with a position report);
- c. flight level including the current flight level and cleared flight level if the assigned flight level is not maintained;
- d. speed and/or track (if assigned by ATS unit);
- e. necessary additional information (for example, about the unfavorable weather phenomena).

The flight crew shall report the ATC controller, when exiting his area of responsibility, about passing the appropriate compulsory reporting point, flight level, flight altitude (height), if necessary, and shall obtain a clearance to terminate communication.

Enroute flights shall be operated in accordance with an approved flight plan. Any deviation from the flight plan is allowed only by the permission of the appropriate ATS unit.

Unless otherwise instructed, the pilot shall report to ATC the crossing of every compulsory reporting point, beginning and termination of flight level change maneuvers and when changing the flight plan, the time of transition to the flight according to the new flight plan.

When passing the compulsory reporting points the flight crew shall report:

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- a. aircraft identification index;
- b. position;
- c. time (the actual time of passing CRP shall not be reported at the moment of its passing and also when the flight crew's report about passing CRP differs from the actual time of its passing by less than 1 minute);
- d. flight level or altitude, including the flight level of passing and cleared flight level if the assigned flight level is not maintained (this element cannot be reported in case when the information about flight level or flight altitude received on the basis of the data about the barometric altitude can be made known continuously to ATC controllers in the form of the monitoring log books attached to the aircraft position marks and the flight crew is sure in it or aware of it).

However, this element of information is always included into the initial contact after switching over to another channel of voice communication "air-ground";

- e. next position and time of passing the point connected with it;
- f. the information about the unfavorable weather phenomena (if any).

ARRIVING FLIGHTS

During IFR flights with landing within a terminal control area a clearance is given for flight to a specified point (boundary), as a rule marked with air navigation aid, and instruction is given to contact a certain control unit and for specified flight level at which the aircraft must proceed. The terms of this clearance shall be adhered to until obtaining further ATC instructions. If the clearance limit is reached before further instructions have been received, flight to radio navigation aid of the landing aerodrome shall be operated at the level last cleared.

On initial radio contact with APP unit the flight crew shall report the following:

- a. the aircraft call sign and the word HEAVY for aircraft relating to wake turbulence category as heavy;
- b. acknowledgement of ATIS information;
- c. the name of the compulsory reporting point (if the initial contact coincides with a position report);
- d. flight level including the current flight level and cleared flight level if the assigned flight level is not maintained;
- e. speed and/or track (if assigned by ATS unit);
- f. necessary additional information (for example, about the unfavorable weather phenomena, if any).

Descending of aircraft for the approach shall be carried out along the established arrival routes or by means of vectoring by ATC controller's clearance or instruction.

Pilot-in-command is requested to inform ATS units if for any reason holding or approach-to-land cannot be performed according to the established procedures.

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Entry of aircraft into the terminal area of landing aerodrome can be carried out only by ATC controller's clearance.

When entering the terminal area (when establishing radio communication with Tower controller), the pilot shall report:

- a. the aircraft call sign and the word HEAVY for aircraft relating to wake turbulence category as heavy;
- b. flight level including the current flight level and cleared flight level if the assigned flight level is not maintained;
- c. speed and/or track (if assigned by ATS unit);
- d. necessary additional information (for example, about the system which the flight crew is going to use for the approach, if ATIS is not available or the approach system is different from that, which is broadcasted in ATIS, or about the unfavorable weather phenomena, if any);
- e. value of the pressure obtained for altimeter setting.

Descending of aircraft for the approach shall be carried out by ATC controller's clearance or instruction.

During approach, radio navigation aids (systems) shall be used.

In case of simultaneous readiness of 2 aircraft for take-off or landing, the aircraft with a higher speed shall have priority over the aircraft with lower speed.

DEPARTING FLIGHTS

The established ATC procedures stipulate the requirement to establish communication with "Radar" (circuit) or "Approach" control unit at the height of 200m.

FLIGHTS WITHIN MURMANSK AND MAGADAN OCA

Aircraft entering OCA are required to obtain an oceanic clearance at least 30 minutes before the ETA for the OCA boundary. The request shall include:

- a. aircraft callsign;
- b. OCA entry point and ETA;
- c. requested Mach number and flight level;
- d. any change to flight plan affecting OCA.

REQUIRED NAVIGATION PERFORMANCE

Following ATS route is designated RNAV2:

– T521, SOMIN to BMK.

Following ATS routes are designated RNP4:

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- M137, BARIP to TIDRO;
- M151, AMATI to NOGDA;
- M171, NALIM to ROMUL;
- M172, PINAG to OGTIL;
- M177, NIKIN to BALOM;
- N615, RAMEL to GIKSI;
- N620, ORVIT to UTARO;
- N730, SALET to AMLAT;
- N989, LURUN to RANEN;
- T396, DIRGI to UPLES;
- T571, LETUN to BALOM;
- T632, LOMRI to RUTIN;
- T640, BEKAR to LUNOG;
- T651, BEKAR to OLMIN.

Following ATS routes are designated RNAV5:

- L4, OSBEM to TITAG;
- L24, OLEMA to AKARU;
- L29, BG to SUPEK;
- L93, NUTSI to OKAMO;
- L94, NOGRI to OKETI;
- L98, LOGBO to KUGOS;
- L99, TUREL to SOBLO;
- L157, NALEG to IN;
- L158, MOSON to TR;
- L159, SUGIR to FORMA;
- L160, PEMID to BANOT;
- L163, GAMDI to BEKAS;
- L165, TUMOK to NELTI;
- L166, GISMA to INGEN;
- L168, AGAMO to IGROD;
- L169, OPOKA to ST;

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- L747, GOLAD to RUSNE;
- L749, RUBEK to ARTEB;
- L771, KUTAL to AMETO, RUPON to NULAR;
- L870, KERIS to RANVA;
- L987, VADRU to BALIT;
- L991, NOGRI to MULTA;
- L994, BUGOT to MGR;
- M130, GATRI to IVADA;
- M131, BD to AKSUN;
- M132, EDONI to BD;
- M137, TIDRO to GIRUD;
- M151, NOGDA to MAGIT;
- M153, SERNA to USATO;
- M156, AGURI to RODOK;
- M159, GOLAD to KRAKI;
- M166, IN to ARISA;
- M168, SONEP to NELTI;
- M171, ROMUL to LUMIG;
- M172, OGTIL to ARKOD;
- M177, BALOM to UTS;
- M199, ROGDA to NOGRI;
- M864, IGORO to FK;
- M990, BALIT to GISON;
- N9, IVGOR to BALIT;
- N39, TE to LASKA;
- N150, NARKI to HTG;
- N152, GATRI to OLBAN;
- N156, RUDAM to OLBAN;
- N222, ARGUK to IGODA, PITUK to VALDA;
- N171, ROMUL to LUMIG;
- N611, DOSON to NOR;

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- N615, GIKSI to SULOK;
- N620, UTARO to NALEB;
- N622, LURET to TELOK;
- N730, AMLAT to RODOK;
- N735, KURIP to ASBAT;
- N738, BEKMI to NERPA;
- N740, OGUTA to AVGOK;
- N742, INLOG to IVADA;
- N746, KOKAT to NRM;
- N869, RATIN to RO;
- N984, URUSU to NOGRI;
- N985, TITUR to RITOP;
- N989, RANEN to GANPA;
- N990, SUNEK to DAKIN;
- N991, DISNA to OSKON;
- N992, OTKER to AVGOK;
- N993, SONAT to LANOR;
- P29, SUBOG to SUMOL;
- P85, IPROK to TUNLU;
- P135, US to LOMBI;
- P136, REDKI to KUPOM;
- P140, PEMID to BUMAT;
- P160, GIMAG to MURTA;
- P172, GAKTA to LOLSA;
- P175, ARDOK to ARGUK;
- P176, FI to LANRI;
- P177, TK to LEMBA;
- P190, NE to AKATI;
- P567, OLENA to ORTAD;
- P853, RATLA to AKARU;
- P863, UTETA to RANVA;

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- P864, BADAL to NIGOR;
- P865, BD to GINOM;
- P873, KUDAR to NIKTO;
- P982, DARNNO to ANDAT;
- P983, MEGAS to NIGOR;
- P987, GUMLA to BETEG;
- P989, MEGAS to KERIS;
- T145, INRUG to ARNAD;
- T248, RALUR to NL;
- T411, LABAR to NEBOL;
- T502, TISOM to NL;
- T504, SUGUL to BERTU;
- T515, INBAK to MABEP;
- T531, GITEK to GUTAN;
- T536, ROPNA to OSKON;
- T537, TALAP to LORKI;
- T538, ODETA to RAMKA;
- T539, KUMEN to MAGDU;
- T541, AJ to LEBNA;
- T561, NUKOL to LEDUN;
- T562, SPB to RATLA;
- T563, UK to KANON;
- T564, UK to INRUK;
- T567, NRM to ODIMA;
- T568, FE to OLUPI;
- T569, INGEN to INTEP;
- T570, KELEK to NUTLA;
- T573, OGAPO to BEKAS;
- T574, UREPI to BD;
- T575, LUNAD to TD;
- T576, SPB to NAMIN;

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- T577, KTN to ODEPI, BIGET to RAPAK;
- T578, BG to AMDOR;
- T579, NE to ANDAT;
- T580, BLZ to LITUN;
- T631, NIPRA to RO;
- T633, RISAT to KOLET;
- T634, ARNAP to BANOT, GIRUD to MAGIT;
- T635, PIRUS to NASBI;
- T636, RILPO to KTL;
- T637, RP to HMN;
- T638, CW to MF;
- T639, BUTRI to ARNIS;
- T652, TALER to OBANA;
- T653, DITEL to OBANA;
- T655, PIRUS to GOLTI;
- T656, TABUS to TELOK;
- T657, NOKID to BANIT;
- T659, EDONI to GIKSI;
- T660, DOGOT to ML;
- T684, PIRIK to DILUP;
- T759, IMANA to MOF;
- T764, ULGUN to GITEK;
- T864, ASKIB to NA;
- T872, IMANA to OK.

Following ATS routes are designated RNAV10:

- L160, LIKSI to PEMID, BANOT to NA;
- L165, ABERI to TUMOK;
- L771, AMETO to RUPON;
- M132, DEVID to EDONI;
- M152, BAMOK to ODERI;
- M153, USATO to ABERI;

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- M156, PILUN to AGURI;
- M165, PILUN to BEKMI;
- M168, ADEMA to SONEP;
- N150, LATEN to NARKI;
- N222, IGODA to PITUK;
- N611, PIREL to DOSON;
- N612, ABERI to DOSON;
- N735, FRENK to KURIP;
- N738, LISKI to BEKMI;
- N990, MAGUN to SUNEB;
- N991, AGURA to DISNA;
- P160, SEGUN to GIMAG, MURTA to BAMOK;
- P168, BAMOK to ODERI;
- P170, SUBEK to NETRI;
- P172, LOLSA to LUMES;
- P175, NAMUL to ARDOK;
- P176, LANRI to UB;
- P177, LEMBA to GIRUD;
- P864, DEVID to BADAL;
- T395, BAMIR to RAVUL;
- T532, NIRUT to GIMON;
- T533, AGATA to GIMON;
- T534, KOMEL to ANODI;
- T536, BAKOL to ROPNA;
- T537, TESMA to TALAP;
- T538, TESMA to ODETA;
- T564, RUSOR to UK, INRUK to PAKLI;
- T565, URABI to ANIMO;
- T570, NUTLA to ANODI;
- T572, RITAK to ANODI;
- T577, ODEPI to BIGET, RAPAK to LUMES;

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- T634, BANOT to GIRUD;
- T656, RITAK to TABUS;
- T657, ERNIK to NOKID, BANIT to PAKLI;
- T658, TK to RUSOR;
- T659, KUTET to EDONI;
- T660, KUTET to DOGOT.

Necessity of Approval for Aircraft and Flight Crews to operate Flight in St Petersburg (Pulkovo) CTA in accordance with RNAV1 GNSS Specification

Flights in St Petersburg (Pulkovo) CTA shall be carried out by the aircraft equipped with RNAV1 GNSS and by the flight crews having the appropriate approval.

If the flight crew has no approval for RNAV1 GNSS operations and/or the aircraft is not equipped with RNAV1 GNSS, the flight crew must request vectoring upon entry to the CTA.

The entry to the CTA may be limited or prohibited for the flight crew not having the approval for RNAV1 GNSS operations and/or for the aircraft without onboard equipment certified according to RNAV1 GNSS specification.

STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

SLOP are authorized within Murmansk FIR and Magadan FIR only on the segments of ATS routes located within the oceanic sectors of the arctic ocean and over the pacific ocean high seas.

SLOP shall be carried out to the right from the centerline of the route relative to the flight direction with increase of 0.1NM, maximum by 3.7km (2NM).

To take a decision on SLOP application is a competence of the flight crew. The flight crew shall apply SLOP when the equipment with potentialities of SLOP automatic maintenance is installed on board of the aircraft. The flight crews are not required to inform ATS unit that the flight is carried out applying SLOP.

SLOP is authorized on following RNAV Routes:

- L160, LISKI to NA;
- L165, ABERI to LUGOT;
- L771, KUTAL to NULAR;
- M132, DEVID to BEPLA;
- M137, BARIP to LUTEM, LITLU to GIRUD;
- M151, AMATI to LUNOG;
- M152, BAMOK to ODERI;
- M153, TUREM to ABERI;
- M156, PILUN to LUTEM;

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- M165, PILUN to BEKMI;
- M168, ADEMA to SONEP;
- M171, NALIM to IRMAK;
- M172, PINAG to MABEM;
- M177, NIKIN to RUTIN;
- N150, LATEN to HTG;
- N222, ARGUK to VALDA;
- N611, PIREL to NOR;
- N612, ABERI to DOSON;
- N615, RAMEL to TIGLA;
- N620, ORVID to TURDI;
- N730, SALET to ULKAS;
- N735, FRENK to ASBAT;
- N738, LISKI to IDARI;
- N989, LURUN to NIGES;
- N990, MAGUN to PINOG;
- N991, AGURA to OSKON;
- P140, PEMID to BUMAT;
- P160, MURTA to BAMOK;
- P168, BAMOK to ODERI;
- P172, LOLSA to LUMES;
- P864, DEVID to NIGOR;
- T532, NIRUT to GIMON;
- T533, AGATA to GIMON;
- T534, KOMEL to ANODI;
- T536, BAKOL to OSKON;
- T537, TESMA to LORKI;
- T538, TESMA to RAMKA;
- T564, RUSOR to UK;
- T565, URABI to ANIMO;
- T570, NUTLA to ANODI;

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- T571, LETUN to LOMRI;
- T572, RITAK to ANODI;
- T575, LUNAD to TD;
- T577, GIKOS to LUMES;
- T632, LOMRI to RUTIN;
- T634, ARNAP to MAGIT;
- T640, BEKAR to LUNOG;
- T651, BEKAR to GOPAN;
- T656, RITAK to DONIT;
- T657, ERNIK to PAKLI;
- T658, NELTA to RUSOR;
- T659, KUTET to MITKI;
- T660, KUTET to DOGOT;
- T864, ASKIB to NA.

LONGITUDINAL SEPARATION

The minimum longitudinal separation intervals for IFR flights without using the ATS surveillance system under conditions of using ADS-C and CPDLC between aircraft which are proceeding:

- along the same route at the same altitude;
- along the crossing routes at the same altitude;
- along the same route when crossing the flight level occupied by aircraft which is proceeding in the same direction;
- along the same route when crossing the flight level occupied by aircraft flying in the opposite direction;

are established as follows under area control service:

- 54NM (100km) - during flights with providing of performance-based navigation not worse than RNP10 and with maximum ADS-C periodic reporting intervals not more than 22 minutes;
- 54NM (100km) - during flights with providing of performance-based navigation not worse than RNP4 and with maximum ADS-C periodic reporting intervals not more than 32 minutes;
- 32NM (60km) - during flights with providing of performance-based navigation not worse than RNP4 and with maximum ADS-C periodic reporting intervals not more than 14 minutes.

Minimum longitudinal separation for crossing boundary between Russia FIR and Japan FIR on the same flight level:

- via ODERI: not less than 10 minutes;

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- via AVGOK, IGROD: not less than 27.78km (15NM);
- via ANIMO, BISIV: not less than 37.04km (20NM).

Time Based Separation

Longitudinal separation at least 10 minutes between aircraft flying at the same flight level and in the same direction has been established on the following ATS route segments:

- G356, NJC to KUMIR;
- G583, BESAT to BISIV; pilot should indicate preferable Mach number;
- N740, ULGUN to KUMIR;
- R22, ULGUN to KUMIR;
- R117, URAMI to KUMIR;
- R121, DEKIS, to NJC;
- R813, URAMI to TULDI.

Longitudinal separation at least 20 minutes between aircraft flying at the same flight level and in the same direction has been established on the following ATS route segment:

- B206, AKTAS to GOPTO.

HORIZONTAL SEPARATION

The minimum horizontal separation intervals, when the ATS surveillance system is used, are as follows:

- under area control and approach control service - not less than 5.4NM (10km);
- under aerodrome traffic service:
 - not less than 2.7NM (5km) with exception of cases when aircraft execute parallel take-off and landing procedures;
 - not less than 5.4NM (10km) in those cases when:
 - the aircraft is succeeding the aircraft with mass of 136000kg and more;
 - the aircraft is crossing the track of the aircraft with mass of 136000kg and more;
 - the aircraft is succeeding the aircraft with mass of 136000kg and more uses the same runway or the parallel runway, the centerline of which is on the distance less than 0.54NM (1km) from the centerline of the parallel runway.

REDUCED RUNWAY SEPARATION

Moscow (Domodedovo) Airport

Reduced runway separation minimums shall not be applied between the departing aircraft and the preceding aircraft carrying out landing.

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For the purpose of application of the reduced runway separation minimum the aircraft shall be classified as follows:

- a. category 1 aircraft: one-engined propeller-driven aircraft with the maximum certificated take-off mass of 2000kg or less;
- b. category 2 aircraft: one-engined propeller-driven aircraft with the maximum certificated take-off mass of more than 2000kg but less than 7000kg; and two-engined propeller-driven aircraft with the maximum certificated take-off mass of less than 7000kg;
- c. category 3 aircraft: all other aircraft.

The reduced runway separation minimums shall be determined for each separate runway depending on the aircraft category and in any case shall not be less than the following minimums:

- a. landing aircraft:
 1. The succeeding landing aircraft of category 1 or 2 can cross the runway threshold, when the preceding aircraft belongs to category 1 or 2:
 - has carried out a landing and passed the point located at a distance of not less than 1500m from the runway threshold, is moving and shall vacate the runway without backtracking; or
 - is airborne and has passed the point located at a distance of more than 1500m from runway threshold.
 2. The succeeding landing aircraft can cross the runway threshold, when the preceding aircraft belongs to category 3:
 - has carried out a landing and passed the point located at a distance of not less than 2400m from the runway threshold, is moving and shall vacate the runway without backtracking; or
 - is airborne and has passed the point located at a distance of not less than 2400m from runway threshold.
- b. departing aircraft:
 1. Category 2 aircraft can be given the clearance for take-off, when the preceding departing aircraft belongs to category 1 or 2, is airborne and has passed the point located at a distance of not less than 1500m from the succeeding aircraft.
 2. The aircraft can be given the clearance for take-off when the preceding departing aircraft of category 3 is airborne and has passed the point located at a distance of not less than 2400m from the succeeding aircraft.

Special Landing Procedures for Category 3 Aircraft

When runway-in-use is temporarily occupied by other aircraft, landing clearance shall be issued to the arriving aircraft provided that at the moment of intersection of runway-in-use threshold by the arriving aircraft the distance between aircraft shall be provided as follows:

- when carrying out landing behind:

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The preceding aircraft shall vacate runway-in-use or shall be located at a distance of not less than 2400m from runway-in-use threshold.

– when carrying out landing after take-off:

Departing aircraft shall be airborne and pass the point located at a distance of not less than 2400m from the runway-in-use threshold.

When applying these procedures the controller of Domodedovo-Tower will issue the following instructions to the flight crew of the second aircraft: "... (aircraft call sign) + after landing/take-off ... (aircraft type) cleared to land + runway ...(designator)".

It is necessary for the flight crew having got landing clearance to identify the said aircraft carrying out landing or take-off.

EXAMPLE: "Sibir 267, wind 310°, 14 m/s, after take-off of Boeing-737 cleared to land, 32 left."

The flight crew of the succeeding aircraft shall provide the observance of interval between these aircraft.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with ACAS/TCAS II version 7.1.

SPECIAL EQUIPMENT

Flights in polar areas must be carried out by aircraft equipped with special equipment for operation of such flights.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

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Annex 2

3.2.2.3 When carrying out flights on collision courses at the same flight level (altitude) the pilot-in-command, who has noticed the aircraft on his left, shall reduce flight altitude and the pilot-in-command, who has noticed the aircraft on his right, shall increase flight altitude so that the difference in altitude should provide safe separation for them.

If unable to change flight altitude (clouds, flight at minimum altitude or other restrictions) the pilots-in-command shall, having altered the heading of their aircraft, provide their safe separation.

While carrying out the separation maneuver the pilot-in-command shall not lose sight of another aircraft.

3.2.5 (c) Make all turns according the established approach or take-off patterns, unless instructed otherwise.

3.6.2.4 If weather conditions deteriorate below the VMC, the pilot-in-command shall:

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- change to IFR flight, if the pilot and his aircraft are authorized to do so, and obtain clearance from AT with regard to the flight level;
- return to the departure aerodrome or make a landing at the nearest suitable aerodrome, if the pilot or his aircraft are not approved to IFR flights.

4.1 VFR flights in the airspace of the Russian Federation shall be conducted in the lower airspace.

4.5 VFR flights at altitudes above the lower flight level shall be operated at flight levels prescribed for IFR flights.

VFR flights shall be conducted in the lower airspace up to FL265 inclusive.

A vertical separation minimum of 300m is applied for VFR flights above transition level up to FL265.

4.6 Except for cases when it is necessary for take-off and landing or when clearance has been obtained from the appropriate authority, VFR flights may be operated:

- a. over residential areas or open-air gathering of people (where allowed) at altitude from which an aircraft can in the event of engine failure glide away beyond this area, however not lower the altitude indicated in the minimum safe altitude table;
- b. when meteorological conditions make it impossible to maintain the prescribed altitude, the pilot-in-command must avoid residential areas and open-air gathering of people - as a rule on the right at a distance of at least 1640ft (500m), unless another avoidance procedure is in force;
- c. minimum safe altitudes are given in the following table:

Absolute Safe Altitude

	Under VFR Flights	Under IFR Flights
Aerodrome Traffic Circuit	330ft (100m)	660ft (200m)

NOTE: The width of area of significant obstacles to be taken into account in reference to the assigned track, including turns shall be 2.7NM (5km) from aerodrome traffic circuit.

Absolute Safe Altitude under VFR and IFR

True Air Speed	Absolute Safe Altitude
1. In TMA (within a radius of 27NM (50km) from ARP except aerodrome traffic circuit	990ft (300m)
2. Along Airways and Routes (below the lower safe flight level)	
a) over plain and hilly terrain and over water	
162kt (300kmh) and less	330ft (100m)
more than 162kt (300kmh)	660ft (200m)

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Absolute Safe Altitude under VFR and IFR (continued)

True Air Speed	Absolute Safe Altitude
b) over mountainous terrain (up to 6600ft [2000m])	990ft (300m)
c) over mountainous terrain (over 6600ft [2000m])	1970ft (600m)

NOTE: The lower (safe) flight level for IFR flights shall be determined so that the absolute flight altitude of aircraft over the highest obstacle within a width of 27NM (50km).

4.8 (a) VFR flights shall be operated within class “C” and “G” airspace.

4.8 (c) Special VFR flights shall not be operated in the Russian Federation.

5.1.2 Except when necessary for take-off or landing, it is prohibited to operate IFR flight below the following heights:

- during flight along the airway: below the minimum enroute altitude;
- during flight outside airways:
 - over the plain and high terrain: below absolute altitude of 990ft (300m) within the radius of 8km from the obstacle; and
 - over the mountainous terrain: below absolute altitude of 1969ft (600m) within the radius of 8km from the obstacle.

5.1.3.2 The change from IFR flight to VFR flight shall be carried out by coordination with the ATS/ATC unit providing the air traffic control service of aircraft flight under condition ensuring avoidance of collision with other aircraft.

The decision about the possibility of changing to VFR flight shall be taken by the pilot-in-command. It is prohibited to force the pilot-in-command to change from IFR flight to VFR flight.

Appendix 1 to Annex 2 4.1.1, 4.1.2, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.6, 4.2.7, 4.2.8

Signals for aerodrome traffic under the given paras are not used.

Annex 10

5.2.1.4.1 When using radiotelephony communication, the numerical values of flight levels less than 100 shall be transmitted by a two-digit number (the first zero shall not be pronounced).

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RULES AND PROCEDURES**
GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles and Tenths, Kilometers
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet, Meters
Horizontal speed	Kilometers per Hour, Knots
Wind speed	Knots, Meters per Second
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES
HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

AIRPORT OPERATING MINIMUMS

Slovakia publishes State airport operating minimums regulations for landing and take-off.

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Jeppesen charted minimums are not below State minimums.

Engine Start-up Minimums

For aircraft sequencing for take-off, the clearance for engine start-up may only be requested if the RVR/VIS requirements as listed below have been fulfilled.

Take-off Minimums RVR/VIS	Minimum RVR/VIS for Start-up
150m	100m
200m	150m
250m	200m
300m	250m
400m	300m
500m	400m
600m	500m
800m	600m

AUTHORIZATION OF CAT II/III OPERATIONS

- a. The operators, who are holders of the “Certificate of Competence for Low Visibility Operations”, issued by the Civil Aviation Authority (CAA) of Joint Aviation Authorities (JAA) member state, are not obliged to apply for approval to carry out Low Visibility CAT II/ III take-offs and landings at the aerodromes within the Slovak Republic. They are allowed to carry out these operations on the basis of the certificate issued by the CAA of JAA member state.
- b. The Low Visibility Operations for other operators shall be approved by the Transport Authority. The copy of the “Certificate of Competence for Low Visibility Operations” shall be attached to the application. The application for approval shall be addressed to:

Transport Authority
 Letisko M. R. Stefanika
 Address: Bratislava 21
 Slovak Republic
 82305

SPEED RESTRICTIONS

Arriving Flights

Following speeds are applied for ATC separation purposes and are mandatory for pilots, unless otherwise instructed or cancelled by ATC by using the phrase “NO [ATC] SPEED RESTRICTIONS”:

- a. MAX IAS 250kt below 10000ft AMSL;

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- b. MAX IAS 220kt after overflying IAF, or on base leg/closing heading to the final approach track when under vectoring;
- c. MNM IAS 160kt until 4NM before RWY threshold when established on final approach segment with up to medium flaps setting and with the landing gear retracted with respect to Aircraft Operating Manual.

At other times, further speed restrictions may be applied by ATC on a tactical basis to maintain adequate spacing. All speed restrictions are to be flown as accurately as possible (IAS > 220kt accurate within ± 10 kt; IAS < 220kt accurate within ± 5 kt). In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints. Pilots of aircraft unable to adhere to speeds requested by ATC or mentioned above due to aircraft operational limitations or weather conditions, shall inform ATC immediately stating the required speeds.

VISUAL DEPARTURE OF IFR FLIGHTS

If instrument departure procedure (SID) of an IFR flight is not completed and the departure needs to be executed in visual reference to terrain, the IFR flight may be cleared to execute a visual departure on pilot's request or with his acceptance:

- during the time between the beginning of morning civil twilight and the end of evening civil twilight only;
- if the ceiling is not below minimum vectoring altitude or published MSA in the direction of take-off and following climb-out; or
- if the pilot immediately before take-off or after departure by his request to execute visual departure confirms that he is sufficiently confident that the meteorological conditions permit visual departure.

Responsibility for obstacle clearance during visual departure remains with the pilot until the altitude specified in the clearance is reached.

ATS AIRSPACE CLASSIFICATIONS

Slovakia has adopted the ATS airspace classification as listed in Jeppesen ATC-Chapter "SERA (Standardized European Rules of the Air) - Differences to ICAO", Table "SERA ATS Airspace Classification - SERA.6001".

Airspace classes "C", "D" and "G" are used within Bratislava FIR.

SPECIAL REQUIREMENTS AND REGULATIONS

International flights within the controlled airspace of Bratislava FIR must be conducted using designated ATS routes, unless special permission has been granted by the Directorate General of Civil Aviation of the Ministry of Transport, Construction and Regional Development of the Slovak Republic as well as the ATS unit.

SLOVAKIA
RULES AND PROCEDURES**POSITION REPORTING PROCEDURES**

Whenever the controller informs the pilot that “radar contact” is established, the pilot automatically omits further position reporting while flying in Bratislava FIR.

ALTIMETRY

Transition altitude for Bratislava FIR is established at 10000ft.

Vertical position of aircraft is expressed in terms of:

- a. altitude when flying at or below the transition altitude by altimeter setting to QNH;
- b. flight level when flying at or above the transition level by altimeter setting to 1013.25hPa;
- c. height Above Ground Level (AGL) during enroute flights below 1000ft AGL;
- d. altitude when flying in class “G” airspace above 1000ft AGL by altimeter setting to QNH;
- e. height Above Aerodrome Level (AAL), by altimeter setting to QFE, when required so, f.e. on military aerodromes.

In cases when altimeter is required to be set to QNH as per a. and d. the following setting shall be used:

- aerodrome QNH within entire area of horizontal boundaries of TMA of controlled aerodrome (including uncontrolled airspace of class “G” below TMA);

NOTE: Lower limits of TMAs given by altitude refer to aerodrome (not regional) QNH.

- regional QNH in entire Bratislava FIR outside horizontal boundaries of TMA of controlled aerodromes.

FLIGHT PLANNING**IFPS/NMOC Operations**

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

Flight Plan Message Addressing

AFTN: EUCHZMFP and EUCBZMFP

SITA: BRUEP7X and PAREP7X

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Flight Plan Message Addressing for Combined Flights

Route (into or via FIR and/or TMA/CTR)	Message Address
IFR part	EUCHZMFP EUCBZMFP
VFR part	LZBBZFZX AD+ZTZX
<i>and in addition:</i>	
CTR/TMA LZIB	LZIBZTZX
CTR/TMA LZKZ	LZKZZTZX
CTR/TMA LZTT	LZTTZTZX
CTR/TMA LZZI	LZZIZTZX
CTR/TMA LZPP	LZPPZTZX
CTR/TMA LZSL	LZSLZTZX
arriving/departing from other airports than mentioned above	LZIBZPZX

Place of Submission

The flight plan shall be submitted to the IFPS (IFR GAT flights) or to the:

Central ATS Reporting Office (CARO)

Address: Ivanska cesta 93
Bratislava 216
Slovak Republic
823 07

Tel: +421 2 48 57 22 80
+421 2 43 42 21 02

Fax: +421 2 48 57 22 85
+421 2 43 42 33 90

E-Mail: briefing@lps.sk

AFTN: LZIBZPZX

Public Hours: H24

Submission by Phone

The flight plan submitted by phone shall be addressed to:

- a. CARO. In case of IFR-GAT flights it is mandatory to verify whether the flight plan is accepted by IFPS by submitter; or

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- b. APP/TWR units in case of flight plan submission in form of limited information of a flight plan if it is not possible to submit via RTF

Submission by using self-service IBAF Terminal

In case of IFR-GAT flights the submitter is mandatory to wait for verification whether the flight plan was accepted by IFPS. The submitter is also able to verify it by phone.

Submission by Fax

The flight plan submitted by fax must be confirmed by phone immediately after transmission.

Submission by RTF

Flight plan submitted by RTF shall be submitted on appropriate ATS unit frequency. In case of IFR-GAT flight it is mandatory to verify by pilot in due time whether the flight plan is accepted by IFPS.

Requirements for Submission

Operators/pilots of IFR GAT flights and flights which a part of shall be performed in compliance with the IFR GAT flights rules are requested to submit flight plans for their flights at least 3 hours before the planned EOBT, should these flights be subject to ATFM measures. If the operator/pilot is unable to establish whether the flight shall or shall not be the subject to ATFM measures, it is highly recommended to submit a flight plan at least 3 hours before EOBT to avoid the likelihood of a considerable delay to such flight due to a SAM message.

RNAV PROCEDURES IN CTR/TMA**Surveillance Service and RNP APCH**

RNP APCH are currently not connected to standard instrument arrivals, except RNP APCH LZZI and RNP APCH LZTT. Therefore or due to sequencing, pilots may expect vectoring or direct routing to respective IAF. Vectoring will be normally terminated by RNP APCH clearance.

For sequencing reasons, aircraft may be vectored to final track. Pilots shall inform ATC immediately, if unable to intercept the final approach track from vectoring (f.e. VTF), and request vectoring or direct routing to IAF.

FREE ROUTE AIRSPACE (FRA)

For details refer to Jeppesen ATC-Chapter "Free Route Airspace (FRA) - Europe".

SECONDARY SURVEILLANCE RADAR (SSR)

All flights in Bratislava FIR, except VFR flights in airspace class "G", shall be equipped with SSR transponder capable to reply to Mode A, C or S.

Mode S - EHS (Enhanced Surveillance) is mandatory for all IFR flights with:

- MTOM exceeding 5700kg; or
- TAS exceeding 250kt (463kmh).

Mode S - ELS (Elementary Surveillance) is mandatory for:

**SLOVAKIA
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- all VFR flights in airspace class “C”;
- all IFR flights with MTOM 5700kg or less; or
- TAS 250kt (463kmh) or less.

SSR transponder should be operational in Mode S or C before aircraft take-off.

An exemption from mandatory carriage of a SSR transponder can be approved by the respective ATC unit prior to entering its area of responsibility.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with ACAS/TCAS II version 7.1.

Flying with an inoperative ACAS/TCAS II is permitted, including within RVSM airspace, provided it is done in accordance with the applicable Minimum Equipment List (MEL).

The MEL for ACAS/TCAS II throughout Europe is Class A - 10 days (excluding the day of discovery).

ADF RECEIVER CARRIAGE

IFR aircraft must be equipped with 1 set of ADF (special requirement of Zilina AD).

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ICAO REFERENCE
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3.3.1.2 e) A flight plan shall be submitted for any flight across international borders, except VFR flight performed in the airspace class “G” when the international border between the Slovak Republic and the Czech Republic or the international border between the Slovak Republic and the Republic of Poland is crossed.

“For more differences to ICAO refer to Jeppesen ATC-Chapter “SERA (Standardized European Rules of the Air) - Differences to ICAO”.

PANS-ATM (DOC 4444)

4.4.2.1.2 Except when other arrangements have been made for submission of repetitive flight plans, a flight plan shall be submitted at least 60 minutes before departure in person, via AFTN, by telephone or if so agreed by fax to the air traffic services reporting office at the departure aerodrome. If no such unit exists at the departure aerodrome, the flight plan shall be submitted to the nearest air traffic services reporting office or the nearest ATS unit.

4.4.2.1.3 In the event of a delay of 15 minutes in excess of the estimated off-block time for a controlled flight or a delay of 1 hour for an uncontrolled flight for a flight plan has been submitted, the flight plan should be amended or new flight plan submitted and the old flight plan cancelled, whichever is applicable.

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4.11.3 Reports according to 4.11.3 are not applicable in the Slovak Republic.

4.11.4 Reports according to 4.11.4 are not applicable in the Slovak Republic.

4.12.2 Reports according to the provision 4.12.2, except section 1, are not required in the Slovak Republic.

5.9 When so requested by the pilot of an aircraft operated in visual meteorological conditions or with his concurrence and provided it is agreed by the pilot of the other aircraft, an ATC unit may clear a controlled flight, including departing and arriving flights, operating in airspace class “D” in visual meteorological conditions during the hours of daylight to fly subject to maintaining own separation to one other aircraft and remaining in visual meteorological conditions.

6.5.6.1.1 d) aircraft carrying VIP assigned STS/HEAD or STATE.

9.1.4 Provision of air traffic advisory service is not applicable in the Slovak Republic.

9.2.1.2 In addition to the above, aircraft equipped with suitable two-way radio communications shall report each 10 minutes or within other time periods according to an ATS unit following the time of last contact, whatever the purpose of such contact, merely to indicate that the flight is progressing according to plan, such report to comprise identification of the aircraft and the words “OPERATIONS NORMAL” or the signal QRU.

16.4.4.2.3 Whenever it is expected by the operator that a specific flight, for which an RPL has been submitted, is likely to encounter a delay of 15 minutes or more in excess of the off-block time stated in the flight plan, the ATS unit responsible for the departure aerodrome shall be notified immediately.

16.5 These procedures are not applicable in the Slovak Republic.

Appendix 2, Item 15, Route Standard metric level in tenths of meters shall not be applied for flights in the Slovak Republic.

Altitude in tenths of meters shall not be applied for flights in the Slovak Republic.

**UKRAINE
RULES AND PROCEDURES**
GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Kilometers
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Meters
Horizontal speed including wind speed, except for landing and take-off	Kilometers per Hour
Vertical speed and wind speed for landing and take-off	Meters per Second
All angle quantity (azimuth, wind direction, bearing etc.)	Degrees
Visibility	Kilometers
Runway visual range	Meters
Altimeter setting	Hectopascals (hPa), Millimeters Hg
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES
HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument Approach Procedures are based on the PANS-OPS, Document 8168.

UKRAINE
RULES AND PROCEDURES**AIRPORT OPERATING MINIMUMS**

Ukraine does not publish airport operating minimums.

Ukraine publishes Obstacle Clearance Altitudes (Heights) [OCA(H)].

GNSS INFORMATION

None of the hand-held GNSS receivers are approved for IFR and their use is not authorized for SID/STAR.

It is allowed to follow and perform RNAV/RNP (GNSS) specification for enroute and instrument flight procedures only when they are published. Valid procedures should be coded and stored in the proprietary aeronautical database of a GNSS receiver. A manual entry of user defined waypoints and any modification of a published flight procedure using temporary waypoints or fixes not provided in the database are strictly prohibited.

RAIM Prediction

During the pre-flight planning phase, the availability of RAIM at the destination aerodrome shall be verified as closely as possible before take-off, and in any event not more than 24 hours before take off. RAIM should be available from 15 minutes before ETA and 15 minutes after ETA. This may be established only by approved RAIM availability service to users. For TMA operations, it is recommended to use Eurocontrols RAIM prediction service available at:

<http://augur.eurocontrol.int/>

It's the air crews/operators responsibility to check GNSS RAIM availability during the estimated time of procedure execution. The air crew shall notify ATC of any problem with the RNAV/RNP (GNSS) operations that result in inability of performing the departure, arrival and enroute.

If during the executions of GNSS operations the GNSS signal no longer meets the required criteria, the air crew shall advise ATC and request an alternate flight procedure or ATC clearance. When radar service is provided within terminal airspace, radar vectoring will be initiated. In such a case, the air crew shall also file a post-flight report about GNSS availability on a standard form. Aircraft or air crews not approved for RNP and/or RNAV operations shall inform ATC upon first radio contact.

GNSS Monitoring

Recording of GNSS parameters and GNSS performance assessment is not performed.

ATS AIRSPACE CLASSIFICATION

Ukraine has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "C", "D" and "G" are used in Ukrainian airspace.

Speed limitation for IFR traffic in airspace class "C" 250kt (465km/h) below 10000ft (3050m).

In class "G" airspace above FL195 (5950m) only IFR flights are permitted.

In class "G" airspace below FL195 IFR flights are permitted within AFIZ and Flight Information Service is provided. In this case, the simultaneous operation of more than one IFR flight within

UKRAINE
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AFIZ is not permitted. Aircraft carrying out IFR and VFR flights within AFIZ shall maintain continuous two-way communication with the appropriate ATS unit.

SPECIAL REQUIREMENTS AND REGULATIONS**COMMUNICATION****Clearance Phraseology for RNAV Transitions**

- a. "CLEARED (designator) TRANSITION"

Permission to follow the lateral part of the transition to final approach route, including assigned speeds. Altitudes are assigned separately.

- b. "CLEARED (designator) TRANSITION AND PROFILE"

Permission to follow the transition to final approach route, including assigned speeds and altitudes.

- c. "CLEARED DIRECT WAYPOINT (designator) and CLEARED VIA WAYPOINTS (designator) AND (designator) AND (designator)"

Permission to proceed from the present position direct to a waypoint and/or via a combination of waypoints, including the continuation of the flight on the lateral part of the transition to final approach route adjoining the last cleared waypoint, including assigned speeds. Altitudes are assigned separately.

8.33kHz CHANNEL SPACING

Aircraft not equipped with 8.33kHz channel spacing radio equipment are temporary exempted from the mandatory carriage of 8.33kHz equipment within the following FIR/UIR:

- Kyiv FIR/UIR;
- Dnipro FIR;
- Lviv FIR;
- Odesa FIR;
- Simferopol' FIR.

ALTIMETRY

Transition altitude within Ukrainian airspace is established at 3050m (10000ft).

FLIGHT PLANNING**Time of Submission**

FPL shall be sent at latest 1 hour (3 hours, if flight is subject to ATFM measures) but not more than 120 hours (5 days) before EOBT.

UKRAINE
RULES AND PROCEDURES**Place of Submission**

If no means are available to file FPLs directly it may be submitted via briefing office responsible for the preflight information service at the departure aerodrome using AFTN, e-mail, fax and telephone.

IFPS/NMOC Operations

The Integrated Initial Flight Plan Processing System element of the EUROCONTROL Network Management Operations Center (NMOC) is the sole source for the distribution of the IFR General Air Traffic (GAT) FPL and associated messages to ATS units within the IFPS. The only required addresses are those of the two IFPS Units (IFPU) at Haren (Brussels) and Bretigny (Paris).

Flight Plan Message Addressing

SITA: BRUEP7X, PAREP7X

AFTN: EUCHZMFP, EUCBZMFP

BORDER CROSSING

- a. Crossing the State border of Ukraine by aircraft performing the international flight is carried out within specified ATS routes in accordance with international agreements, laws and regulations of Ukraine.

Crossing the State border of Ukraine outside specified ATS routes shall be permitted by:

- the General Staff of the Armed Forces of Ukraine by agreement with the administration of the State Border Guard Service of Ukraine;
- the General Staff of the Armed Forces of Ukraine on the proposal of the Ministry of Foreign Affairs of Ukraine for the rescue and recovery services in case of emergencies caused by major accidents, catastrophes and natural disasters.

Ukrainian airspace users shall send request to for crossing border outside specified ATS route to mention above State entities for further consideration.

Foreign Airspace users shall send request to Ministry of Foreign Affairs of Ukraine for crossing border outside specified ATS route for further consideration by the appropriate State entities.

- b. The appropriate permission given by the State Aviation Administration of Ukraine or the General Staff of the Armed Forces of Ukraine shall be considered as a legal ground to cross the State border of Ukraine by Civil or State aircraft performing international flights with landing at/departure from the Ukrainian territory.

A flight plan or repetitive flight plan received from IFPS by ATS units of Ukraine and Ukraero-centre are legal ground to cross the State border of Ukraine for Civil ACFT performing the transit flight through Ukrainian airspace

- c. Ukrainian aircraft returning from abroad may cross the State border of Ukraine regardless of the permission availability. In case of the permission unavailability the captain of the aircraft shall land at the international airport determined by Ukraerocenter by agreement with the

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State Border Guard Service of Ukraine and the State Fiscal Service of Ukraine. The permission for further flight of the aircraft shall be given by the State Aviation Administration of Ukraine.

- d. In case of the aircraft cannot continue the flight after crossing the State border of Ukraine the backward crossing shall be carried out within the same bi-directional ATS route by clearance of the ATS unit of Ukraine. In case of the aircraft performing flight within uni-directional ATS route the backward crossing shall be carried out via ATS route determined by the ATS unit of Ukraine.
- e. In case of loss of radio communication civil aircraft is permitted to cross the State border of Ukraine and continue flight to the airport of destination or alternative airport under the following conditions:
 1. availability of flight plan;
 2. obtaining information by ATS unit of Ukraine from ATS unit of neighboring State about the aircraft that has lost the radio communication;
 3. obtaining the appropriate information about the aircraft via SSR.
- f. If there are direct ground channels between the ATS units of Ukraine and an adjacent State, crews of aircraft shall obtain a clearance to cross the Ukrainian State border from the ATS unit by which they are supervised. Preliminary request by the aircrew for a clearance from the Ukrainian ATS unit of a State adjacent to Ukraine gives such a clearance only after obtaining it from the appropriate ATS unit of Ukraine.
- g. The crews of aircraft departing from aerodromes located near the border on the territory both of Ukraine and an adjacent State shall obtain the clearance to cross the State border at the departure aerodrome from the appropriate ATS unit having direct ground channel with ATS unit of State on whose territory the cross is planned.

Limits of ATS routes

Limits of ATS routes for crossing the State Border of Ukraine in both sides from centerline are determined:

- 5NM (9.3km) for ATS routes in vertical limits: FL275 - FL660;
- 2.7NM (5km) for ATS routes in vertical limits: SFC-FL275.

MINIMUM HORIZONTAL SEPARATION

The horizontal separation minimum based on ATS surveillance system use:

- 18.5km (10NM) in CTA/UTA;
- 9.3km (5NM) in CTA/UTA within the horizontal boundaries of Kyiv FIR from FL155 - FL660, from 1500m AMSL - FL660 within radius 185.2km (100NM) from Kyiv (Boryspil);
- 9.3km (5NM) in TMA;
- 20km (10.8NM) in TMA Uzhhorod;

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– 5.6km (3NM) in TMA Kyiv BV3, TMA Kyiv BV4, TMA Kyiv BV5.

FREE ROUTE AIRSPACE (FRA)

For details refer to Jeppesen ATC-Chapter “Free Route Airspace (FRA) - Europe”.

SECONDARY SURVEILLANCE RADAR (SSR)

During flights in classes “C” and “D” airspace the carriage of a functioning transponder SSR A/C Mode is mandatory.

If applied to perform flight in classes “C” and “D” airspace without the functioning transponder SSR A/C Mode, UKRAEROCENTRE grants the clearance to such aircraft.

PROCEDURES FOR PLANNING AND USE OF ATS AIRSPACE OVER THE HIGH SEAS IN THE SIMFEROPOL’ FIR AND UTA DNIPRO-SOUTH/UTA ODESA-SOUTH

Four ATS routes over the High Seas within UTA Odesa-South are available for flight planning and operations of civil aircraft operators.

All the other segments of existing ATS routes within Simferopol’ FIR, UTA Odesa-South and UTA Dnipro-South over the High Seas are not available for flight planning.

Conditions of Use of the determined Segments of ATS Routes

- L851, KUGOS to ADINA, two-way direction, FL330-FL660.
- M854, SUMOL to RASIL, two-way direction, FL290-FL320.
- M856, RAKUR to DIGAM, two-way direction, FL290-FL320.
- M860, KUGOS to DIGAM, two-way direction, FL330-FL660.

All air crews performing flights within Simferopol’ FIR and UTA Dnipro-South and UTA Odesa-South shall only comply with ATC clearances and instructions issued by Dnipro ACC (call sign “Dnipro Radar”) or Odesa ACC (call sign “Odesa Radar”). Air crews shall not comply with instructions from any station using other call sign while flying within Simferopol’ FIR or UTA Dnipro-South and UTA Odesa-South. All air crews shall as soon as possible inform “Odesa Radar” or “Dnipro Radar” about any instructions or information that they might have received from any station using other call sign within the same area of responsibility.

Change of flight level, speed and radar vectoring are not allowed, except when required for tactical or emergency purposes and for provision of separation.

Full provision of air traffic control services within the determined segments of 4 ATS routes over the High Seas is provided by Odesa ACC with full VHF, radar and other infrastructure available.

Provision of Longitudinal Separation

- a. Longitudinal separation minimum for air traffic bound from Odesa ACC to Ankara ACC via RAKUR, SUMOL and KUGOS is 20NM.
- b. Longitudinal separation minimum for air traffic bound from Ankara ACC to Odesa ACC via RAKUR, SUMOL and KUGOS is 10NM.

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- c. Longitudinal separation minimum for air traffic bound from Bucharest ACC to Odesa ACC and in the opposite direction is 10NM.

In case of ATS surveillance system failure the longitudinal separation between aircraft flying at the same cruising level on the same ATS route in the same direction is 10 minutes. The preceding aircraft shall maintain a true Mach number equal to or greater than that maintained by the following aircraft. Minimum longitudinal separation of 15 minutes will be applied in other cases.

The corresponding ATS route segments mentioned above will not be available for flight planning in case of military activity which is of potential hazard to civil aviation even if such military activities are performed below the listed ATS routes.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all other aircraft which are equipped with ACAS II on a voluntary basis are required to be equipped with and operate ACAS/TCAS II version 7.1.

Flying with an inoperative ACAS/TCAS II is permitted, including within RVSM airspace, provided it is done in accordance with the applicable Minimum Equipment List (MEL).

The MEL for ACAS/TCAS II throughout Europe is Class A - 10 days (excluding the day of discovery).

AVOIDANCE OF UNNECESSARY TCAS WARNINGS**Procedure for avoiding false TCAS Resolution Advisories (RA)**

- a. To avoid unnecessary ACAS RAs, reducing of the rate of climb/descent to a value between 500ft/min and 1500ft/min within the last 1000ft before reaching the assigned level (flight level or altitude) is recommended.
- b. This requirement should not be applied in case of increasing the flight crew's workload due to the need for manual leveling off.
- c. Such limitations do not apply when ATC issues a specific rate in the climb/descent clearance or instruction in order to establish or maintain separation.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****Annex 2**

3.9 (d) For VFR flights operated in daytime visibility in flight and distance from clouds is equal or exceeds the amount contained in table below.

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Airspace Class	Distance from Clouds	Flight Visibility
C, D	5000ft (1500m) horizontally 1000ft (300m) vertically	8km - at and above 10000ft (3050m) AMSL 5km - below 10000ft (3050m) AMSL
G above 3000ft (900m) AMSL or above 1000ft (300m) above terrain which ever is higher	5000ft (1500m) horizontally 1000ft (300m) vertically	8km - at and above 10000ft (3050m) AMSL 5km - below 10000ft (3050m) AMSL
G at and below 3000ft (900m) AMSL or 1000ft (300m) above terrain which ever is higher	Horizontally: Clear of cloud and in flight direction and in sight of ground or water surface. Vertically: Vertical distance from an aircraft, flying with IAS 300kmh and less, to cloud base over plain and hilly terrain is equal 50m; Vertical distance from an aircraft, flying with IAS 301 - 465kmh, to cloud base over mountainous terrain and as well as over plain and hilly terrain is equal 100m; VFR flights are not operated above clouds.	5km; 2km - for IAS 300kmh and less over plain and hilly terrain; 500m - for helicopters flying at height up to 10m or executing the maneuver with speed 10kmh. 1.5km - for helicopter flying with 180kmh IAS and less over plain and hilly terrain for providing emergency medical service or training in circumstances in which the probability of encounters with other traffic would normally be low.

Except when a clearance is obtained from ATC unit, VFR flights shall not take off or land at an aerodrome within CTR, or enter the aerodrome traffic zone or traffic pattern:

- a. when the ceiling is less than 450m (1500ft); or
- b. when the ground visibility is less than 5km.

VFR flights between sunset and sunrise are permitted only over plain or hilly terrain under observance of following conditions:

- a. the ground visibility is not less than 8km (5km for helicopters), the ceiling is not less than 600m (1800ft);
- b. the flight height is not less 300m (1000ft) AGL;
- c. the vertical distance to base of clouds is not less than 300m.

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RULES AND PROCEDURES**PANS ATM (DOC 4444)**

Chapter 4, para 4.5.7.2 Revised clearances regarding route of flight (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Chapter 4, para 4.6.1.2 Revised horizontal speed control instructions (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Chapter 4, para 4.6.4 New horizontal speed control instructions regarding SID/STAR (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Chapter 6, para 6.3.2.3 Revised standard clearances for departing aircraft (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Chapter 6, para 6.3.2.4 Revised SID phraseology and clearances (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Chapter 6, para 6.3.2.5 Revised clearances for departing aircraft experiencing air-ground communication failure (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Chapter 6, para 6.5.2.3 Revised standard clearances for arriving aircraft (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Chapter 6, para 6.5.2.4 Revised STAR phraseology and clearances (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Chapter 12, para 12.3.1.2, items (z) to (kk) Revised SID/STAR phraseology (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Chapter 12, para 12.3.2.2, item (b) (3) Revised phraseology regarding indication of route and clearance limit (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Chapter 12, para 12.3.3.1, item (f) to (h) Revised phraseology regarding departure instructions (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Chapter 12, para 12.3.3.2, item (a) to (e) Revised phraseology regarding approach instructions (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Chapter 12, para 12.4.1.6, item (k) Revised phraseology regarding speed control (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Chapter 12, para 12.7.2 New ground crew/flight crew phraseology regarding de/anti-icing operations (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Chapter 15, para 15.1.4 Revised emergency descent procedures (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Appendix 2, item 10 Revised Item 10: equipment and capabilities (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

Appendix 2, item 18 Revised Item 18: other information (according to the PANS-ATM Amendment 7 provisions) not yet implemented.

**UZBEKISTAN
RULES AND PROCEDURES**
GENERAL

In general, the air traffic rules and procedures in force, and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practises and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Kilometers, meters
Elevations, altitudes, heights, ceiling	Feet
Flight level	Meters/FL in hundreds of feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Magnetic
Visibility	Kilometers, meters
Runway visual range	Meters
Altimeter setting	mm Hg, milibar
Temperature	Degrees Celsius
Weight	Metric Tons, kilogram's
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 partially compliant.

FLIGHT PROCEDURES
HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

UZBEKISTAN
RULES AND PROCEDURES**OUTER MARKER (OM) AND MIDDLE MARKER (MM)****Modulation**

Outer marker 2 dashes per second, middle marker 6 dots per second.

Secondary Locator Outer Marker (LOM) and Locator Middle Marker (LMM) Frequencies

Should interferences occur on primary LOM and LMM, secondary frequencies shall be applied:

- Variant I: LOM - 725kHz, LMM - 355kHz;
- Variant II: LOM - 355kHz, LMM - 725kHz.

Use of the secondary frequencies will be directed by ATC.

AIRPORT OPERATING MINIMUMS

Uzbekistan publishes State airport operating minimums for take-off and landing.

Jeppesen charted minimums are not below State minimums.

NOISE ABATEMENT PROCEDURES

Jet aircraft operating to the international airports of Uzbekistan must be noise certified in accordance with ICAO Annex 16, Volume I.

ATS AIRSPACE CLASSIFICATION

Uzbekistan has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

The airspace classes "A", "C" and "G" are used within Uzbekistan airspace.

IFR flights are not permitted in airspace class "G".

SPECIAL REQUIREMENTS AND REGULATIONS**ALTIMETRY**

When an aircraft is descended from the last assigned Flight Level to a first assigned Altitude, ATC will pass the appropriate aerodrome QNH. When requested by the pilot or local procedures require, the appropriate QFE value in mmHG or in hPa will be given. Then ATC will pass the appropriate QFE and 'Height' will be substituted for 'Altitude' in the RTF phraseology. It should be noted that the Obstacle Clearance Height is always given with reference to the threshold.

FLIGHT PLANNING

A flight plan shall be submitted at least 30 minutes prior to departure.

Initially submitted flight plan will expire in 20 minutes after EOBT and cannot be resumed without the new submission. The aircraft operator, pilot-in-command or his representative must take action themselves to delay their flight plan in case of any delay longer than 20 minutes.

A flight plan shall be sent to the:

IARO Uzbekistan unit

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Tel: +998 71 140 2768
 Fax: +998 71 140 2769
 E-Mail: iaro@uzairways.com
 AFTN: UTTTZPZX

Repetitive flight plan listings shall be sent to the ATFM unit using the following address:

Republic of Uzbekistan
 Address: 13, Lokomotivnaya Street
 Tashkent
 Republic of Uzbekistan
 100167

Tel: +998 71 140 2778
 Fax: +998 78 140 2778
 E-Mail: atfmu_uz@uzairways.com
 AFTN: UTTTZDZX (the main channel for contacts)
 Public Hours: H24

Addressing of Flight Plan Messages

Messages relating to flight plan (FPL), changes to it and other ATS messages shall be submitted to the following addresses:

For all aircraft flights transiting the airspace of the Republic of Uzbekistan:

- ATFM unit;
- enroute ATS units (ACC).

For all aircraft executing flights with landing on/departing from the territory of the Republic of Uzbekistan:

- ATFM unit;
- IARO;
- enroute ATS units;
- aerodrome ATS units.

ATFM unit	UTTTZDZX
IARO unit	UTTTZPZX
Tashkent ACC	UTTRZQZX
Samarkand ACC	UTSDZQZX
Termez Aux. ACC	UTSCZQZX
Tashkent TWR/APP	UTTTZTZX

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Andijan TWR	UTFAZTZX
Fergana TWR	UTFFZTZX
Namangan TWR/APP	UTFNZTZX
Samarkand TWR/APP	UTSSZTZX
Termez TWR	UTSTZTZX
Karshi TWR	UTSKZTZX
Bukhara TWR/APP	UTSBZTZX
Urgench TWR/APP	UTNUZTZX
Nukus TWR	UTNNZTZX
Navoi TWR	UTSAZTZX

BORDER CROSSING

- a. Crews operating international flights within the airspace of Uzbekistan shall maintain radio communication in English or Russian language according to agreements on air traffic between Uzbekistan and the foreign States. These communications shall utilize standard radio communication phraseology.
- b. Traffic from Kabul FIR (AMDAR) shall request clearance to cross the Uzbekistan State border, from the appropriate ATS unit, at least 10 minutes before border crossing. The pilot shall report the call sign (flight number) location, flight level (flight altitude) and estimated time of crossing the border.
- c. If direct ground communication exists between ATS units of Uzbekistan and an adjacent State, pilot shall obtain a clearance to cross the Uzbekistan State border from the ATS unit by which they are supervised. A preliminary request by the aircrew for a clearance from the Uzbekistan ATS unit is not required.

If clearance is not received, the crew shall execute a left or right turn, not closer than 27NM (50km) to the border, and orbit until crossing clearance has been obtained.
- d. If there are differences between the cruising level systems of Uzbekistan and an adjacent state, the flight level change shall be carried out 16NM (30km) before crossing the State border as instructed by ATC or at the crew's discretion unless otherwise directed by ATC.
- e. Aircraft departing aerodromes in the vicinity of the border, either in Uzbekistan or an adjacent State, can expect a clearance to cross the border at that departure aerodrome from the appropriate ATC unit.
- f. Crossing the State border of the Republic of Uzbekistan without radio communication is strictly prohibited, unless two-way communication failure has taken place during an approved transit flight (without landing on the territory of the Republic of Uzbekistan or with landing at final destination on the territory of the Republic of Uzbekistan). If aircraft has been identified

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it will receive most favorable allowance to continue to its destination or to land at alternate aerodrome in accordance with flight plan.

- g. If unable to continue the flight after crossing the Uzbekistan State border, a return crossing of the Uzbekistan border shall be carried out along the same corridor with permission of the Uzbekistan ATC unit.
- h. If crossing the Uzbekistan State border the crew shall report to ATC flight level and actual time of crossing the border.

LONGITUDINAL SEPARATION

Minimum longitudinal separation intervals for IFR flights using ATS surveillance systems:

- a. Between aircraft, following on one route, at the same flight level (height):
 - 1. on airways - at least 30km (16.2NM), when automated ATC system is used - at least 20km (10.8NM);
 - 2. in approach areas - at least 20km (10.8NM), when automated system is used - at least 10km (5.4NM);
 - 3. in CTRs (in the take-off and landing zone) - 10km (5.4NM), for all aircraft following the aircraft with take-off mass of 136 tons or more. In all other cases - 5km (2.7NM).
- b. When crossing the flight level (altitude) occupied by the opposite direction traffic:
 - 1. on airways - at least 30km (16.2NM) at the time of crossing, compliance with 10km (5.4NM) of the lateral separation, and when automated ATC system is used - 30km (16.2NM), on condition that established vertical separation is provided by the time the aircraft have diverged;
 - 2. in the TMA - at least 30km (16.2NM), and when automated ATC system is used - at least 20km (10.8NM) on condition that established vertical separation is provided by the time the aircraft have diverged;
 - 3. in CTRs (in the take-off and landing zone) - at least 20km (10.8NM), and when using the automated ATC system - at least 15km (8NM), on condition that established vertical separation is provided by the time the aircraft have diverged.
- c. When crossing the flight level (altitude) occupied by the same direction traffic:
 - 1. on airways and in TMA - at least 20km (10.8NM), and when automated ATC system is used - at least 10km (5.4NM) at the time of crossing;
 - 2. in CTR - at least 10km (5.4NM) at the time of crossing.
- d. Between aircraft on intersecting routes (at intersection angles from 45° to 135° and from 225° to 315°) at the same flight level (altitude), and also at the intersection of the flight level (altitude) occupied by another aircraft:
 - 1. on airways - at least 40km (21.6NM), and when automated ATC system is used - at least 30km (16.2NM);

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2. in the TMA - at least 30km (16.2NM), and when automated ATC system is used - at least 20km (10.8NM);
3. in CTR - at least 10km (5.4NM).

LATERAL SEPARATION

Lateral separations of aircraft are established for IFR flights based on ATS surveillance system:

- a. when crossing the flight level (altitude) occupied by the same direction traffic:
 1. on airways and TMA - at least 10km (5.4NM) at the time of crossing;
 2. in CTR - at least 10km (5.4NM), and when automated ATC system is used - at least 5km (2.7NM).
- b. when crossing the flight level (altitude) occupied by the opposite traffic:
 1. on airways - at least 10km (5.4NM), compliance with 30km (16.2NM) longitudinal separation, and when automated ATC systems is used - at least 10km (5.4NM) at the time of crossing;
 2. in TMA and CTR - at least 10km (5.4NM) at the time of crossing.

Lateral separation for IFR flights without using of ATS surveillance systems is prohibited.

STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

Applying SLOP is instantly recommended and used on pilot's decision. Pilots are required to inform ATC that SLOP is being applied. SLOP may also be initiated by ATC unit.

Offset should be applied from FL200 and above, to the RIGHT of route centerline, from the aircraft reaches its cruising level until top of descent. If the aircraft is equipped with capability to offset in tenths of a nautical mile then randomly choose an offset position of 0.2km (0.1NM) or more up to 3.7km (2NM) right of track. If the aircraft is equipped with capability to offset in whole nautical miles then randomly choose an offset position of 1.9km (1NM) or 3.7km (2NM) right of track.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****Annex 2**

3.6.2.4 If weather conditions deteriorate inapplicable to VFR flights, the pilot-in-command shall:

- a. change to IFR if he and his aircraft are authorized to do so;
- b. obtain a flight level from the ATC controller;
- c. return to the departure aerodrome or make a landing at the nearest alternate aerodrome if the pilot-in-command or his aircraft are not authorized to operate an IFR flight.

4.1 The minimum flight conditions for VFR flights are contained in the following table:

**UZBEKISTAN
RULES AND PROCEDURES**
Minimum Conditions for VFR Flights

Terrain	True Airspeed	Cloud Base above highest Terrain Point	Visibility	Vertical Distance Airplane/Cloud Base
a) In aerodrome control zones (CTR)				
Plain and hilly	300kmh and less	150m	2km	50m
	301-550kmh	300m	5km	100m
Mountainous	550km and less	300m	5km	100m
b) In approach area, along airways, local air routes and established routes				
Plain and hilly	see under a)	see under a)	see under a)	see under a)
Mountainous	300kmh	400m	5km	100m
	301–550kmh	700m	10km	100m

NOTE: In CTRs minimum meteorological conditions shall be as in compliance with the speed of circuit flights.

4.3 VFR flights are applied during daytime at or below 6100m (FL200) with true airspeed not more than 550kmh to lower safe level and not more than 450kmh below the lower safe level.



Air Traffic Control

State Rules and Procedures - China

**CHINA, P.R. OF
RULES AND PROCEDURES**

GENERAL

In general, the P.R. of China is in conformity with ICAO standards and procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance	Kilometers and Meters
Altitude, elevations and heights	Meters
Horizontal speed, wind speed in the air	Kilometers per Hour, Meters per Second
Vertical speed, surface wind speed	Meters per Second
Wind direction	Degrees True
Visibility	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter “Flight Procedures (DOC 8168) - Holding Procedures”, Table IV-1-1, Holding Speeds.

To facilitate arrangement for aircraft’s landing sequence, holding patterns are established along airways and within aerodrome tower control area.

Levels in Holding Pattern

8400m (27600ft) or below and from 8900m (29100ft) up to 12500m (41100ft), each level is separated by 300m (1000ft), above 12500m (41100ft) by 600m (2000ft). A minimum holding level will at least provide a clearance of 600m (2000ft) above the highest obstacle on the ground and at least 300m (1000ft) higher than the initial approach altitude/height.

An aircraft in a holding pattern shall comply with the instructions issued by air traffic controller to fly strictly at a designated flight level and within designated holding pattern.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

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China has started applying the Continuous Descent Final Approach (CDFA) flight technique to their straight-in non-precision approaches while eliminating the step-down or dive-and-drive option. Pilots are reminded to check their Flight Operations Manual (FOM) or similar documents describing the operational procedure of the operator for any requirement to apply an add-on when using a MDA(H) as a DA(H).

Jeppesen charts will show the label CDFA in the minimums box with corresponding RVR/VIS values. If the CDFA flight technique is not used the shown RVR/VIS need to be increased by 200m for Cat A and B aircraft, and by 400m for Cat C and D aircraft.

Non-CDFA approach profiles and respective minimums will only be shown in exceptional cases.

Unless otherwise stated, procedures are speed restricted to a max IAS of 260kmh (140kt) (Cat B) and 350kmh (190kt) (Cat C/D).

Unless otherwise specified, all missed approach turns are limited to 350kmh (190kt).

AIRPORT OPERATING MINIMUMS

The P.R. of China publishes State minimums for landing and take-off.

Jeppesen charts showing the "Standard" label have landing minimums checked against EASA AIR OPS minimums concept (similar to ICAO Doc 9365 Manual of All Weather Operations - Fourth Edition 2017). Take-off minimums are charted as provided by State.

Jeppesen charted minimums are not below State minimums.

SPECIAL REQUIREMENTS AND REGULATIONS

GENERAL

All aircraft flying within the FIR's of the People's Republic of China are required to operate along the approved airways, take-off and land at the designated airports.

All aircraft shall establish contact with the relevant ATC department on the assigned radio frequency and accept its control.

COMMUNICATIONS

When operating within China, the flight crew shall continuously keep monitoring the VHF emergency frequency 121.50MHz to prevent loss of communications.

All flights entering the Sanya FIR should establish two-way radio communication with Sanya ACC 5 minutes before designated reporting points.

The flight crew shall maintain radio communication with the air traffic controller and strictly observe the prescribed communication procedures, from the time of starting aircraft engines for take-off up to the time of leaving aerodrome tower control area, or from the time of entering aerodrome tower control area up to the time of stopping aircraft engines after landing.

POSITION REPORTING PROCEDURE

When an aircraft flies into or out the FIR's of the People's Republic of China, it shall fly on the specified airway.

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Within a time limit of 15-20 minutes before entry or exit, the air crew shall report to the relevant air traffic control department and obtain a clearance to fly across the FIR's boundaries in entry or exit. Without such clearance no aircraft is permitted to make entry into or exit from the FIR's boundaries.

Aircraft flying over a specified reporting point shall immediately make a position report to the relevant ATC unit. A position report shall contain:

- a. aircraft call sign;
- b. position;
- c. time in hours and minutes;
- d. flight altitude (or flight level) and flight conditions;
- e. estimated time of flying over the next reporting point or estimated time of arrival at the aerodrome of landing;
- f. any other particulars requested by the ATC unit or deemed necessary to be reported by the aircrew.

An aircraft shall report to the next ATC unit prior to crossing the boundaries of controlled areas such information as the expected crossing time, flight altitude (or flight level) and flight conditions. While crossing the boundaries of controlled areas, the air crew shall make position reports respectively to the controlled ACC's they are entering and leaving.

MINIMUM FLIGHT ALTITUDES**IFR Flights**

The minimum flight altitude for an IFR flight within TMA shall not be less than 300m over plains and 600m over hilly and mountainous areas above the highest obstacle within a radius of 55km, centered on the aerodrome radio beacon.

The minimum enroute flight altitude for an IFR flight over high terrain or in mountainous area is 600m above the highest elevation within 25km on each side of the centerline of an airway, while over areas other than high terrain or in mountainous area is 400m above the highest elevation within 25km on each side of the centerline of an airway.

VFR Flights

Minimum flight altitudes for VFR flights correspond to minimum levels for IFR flights with the following exceptions for VFR flights with a cruising speed of 250kmh or less:

- Operating within a TMA the vertical clearance above the highest obstacle shall not be less than 100m.
- Operating enroute below the minimum flight level the vertical clearance above the highest elevation within 5km on either side of the centerline of a route shall not be less than 100m over plain and hilly areas, or 300m over mountainous areas.

**CHINA, P.R. OF
RULES AND PROCEDURES****START-UP AND TAXI PROCEDURES**

Start-up of aircraft engines shall be subject to clearance from the air traffic controller. The pilot shall start engines within 5 minutes after receipt of clearance. In case he fails to do so, such clearance will become invalid and he shall request a new.

Taxiing (towing) of aircraft shall be conducted with permission of the air traffic controller and in compliance with the following provisions:

- a. An aircraft shall taxi or to be towed along the specified route assigned by the air traffic controller.
- b. Aircraft, when taxiing, shall comply with the taxi speed restrictions laid down in the corresponding aircraft operations manual or pilot flight rules; taxiing speed shall not exceed 15kmh while taxiing in the proximity of obstructions.
- c. When 2 aircraft are approaching head-on, each shall keep to the right and maintain the required safe separation. When 2 aircraft are crossing, the pilot who sees the other aircraft on his left shall stop taxiing and give way to the other.
- d. When 2 or more aircraft are taxiing in succession, the succeeding aircraft shall not overtake the preceding one, and the longitudinal separation shall not be less than 50m.
- e. When taxiing or be towed during nighttime, the aircraft shall switch on their navigation lights.
- f. Helicopters may fly at a height of 1 to 10m instead of ground taxiing.

Seaplanes, when approaching head-on or crossing with a ship while taxiing or being towed, shall follow the avoidance procedure as appropriate for such occasions when 2 aircraft meet.

TAKE-OFF CLEARANCE

Before an aircraft taxis into the runway-in-use, the pilot shall complete his preflight preparations and checks. Taxiing into the take-off position is not allowed until clearance from the aerodrome tower controller is obtained. An aircraft shall take-off at once upon receipt of take-off clearance. If it fails to take-off within 1 minute, the pilot shall request another clearance.

When taking off, an aircraft shall commence its take-off run from the take-off position near the runway threshold unless obtaining a clearance from ATC.

LANDING CLEARANCE

An aircraft may approach to land, only after a clearance has been obtained from ATC, and shall break away from runway as soon as the landing is completed.

VISUAL FLIGHT RULES**Visual Flight Safety Separation**

The separation between aircraft operating on the same track and same altitude shall not be less than:

- a. 2000m when aircraft cruising airspeeds are less than 250kmh; or
- b. 5000m when aircraft cruising airspeeds are 250kmh or more.

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RULES AND PROCEDURES****Traffic Circuit**

An aerodrome traffic circuit is normally a left-hand one. It may, however, be a right-hand traffic circuit if it is constrained by the conditions of terrain or city location or if it is to avoid crossing with the traffic circuit of adjacent aerodrome.

An aircraft on traffic circuit is forbidden to overtake another aircraft of the same type. Aircraft shall maintain a minimum separation of 1500m between them on the same traffic circuit. However, aircraft with higher speed may, with the clearance of the air traffic controller, overtake another of lower speed from the outer side before base-turn while maintaining a minimum lateral separation of 200m. No aircraft shall overtake the preceding one from the inner side unless an immediate landing is imminent.

ALTIMETRY**General*****At aerodromes where transition altitudes and transition levels are established***

Before take-off, the aircraft altimeter subscale shall be set to QNH of the aerodrome. After take-off, upon reaching the transition altitude the altimeter subscale shall be set to 1013.2hPa. When an aircraft is passing through a transition level during descent, the altimeter subscale shall be set to QNH of the aerodrome.

At aerodromes where transition heights and transition levels are established

Before take-off, the aircraft altimeter subscale shall be set to the atmospheric pressure at the aerodrome elevation. After take-off, upon reaching the transition height the altimeter subscale shall be set to 1013.2hPa. When an aircraft is passing through a transition level during descent, the altimeter subscale shall be set to the atmospheric pressure at the aerodrome elevation.

At aerodromes where transition altitudes or transition heights and transition levels are not established

Before take-off, the aircraft altimeter subscale shall be set to the atmospheric pressure at the aerodrome elevation. After take-off, when the aircraft has reached a height of 600m, the altimeter subscale shall be set to 1013.2hPa. During the process of descending in the aerodrome tower control area, the aircraft shall start altimeter setting by the instruction of air traffic controller.

At aerodromes of high elevation

When the aircraft altimeter subscale cannot be set to the atmospheric pressure at the aerodrome elevation, it will then be set to 1013.2hPa before take-off, with the indicated altitude interpreted as zero altitude. When the aircraft altimeter subscale cannot be set to the atmospheric pressure at the aerodrome elevation, landing is to be made with the assumed zero altitude notified by the air traffic controller before landing.

Zhuhai TMA

– aircraft entering the Zhuhai TMA at or above the transition level should set the altimeter to 1013.2hPa;

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- aircraft entering the Zhuhai TMA below the transition level or descending from or passing through the transition level should set the altimeter to the Zhuhai TMA QNH;
- aircraft approaching an airport or heliport, and intercepting the intermediate approach segment, should set the altimeter to the local QNH of the airport or heliport;
- prior to take-off, the altimeter should be set to the QNH of the take-off airport;
- after take-off, the altimeter should be set to the Zhuhai TMA QNH by ATC instruction;
- aircraft operating flight exercise at an airport within the Zhuhai TMA should set the altimeter to the airport QNH or Zhuhai TMA QNH according to ATC instructions.

FLIGHT PLANNING

When applying to use the routes on which PBN is implemented, aircraft which has achieved related airworthiness and operational approval must fulfill related FPL Items 10 and 18 as required for aircraft do not meet, operation as usual.

Submission of a Flight Plan

An aircraft pilot or his representative shall submit a flight plan to the ATS reporting office of the departure aerodrome at least 150 minutes before EOBT.

Changes to the submitted Flight Plan

An aircraft operator or his representative shall submit a delay when the departure of an aircraft is estimated to be delayed or has been delayed for more than 30 minutes.

An aircraft operator or his representative shall submit the change of the flight plan at least 45 minutes before new EOBT.

The change of the flight plan shall be submitted within 210 minutes after the last EOBT.

Flight Planning Requirement for Sanya FIR

All aircraft intending to fly within the Sanya FIR must file a flight plan to:

Sanya ACC

AFTN: ZJSYZRZX

Regional Administration of Civil Aviation of Middle-South China

AFTN: ZGGGZBZX

and

Operations Management Center of the Civil Aviation Administration of China (CAAC)

AFTN: ZBBBZGZX

All aircraft departing from or landing at airports within Sanya FIR, and State aircraft intending to operate on ATS route A202, shall get prior approval from the Operations Management Center of the CAAC.

Operators of scheduled flights intending to operate on route A202 shall submit the flight schedule of each season to ZBBBZGZX, ZGGGZBZX, ZBBBCJXX and ZJSYZRZX 2 months in advance,

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the operation can be carried out only if approval has been given. For scheduled flights operating on routes A1, L642, M771 and N892, operators are requested to also submit the flight schedule of each season to the above addresses 2 months in advance. However, no approval will be necessary for these flights to operate.

Operators of non-scheduled flights intending to operate on A202 shall submit the flight application to ZBBBZGZX, ZGGGZBZX and ZJSYZRZX 3 days in advance, the operation can be carried out only if approval has been given. For non-scheduled flights operating on routes A1, L642, M771 and N892, no prior application for approval will be necessary.

For all aircraft intending to operate within the Sanya FIR, operators shall file the flight plan at least 60 minutes prior to the ETD.

Any aircraft planning to enter or transit the Sanya FIR must insert in Item 18 of the flight plan form the national registration letters/numbers of the aircraft if different from the aircraft identification in Item 7, and fill the accumulated EET to the Sanya FIR.

Aircraft intending to operate on RNAV routes L642, M771 and N892 must meet the requirements of RNP10 approved and must indicate their RNP approval with the letter 'R' in Item 10 of the ICAO flight plan. If an aircraft must file flight plan of routes L642, M771 or N892 and can not meet the minimum navigation requirements of RNP10, they must operate at or below FL280 unless prior approval for other flight levels has been obtained from ATC. Pilots of non-RNP approved aircraft may indicate their preferred higher altitude in Item 18 of the ICAO flight plan as RMK/REQ FL (insert level). However, approval to operate at the preferred level will be subject to ATC coordination and clearance.

Flight Plan Message Addressing

For aircraft departing from any FIR of the P.R of China flight plan related messages shall be submitted to:

Flight Plan Processing Center of ATMB

SITA: PEKFP8X
 SHAFP8X

If submitting the messages by AFTN, a signed agreement with the Flight Planning Processing Center of ATMB is needed in advance.

For aircraft entering FIRs of P.R. of China, the flight plan related messages shall be sent to the ATS and ATFM service addresses as follows:

Specific Flight	Addresses
East China Sea ADIZ	ZBBBZGZX ZSACZQZX
R200 (BEBEM to OLDID)	VHHKZQZX

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Airspace	Addresses
Beijing FIR	ZBPEZQZX
Guangzhou FIR	ZGZUZQZX
Kunming FIR	ZPKMZQZX
Lanzhou FIR	ZLHWZQZX
Sanya FIR	ZJSAZQZX
Shanghai FIR	ZSHAZQZX
Shenyang FIR	ZYSHZQZX
Urumqi FIR	ZWUQZQZX
Wuhan FIR	ZHWHZQZX

Flight movement messages for the purpose of providing traffic flow management services shall be sent to ZBBBZFPM and ZSSSZFPM.

REDUCED RUNWAY SEPARATION

Reduced runway separation procedures apply according to ICAO DOC 4444 para 7.11.

RNP10 OPERATIONS IN THE SOUTH CHINA SEA AREA

RNAV routes L642, M771 and N892 within Sanya FIR at and above FL290-RNP10.

Lateral Separation

A lateral separation minimum of 50NM may be applied on L642 and M771, a lateral separation minimum of 60NM may be applied on N892.

Longitudinal Separation

50NM separation minimum may be applied between aircrafts on L642, M771, 80NM RNAV or 10 minutes (or less) Mach Number Technique (MNT) separation minimum may be applied between aircraft on N892.

Contingency Procedures

When an aircraft is flying in island controlled airspace in the Sanya FIR, the pilot shall obtain an ATC clearance before initiating any deviation action.

If the aircraft is unable to continue flight in accordance with its ATC clearance, the pilot shall, whenever possible, obtain a revised clearance prior to initiating any action by making a distress or urgency transmission on the appropriate frequency.

When an aircraft is flying in oceanic controlled airspace in the Sanya FIR, and unable to continue flight in accordance with its ATC clearance and controller-to-pilot communications are established, the controller shall:

- a. if possible, establish standard separation;

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- b. if this is not possible, provide essential traffic information to all aircraft affected and may provide advice to resolve the situation, including the use of reduced vertical separation.

When an aircraft is flying in oceanic controlled airspace in the Sanya FIR, and unable to continue flight in accordance with its ATC clearance and controller-to-pilot communications are not established, the pilot shall comply with the appropriate ICAO Regional Supplementary Procedures.

ROUTE L888, Y1, Y2 PROCEDURES**Airspace of Application and Operational Specification**

Data link service, CPDLC/ADS-C, is applied to the routes L888 (SANLI-XKC), Y1 and Y2.

The relevant ATS units support FANS 1/A and ADS-C applications.

Operational Requirement

The operators are required to submit a formal application to the Air Traffic Management Bureau of the Civil Aviation Administration of China before starting operations on the data link routes. The application shall include:

- a. city pairs;
- b. flight schedules;
- c. starting time;
- d. aircraft type;
- e. satellite telephone numbers for the fleet;
- f. procedure of emergent escape (exception ATS routes Y1, Y2).

In the area where CPDLC/ADS-C is the primary means of communication/surveillance on above mentioned routes, reduced longitudinal separation may be applied between the aircraft with a specific operation approval of RCP240 and RSP180. However, RCP240 and RSP180 are not mandated for flying on these routes. If either or both aircraft do not have RCP240 or RSP180 approval, the ATS units will apply procedural separation minimum between them.

When CPDLC/ADS-C is applied as alternate means of communication/surveillance, the pilot should also establish CPDLC/ADS-C connection with the controlling ATS unit. In the event that the primary means of communication and/or surveillance fails, the pilot shall switch to above alternate means seamless and adhere to the following CPDLC/ADS-C procedures.

Controller-Pilot Data Link Communication (CPDLC)**General**

Once a CPDLC connection is established, the pilot should send a downlink CPDLC position report.

The flight identification used by the pilot in the logon process should be in accordance with that contained in the flight plan.

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Once a CPDLC application is initiated, the pilot should respond to CPDLC uplinks within 1 minute or select STANDBY when additional time is required to respond.

Transferring CPDLC Connections

When the aircraft is within a non-CPDLC service area and the next controlling ATS unit is a CPDLC service area, the pilot should initiate a logon to the next ATS unit 15 minutes in advance.

When flying through CPDLC service areas, the CPDLC connection will be transferred automatically between ATS units by the Address Forwarding process, unless the transferring ATS unit instructs the flight crew to logon manually at an appropriate time/distance prior to the next ATS unit boundary.

When a transfer of CPDLC results in a change of data authority, and there are still messages for which the closure response has not been received (i.e. messages outstanding), the controller shall be informed.

ADS-C Service

General

Prior to entering the designated airspace, the pilot shall verify ADS-C service is available for operation.

If the aircraft is flying an offset route or diverting while operating in heading select mode, the intent of the aircraft will still be projected along the FMC flight plan route regardless of the actual route flown. To avoid misinformation being displayed to the controller, the FMC flight plan route should be amended to the actual route being flown.

The aircraft must be capable of supporting ADS-C agreements with at least four ATC unit ADS-C ground systems simultaneously.

When an ADS-C ground system attempts to establish an ADS-C agreement with an aircraft and is unable to do so due to the aircraft's inability to support an additional ADS contract, the aircraft should reply with the ICAO location indicators or eightletter facility indicators of the ground systems with which it currently has contracts, in order for the ATC unit to negotiate a contract release.

Transfer of Control of ADS-C Aircraft

The pilot shall re-establish communication via voice with the ATS unit as soon as the exit of data link route service.

Flight Plan

Operators and their flight service agencies that conduct operations on above-mentioned data link routes entering China mainland FIR should add the AFTN address of Flight Plan Processing Center of ATMB, CAAC (ZBPEZMFP and ZSHAZMFP) when filing flight plan messages (FPL/CHG/DLA/ CNL/DEP/ARR, etc.).

Operators planned to conduct flights on above-mentioned data link routes should file the RCP and RSP capabilities approved by the State of Registry or State of Operator in the flight plan. The operators should be responsible for the accuracy of the filed RCP and RSP capability.

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Operators planned to conduct flights on above-mentioned data link routes should file 'COM/' of Item 18 with the SATVOICE phone number in the flight plan. For instance: 'COM/SAT PHONE 20441720'.

Emergency Procedures

In case of emergency, the pilot shall operate the ACARS with an ADS EMERGENCY MODE to notify the ground facility for the emergency, and resume voice communication with ATC authority by the most efficient method as soon as possible.

CPDLC Failure

The controller and pilot shall be alerted to the failure of CPDLC as soon as the failure has been detected.

When a controller or pilot is alerted that CPDLC has failed, and the controller or pilot needs to communicate prior to CPDLC being restored, the controller or pilot should revert to voice, if possible, and preface the information with the phrase: 'CPDLC FAILURE'.

Procedures for no longer meeting RCP240/RSP180 Operational Requirement

The pilot should contact the controller immediately after the loss of RCP240/RSP180 capability during the flight in the CPDLC/ADS-C service area where CPDLC/ADS-C is the primary or alternate means of communication/surveillance.

Emergency Procedures

The available alternate airports for route L888 are:

- Kunming (Changshui);
- Chengdu (Shuangliu);
- Urumqi (Diwopu);
- Kashi airport.

Pilot shall fly via regulated waypoints to evacuate from route L888 when evacuating or alternating is decided in an emergent condition. The breaking points are:

- BIDRU - direct to Kunming (Changshui);
- MAKUL - direct to Kunming (Changshui);
- NIVUX - direct to XIC, SB, XFA, Kunming (Changshui);
- LEVBA - direct to XIC, SB, XFA, Kunming (Changshui);
- PEXUN - direct to JTG, Chengdu (Shuangliu);
- SANLI - direct to JTG, Chengdu (Shuangliu);
- LUVAR - direct to MEPEP, LUSMA, DUMIN, TUSLI, HAM, MIMAR, VIKOL, FKG, Urumqi (Diwopu);
- MUMAN - direct to LUSMA, DUMIN, TUSLI, HAM, MIMAR, VIKOL, FKG, Urumqi (Diwopu);

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- LEBAK - direct to LUSMA/DUMIN, TUSLI, HAM, MIMAR, VIKOL, FKG, Urumqi (Diwopu);
- TONAX - direct to DUMIN, TUSLI, HAM, MIMAR, VIKOL, FKG, Urumqi (Diwopu).

The pilot shall be responsible for the obstacle clearance altitude and maneuvering track when emergency descent is executed in the condition of air cabin depressurizing.

Contact Address

CPDLC Contact Address

The pilot shall log on to the ground system before the establishment of CPDLC connection. The AFTN address is:

ATS Units	ICAO Facility Designator	ACARS Address
Lanzhou ACC	ZLLL	LHWE1YA
Urumqi ACC	ZWWW	URCE1YA

The Emergency Telephone

ATS Units	Telephone Number
Lanzhou ACC	+86 931 8168324

China Mainland Data Link Routes Operational Conditions

Route Designator	Area Control Center	Route Segment	Communication Means and RCP Specification		ATS Surveillance Means and RSP Specification		Longitudinal Separation
L888	Lanzhou ACC	SANLI-TO-NAX	PRIM	FANS 1/A CPDLC & RCP 240	PRIM	FANS 1/A ADS-C & RSP180	PBCS separation
			ALTN1	VHF (LUVAR-SANLI) (no coverage from LUVAR to SANLI)	ALTN	ADS-B (cover most area)	
			ALTN2	HF			
	Urumqi ACC	TONAX-XKC	PRIM	VHF	PRIM	ADS-B	ATS surveillance separation
			ALTN	FANS 1/A CPDLC & RCP 240	ALTN	FANS 1/A ADS-C & RSP180	

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China Mainland Data Link Routes Operational Conditions (continued)

Route Designator	Area Control Center	Route Segment	Communication Means and RCP Specification		ATS Surveillance Means and RSP Specification		Longitudinal Separation
Y1	Lanzhou ACC	OMBON-MAGOD	PRIM	VHF	PRIM	ADS-B ADS-B/SSR	ATS surveillance separation
			ALTN1	FANS 1/A CPDLC & RCP 240	ALTN	FANS 1/A ADS-C & RSP180	
			ALTN2	HF			
	Urumqi ACC	MAGOD-SADAN	PRIM	VHF	PRIM	ADS-B	ATS surveillance separation
			ALTN	FANS 1/A CPDLC & RCP 240	ALTN	FANS 1/A ADS-C & RSP180	
	Y2	Lanzhou ACC	LUVAR-MEPEP	PRIM	VHF	PRIM	ADS-B
ALTN1				FANS 1/A CPDLC & RCP 240	ALTN	FANS 1/A ADS-C & RSP180	
ALTN2				HF			

Data Link Problem Reporting Mechanism

The operators operating on the data link routes and encountering problems with data link service shall send problem report(s) directly to ADCC (Aviation Data Communication Corporation) of ATMB, CAAC as expeditiously as possible.

China Data Link Problem Reporting Point of Contact:

ADCC of ATMB, CAAC: Ms. Jun Zhao

Tel: +86 10 82328200

E-Mail: rmachina@rmachina.cn

CNS division of ATMB, CAAC: Ms. Jing Cai

Tel: +86 10 87786915

E-Mail: caijing@atmb.net.cn

ATC division of ATMB, CAAC: Mr. Liang Liu

Tel: +86 10 87786825

E-Mail: liuliang@atmb.net.cn

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Aircraft from:

- the direction of Ningshan VORDME 'NSH' to Chengdu are to fly along G212-SUBUL-W29;
- the direction of Weining NDB 'HX' to Chengdu are to fly along W24-Yibin VORDME 'YBN'-W25;
- the direction of Guiyang VORDME 'KWE' to Chengdu are to fly along B330-Xuyong VORDME 'XYO'-W25;
- Lanzhou and the direction of Jingtai VORDME 'JTA' to the direction of Guiyang VORDME 'KWE' are to fly along B330, and vice versa;
- the direction of Ningshan VORDME 'NSH' to the direction of Weining NDB 'HX' are to fly along G212, and vice versa;
- Lanzhou and the direction of Jingtai VORDME 'JTA' to the direction of Weining NDB 'HX' are to fly along B330-Ziyang VORDME 'ZYG'-W24-Weining NDB 'HX', and vice versa.

ROUTE A591/G597 PROCEDURES

For eastbound flights from Shanghai FIR to Incheon FIR:

- via IKEKA-A591-AGAVO to Y644-RILRO and beyond, aircraft shall establish a lateral offset at a distance of 6NM to the right side of A591 while operating from IKEKA to AGAVO, then maintain off setting and follow the instructions of ATC to resume own navigation.
- via DONVO-G597-AGAVO to Y644 RILRO and beyond, aircraft shall be radar vectored from DONVO direct to RILRO, then resume own navigation.

ROUTE M503 PROCEDURES**Requirements for Aircraft and Operators**

Operators shall not file flight plans for operations on M503 unless they have obtained the airworthiness and the operational approval of RNAV2 based on GNSS navigation for the aircraft.

While conducting flight on M503, operators shall insert letter 'R' in Item 10 of the flight plan and supplementary information of 'PBN/C1' or 'PBN/C2' in Item 18 to indicate the on-board equipment capability of aircraft for RNAV2 (GNSS required) operation.

Strategic Lateral Offset

Aircraft shall establish a lateral offset at a distance of 6NM to the west side of M503 while operating from PONEN to LELIM.

In case of aircraft without parallel offset function, pilot shall inform the relevant ATC unit of this situation before joining M503.

If aircraft loses the parallel offset function while operating on the above mentioned route segment, pilot shall immediately inform relevant ATC unit.

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Aircraft is prohibited to initiate any deviation without ATC clearance.

Aircraft is not allowed to deviate eastwards beyond M503. In an emergency condition, pilot shall present a request to ATC concerned to make a deviation, so the relevant ATC unit could conduct operational coordination accordingly.

STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

Offsets are only applied on routes A1, L642, M771 and N892 in the oceanic airspace on Sanya FIR.

Offsets are applied only by aircraft with automatic offset tracking capability.

The following requirements apply to the use of the offset:

- a. The decision to apply a strategic lateral offset is the responsibility of the flight crew.
- b. The offset shall be established at a distance of 1NM or 2NM to right of the centerline relative to the direction of flight.
- c. The strategic lateral offset procedure has been designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided, one of the three available options (centerline, 1NM or 2NM right offset) shall be used.
- d. In airspace where the use of lateral offsets has been authorized, pilots are not required to inform ATC that an offset is being applied.
- e. Aircraft transiting areas of radar coverage in airspace where offset tracking is permitted may initiate or continue offset.

ACAS/TCAS II REQUIREMENTS

CAAC will impose flight restrictions on all aircraft with a maximum certificated take-off mass in excess of 5700kg or turboprop fixed-wing aircraft with authorized seating capacity of more than 19 passengers if these aircraft are not equipped with certified ACAS/TCAS II version 7.1.

The operator or its agent shall indicate ACAS in Item 18 RMK of the ICAO flight plan to show that the aircraft is equipped with certified ACAS/TCAS II version 7.1.

AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)

CAAC promote ADS-B services in phases and areas according to the airspace surveillance coverage capabilities, aiming at improving the ATS. The requirements and procedures of ADS-B control services implementation in control areas will be identified and published by relevant ATC unit.

Area of Application

ADS-B control services will be provided in:

- APP where radar control services are not provided;
- in control areas at and above 8400m where radar control services are not available;
- in control areas at and above 8400m where radar control services are available.

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From 31 December 2020:

- ADS-B control services will be provided in APP and ACC where radar control services are not available;
- radar control services will be provided, using integrated surveillance data of ADS-B and radar, in APP and ACC where radar control services are available;
- ADS-B equipment will be used at the tower of transport airports to display flight movements.

ADS-B Aircraft Equipage

All aircraft flying within ADS-B control airspace shall be installed with ADS-B equipment complying with:

- standards equivalent to or above ES Version 0 as specified in ICAO Annex 10, Volume IV, Chapter 3 and ICAO Doc 9871; or
- RTCA DO-260 Minimum Operational Performance Standards.

Operational Limitations

Until 31 December 2020 aircraft not complying with paragraph 'ADS-B Aircraft Equipage' an application for ATC authorization must be filed and the approval shall be obtained prior to operation:

- If it is planned to enter APP where ADS-B control services are available, an application for authorization from APP control unit must be filed;
- if it is planned to enter airspace other than APP, where ADS-B control services are available, an application for authorization from the Operations Management Center of ATMB of CAAC must be filed.

Contingencies

When the aircraft which is ADS-B equipment has become unserviceable during flight, the pilot-in-command must notify ATC as soon as possible.

DEPARTURE CLEARANCE (DCL) AND DIGITAL ATIS VIA DATA LINK SERVICE

DCL and D-ATIS services are implemented at some airports via Air Traffic Service (ATS) air/ground data link, which are listed below.

DCL and D-ATIS service is available to all AEEC 623 equipped aircraft on 131.45MHz.

DCL and D-ATIS data link service will be available to aircraft equipped with air/ground data link capability.

ADCC data link service will be used as the service provided between aircraft and the DCL and D-ATIS system at airports.

Aerodromes providing DCL and D-ATIS Service

- Beijing (Beijing Capital)
- Dalian (Zhoushuizi)

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- Shanghai (Hongqiao)
- Shanghai (Pudong)
- Hangzhou (Xiaoshan)
- Qingdao (Liuting)
- Xiamen (Gaoqi)
- Guangzhou (Baiyun)
- Shenzhen (Baoan)
- Haikou (Meilan)
- Chengdu (Shuangliu)
- Chongqing (Jiangbei)
- Kunming (Changshui)
- Xi’An (Xianyang)
- Urumqi (Diwopu)
- Tianjin (Binhai)
- Shijiazhuang (Zhengding)
- Taiyuan (Wusu)
- Hohhot (Baita)
- Hulunbeier (Hailar)
- Shenyang (Taoxian)
- Changchun (Longjia)
- Harbin (Taiping)
- Jinan (Yaoqiang)
- Nanjing (Lukou)
- Nanchang (Changbei)
- Wenzhou (Longwan)
- Ningbo (Lishe)
- Fuzhou (Changle)
- Hefei (Xinqiao)
- Changsha (Huanghua)
- Wuhan (Tianhe)
- Zhengzhou (Xinzheng)

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- Sanya (Phoenix Intl)
- Nanning (Wuxu)
- Guilin (Liangjiang)
- Jieyang (Chaoshan)
- Guiyang (Longdongbao)
- Lanzhou (Zhongchuan)
- Yinchuan (Hedong)
- Xining (Caojiapu)

Use of Voice Communication

- a. If the DCL service is not available or cannot obtain response for any reason, pilots shall contact controller through appropriate ATC frequency for verbal ATC clearance.
- b. The re-clearance capability shall not be performed by DCL service, any necessary change must be confirmed by verbal ATC clearance.
- c. Pilot cannot change any flight information in avionic device to send DCL request for next flight during the flight is still in service (the flight is still in gliding or stopping at the gate but not finish the operation).
- d. Pilot of suitably equipped aircraft that cannot establish communication with D-ATIS service should listen to the radio ATIS on VHF or UHF frequencies.

DCL Data Link Procedure

The Standard Message Identifier (SMI) on line 3 of the data link messages are used as follows:

DCL:

- a. RCD (B3) - Departure Clearance Request (for downlink message);
- b. FSM (A4) - Flight System Message (for uplink message);
- c. CLD (A3) - Departure Clearance Message (for uplink message);
- d. CDA (B4) - Departure Clearance Read Back Message (for downlink message).

D-ATIS:

- RAI (B9) - request ATIS Report (for downlink message);
- DAI (A9) - deliver ATIS Information (for uplink message).

In the request DCL and D-ATIS report messages, the following formats shall be used:

DCL:

- a. Departure airport 4 characters ICAO code.
- b. Destination airport 4 characters ICAO code.
- c. Flight ID from ICAO (the information must be filled in the DCL request page).

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- d. Flight ID from IATA.
- e. Current gate position of the aircraft (within 3 characters).
- f. Before ETD, pilot shall send the DCL request within the time required by the local ATC Department.
- g. Upon receiving clearance message (CLD), pilot shall execute ACCEPT or REJECT operation within 3 minutes.
- h. If pilot doesn't receive FSM message within 2 minutes after sending the DCL request or DCL feedback, it is considered as service failed. Pilot should contact clearance delivery on appropriate frequency for verbal ATC clearance immediately.

D-ATIS:

- a. Destination airport 4 characters ICAO code.
- b. Arrival/Departure Indicator Codes shall be as follows:
 - A - Arrival ATIS (ARR ATIS)
 - D - Departure ATIS (DEP ATIS)
 - C - Contract ATIS (Auto Update ATIS)
 - T - Terminate C Mode (Terminate Auto-Update ATIS)
 - E - not used
- c. The Arrival ATIS and Departure ATIS are identical for each Airport.
- d. C-mode is automatically terminated after 120 minutes.

Data Link Failure

Pilot shall inform ATC unit at airport of any problems when using DCL and D-ATIS service.

Safety and Service Practice

After receiving any verbal ATC clearance, the former received DCL information is automatically invalid.

Pilot should inform the runway information to ACC controller after the DCL service is successful.

If required, pilot should inform SID and initial climb information to the ACC controller when communicate at the first time.

AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) VIA DATA LINK SERVICE

CTOT and CBOT information service available on trial via Air Traffic Service air/ground data link application at some airports as listed below.

The trial service starts on 27 FEB 2019, 1600UTC and ends on 30 DEC 2019, 1600UTC.

The CDM information service is available only to all AEEC623 equipped aircraft by using class E request in ATIS option.

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ADCC data link service will be used as the service provided between aircraft and the CDM information system.

During the trial period the existing voice links (VHF and UHF) will remain as the primary communication channels for all aircraft.

Airports providing CDM Information Services***North China Region***

- Beijing (Beijing Capital)
- Tianjin (Binhai)

Northeast Region

- Dalian (Zhoushuizi)
- Shenyang (Taoxian)
- Harbin (Taiping)

East China Region

- Shanghai (Hongqiao)
- Shanghai (Pudong)
- Hangzhou (Xiaoshan)
- Qingdao (Liuting)
- Xiamen (Gaoqi)
- Jinan (Yaoqiang)
- Nanjing (Lukou)

Central and Southern Region

- Guangzhou (Baiyun)
- Shenzhen (Baoan)
- Haikou (Meilan)
- Changsha (Huanghua)
- Wuhan (Tianhe)
- Zhengzhou (Xinzheng)
- Sanya (Phoenix)
- Nanning (Wuxu)
- Jieyang (Chaoshan)

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- Chengdu (Shuangliu)
- Chongqing (Jiangbei)
- Kunming (Changshui)
- Guiyang (Longdongbao)

Northwest Region

- Xi'An (Xianyang)

Xinjiang Region

- Urumqi (Diwopu)

Use of Data Link CDM Information Service

CDM information service is available to be used as followed: ADCC---131.450MHz.

Datalink message to request and respond CDM information follows the AEEEC620, 622 and 623 specifications.

The Standard Message Identifiers (SMI) of the data link message to be used are as follows:

CDM information:

- a. RAI(B9)---Request ATIS Report (for downlink message);
- b. DAI(A9)---Deliver ATIS Information (for uplink message).

In the request CDM information service report message, the following formats shall be used:

CDM information:

- a. airport ID;
- b. service type shall be as follows: E---request CDM information.

In the request CDM information report message from the ATIS menu, the following formats shall be used:

- a. if the flight is in the independent clearance (no specified control ahead), the reply message will be "Flight ID COBT xxxxZ";
- b. if the flight is under control, the reply message will be "Flight ID+COBTxxxxZ+CTOTxxxxZ";
- c. if the flight requests a non-CDM service airport, the reply message will be "SERVICE IS NOT AVAILABLE AT THIS AIRPORT";
- d. if the flight requests earlier as 60 minutes before SOBT, the reply message will be "SERVICE IS ONLY AVAILABLE 60 MINUTES BEFORE SOBT";
- e. if the CDM information Service is stopped, the reply message will be "SERVICE SUSPENDED".

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In the event of data link failure, pilots can also get the CTOT/COBT information from ATC, but should inform ATC when service system is failure.

HORIZONTAL SEPARATION

Lateral Separation for Radar Control

The minimum radar separations in control area are 10km and 6km in Approach Control Area.

Longitudinal Separation

Route Designator	Segments	Upper/Lower Limits (m)	The Minimum Horizontal Radar Separation (km)
A461	VYK - YIN	12500/6600	20
A581	LPS - HUY	12500/8400	20
B330	IDSEG - ELKAL	12500/4800	20
B458	LARAD - WXI	12500/8900 (exclusive)	20
G212	CD - LARAD	12500/8900 (exclusive)	20
	OKVUM - SUBUL	12500/6000	20
	ARGUK - OTABO	12500/5700 (exclusive)	10
R213	MAGIT - JMU	12500/5700 (exclusive)	10
R473	LIG - WYN	12500/GND	20

REQUIRED NAVIGATION PERFORMANCE

RNAV2 Routes

- A202, ASSAD to SIKOU;
- A326, IKEKA to ANRAT;
- A345, GOLOT to ELPUN;
- A461, BEKOL to WXI;
- A470, DPX to MAGOG;
- A575, GOLOT to INTIK;
- A581, SAGAG to WHA;
- A588, SANKO to SIMLI;

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- A591, IKEKA to AGAVO;
- A593, EPGAM to SADLI;
- A596, DKO to YBL;
- A599, LINSO to PUD;
- B206, ADPET to GOPTO;
- B208, HFE to NIXAL;
- B213, CZH to WHA;
- B215, VYK to LAXEV, TODOD to WUR;
- B221, LJG to XDX;
- B330, MORIT to TAMOT;
- B332, SANKO to TOMUK;
- B334, HUR to TGO;
- B339, POLHO to LADIX;
- B451, BISUN to NDG;
- B458, LHT to DADGA;
- B591, KASKA to BOLEX;
- G204, TXN to JTN;
- G212, ARGUK to XFA;
- G218, HET to POLHO;
- G221, BUNTA to BIGRO;
- G327, JTN to LAMEN;
- G330, PK to PIMOL;
- G332, MUDAM to CHG;
- G341, TGO to WQG;
- G343, TMR to NIXAL;
- G345, UNTAN to OLRIS;
- G455, PK to LAMEN;
- G470, IBANO to QTV;
- G471, POU to PLT;
- G586, YIN to LAGEX;
- G588, FKG to TEBUS;

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- G597, AGAVO to DONVO;
- M503, LELIM to BEGMO;
- R200, OLDID to LH;
- R213, MAGIT to JMU;
- R224, YNJ to VASRO;
- R339, SIKOU to BSE;
- R343, PK to WUY;
- R471, ADBAG to KATBO;
- R473, LIG to SIERA;
- R474, GYA to TEBAK;
- R596, BZ to SULEM;
- V1, PIDOX to PAMDA;
- V2, HSH to ODULO;
- V5, BEMAG to CON;
- V8, HSH to NTG;
- V9, AMVIK to ANRAT;
- V10, TONIL to PANKI;
- V12, NYB to AGPOR;
- V13, MLT to AGPOR;
- V14, PIMOL to NOBEM;
- V15, LADIX to PANKI;
- V17, GLN to ODOPI;
- V18, UBDOB to XEBUL;
- V19, LH to NLG;
- V20, BIGRO to UDUTI;
- V21, AVPAM to UJ;
- V25, AVPAM to UJ;
- V27, HSH to POMOK;
- V30, CG to YQG;
- V31, LADIX to YQG;
- V33, WXI to DUBAG;

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- V34, ZNX to NSH;
- V35, JCS to DOTMI;
- V36, JCS to TEBON;
- V37, JCS to SWA;
- V38, GAO to ENH;
- V39, PEDNU to SEGPI;
- V41, RUNEG to WL;
- V42, GUMED to REPOL;
- V48, CG to BIMEG;
- V50, LAGEX to UNRIX;
- V54, PUBOV to WXI;
- V55, ENVEN to KADUG;
- V56, PU to OMDUS;
- V57, OMDUS to GUMOD;
- V58, TX410 to PU;
- V59, PU to ISKEM;
- V60, PU to TOSID;
- V61, TX557 to TX560;
- V62, SEY to TX415;
- V63, CHG to KYU;
- V64, NOBEM to MAGLI;
- V65, LEBIK to IKUBA;
- V67, NUKTI to YBL;
- V68, TEKAM to DOBGA;
- V70, POMOK to UNTAN;
- V71, CJ to ENLET;
- V72, OVNEV to ELAGO;
- V73, MULOV to JTN;
- V74, PAMVU to BK;
- V75, OSIKI to YCH;
- V76, TXN to OSPAM;

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- V77, LURMA to WY;
- V78, TUTKI to FYG;
- V79, SJW to HG;
- V80, ATKEV to DOVSU;
- V104, ISNEB to KILUD;
- V112, IKEKA to LATUX;
- W2, SJG to LBN;
- W3, QJG to KWE;
- W4, DS to IKEKA;
- W5, DBL to TAO;
- W6, CON to LATOP;
- W7, POU to ZUH;
- W8, NIXEP to DBL;
- W11, PUD to PINOT;
- W13, PINOT to DST;
- W15, DADAT to XSY;
- W18, WYN to TAMOT;
- W19, NCH to POU;
- W20, MABAG to NOLON;
- W21, GLN to NUSLA;
- W22, GLN to YIN;
- W23, NLG to ZUH;
- W24, ZYG to HX;
- W25, XYO to FJC;
- W26, JTG to GAO;
- W27, IKITI to TGO;
- W28, KAKAT to ATBUG;
- W29, SUBUL to WFX;
- W30, DS to HX;
- W31, CHG to KAKAT;
- W32, INTIK to HET;

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- W33, POLHO to UKDUM;
- W34, VYK to ANRAT;
- W35, TEMAD to CHG;
- W36, IGMOR to LOTGO;
- W37, VYK to HOK;
- W39, MDJ to YNJ;
- W40, VYK to YQG;
- W41, VYK to CDY;
- W42, YNJ to WQG;
- W43, GODON to GUTRU;
- W44, MABAG to CON;
- W45, OSUBA to VIGIS;
- W46, REMAX to LLC;
- W47, BUMDU to LOVRA;
- W48, HDS to DKO;
- W49, UKDUM to HUR;
- W50, WHA to HFE;
- W51, HFE to MADUK;
- W52, NUVPU to MUDAM;
- W54, URGOM to VAGNU;
- W55, UNSEK to CG;
- W56, HOK to VYK;
- W57, LEBUN to BEKDO;
- W58, SHZ to XSY;
- W61, AMVOG to BEKDO;
- W62, ORODO to TEKIL;
- W64, DKO to BUMDU;
- W65, TMR to TUSLA;
- W66, NUKTI to DKO;
- W67, SUPAR to HSN;
- W68, TAMOT to IDUMA;

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- W69, DKO to HUR;
- W70, NYB to BHY;
- W71, AGPOR to LH;
- W72, VIKON to DUDIL;
- W73, NOBEM to MADUK;
- W84, HET to IBARO;
- W85, TEKIL to OMDEK;
- W86, RURNU to KAKAT;
- W88, HOK to WHA;
- W89, PU to NUBKI;
- W90, NOLON to POU;
- W91, BONSA to IDSID;
- W93, QIY to JIG;
- W94, HO to QIY;
- W95, OF to SAPIN;
- W96, VIGEK to UPSUR;
- W97, MUGLO to ENVAV;
- W98, SOTMU to ELKUR;
- W99, FKG to HAM;
- W100, VAPGU to ORAVA;
- W101, ALGOV to DUDIL;
- W102, SHX to SJG;
- W103, MUMUN to TAO;
- W104, HDS to LEBOM;
- W105, NCH to XSH;
- W106, MAKNO to UDETI;
- W107, CHI to SANKO;
- W108, LATUX to DUMET;
- W109, NTG to PIKAS;
- W111, XNN to XIXAN;
- W112, BILDA to VIKUP;

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- W113, YCH to IKADI;
- W114, DUMET to LASAN;
- W115, MATNU to PINOT;
- W116, PK to JTN;
- W117, DST to BEGMO;
- W118, ML to UBGIV;
- W121, DST to NUDPO;
- W122, FOC to PONEN;
- W123, XLN to APAKA;
- W125, XUZ to OMUDI;
- W126, DO to DPX;
- W127, HFE to XUZ;
- W128, SUKTO to FYG;
- W129, CGO to OBLIK;
- W130, LANDA to UJ;
- W138, DYG to LLC;
- W139, DYG to ENH;
- W140, DYG to HUY;
- W141, DYG to LIN;
- W142, YQG to DALIM;
- W143, ATOLO to LPS;
- W144, SGM to KAKMI;
- W145, ZAT to IDSID;
- W151, DZY to OKTOX;
- W152, KLX to NSH;
- W153, ZS to PIKEM;
- W154, HO to XODAS;
- W155, VETIB to TEBON;
- W156, YIH to GUGAM;
- W157, DALIM to VYK;
- W158, PANKI to AR;

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- W160, YQG to TUMLO;
- W161, VMB to SASAN;
- W163, HFE to VEMEX;
- W164, OREVO to ADGOL;
- W165, THA to LEGIV;
- W166, ZJ to DALNU;
- W167, ZJ to SUF;
- W168, CKG to FLG;
- W169, WUY to ATALA;
- W170, VEGDO to SAVNO;
- W171, LENKO to SAGSU;
- W172, ABVER to IGDEG;
- W173, MAKNO to HCH;
- W174, FD to XDX;
- W175, LIMGI to TYN;
- W177, YCH to OMUDI;
- W178, LAGAL to OF;
- W179, ELKAL to XYO;
- W180, DS to ELBAV;
- W181, KWE to DUDIT;
- W182, AGTIS to LAGEX;
- W183, UGUGU to HUY;
- W184, PIMOL to ZJ;
- W185, YCH to OF;
- W188, FKG to GOVSA;
- W189, IPMUN to DAKPA;
- W190, WUR to QTV;
- W191, ESDEX to VIKUP, NODID to DNC;
- W192, FKG to ESDEX;
- W193, EGILO to WJC;
- W194, DYG to LLC;

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- W197, SUNUV to ANDIM;
- W198, PANRA to JTA;
- W199, YHD to YBL;
- W200, DOVIV to HCH;
- W201, UKDUM to HCH;
- W202, DOBGA to UDETI;
- W207, WTM to LIN;
- W208, LIN to WTM;
- W209, XDX to AGAVO;
- W210, PADNO to BIVAT;
- W213, QIY to DNC;
- W214, XIXAN to HO;
- W218, YLX to APOGO;
- W220, NIRUV to BAV;
- W505, DSH to SUPAR;
- W506, HGH to OKTUG;
- W507, DSH to UGAGO;
- W508, WY to TOL;
- W511, SEY to PU;
- W512, SEY to BIDIB;
- W514, WJC to OD;
- W527, CTU to JTG;
- W529, BHS to ZYG;
- W530, FJC to ZW;
- W540, LCZ to NNW;
- W541, DOVOP to ADNEN;
- W543, OF to ID;
- W545, ESBAG to VEMEX;
- W546, OREVO to GOSRO;
- W547, JNJ to XLN;
- W548, JNJ to ATTSAB;

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- W550, ALDEL to GAO;
- W554, HGH to NOBEM;
- W555, CJ to KAKIS;
- W558, SUROR to URDOG;
- W562, UKMIS to OVNUG;
- W564, DNC to JTA;
- W565, DNC to XIXAN;
- W568, YQG to ABTUB;
- W569, YQG to NOBUP;
- W570, PEDNU to KIKEG;
- W571, SEGPI to HFC;
- W576, EKULI to OVTUP;
- W581, SNQ to ESBAG;
- W582, ZJ to XUTGU;
- W583, SUF to JTN;
- W586, TRN to KHP;
- W594, MILOM to EPGOS;
- W596, FYG to DWS;
- W597, XMN to IKATA;
- W598, NUSPA to DABER;
- W599, PU to OMDUS;
- W600, OMDUS to PU;
- W601, PU to NUTVA;
- W602, TOSID to LEMOT;
- W603, LEMOT to TOSID;
- W604, OSUTU to LUMKU;
- W605, GIVIV to BESVU;
- W619, CHW to MULRU;
- W620, BIKNO to TOSAP;
- W621, MOVBI to NIXUK;
- W622, DNC to BUKPU;

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- W623, LOVTI to OC;
- W624, UKMIS to OTKAB;
- W631, PINAP to SAKRI;
- W634, RURNU to OSRUR;
- W635, UKBET to LUGVU;
- W636, TULRA to ESMEB;
- W637, ATMEM to ENLAB;
- W638, IDVUK to KAMDA;
- W639, DWS to DUDBI.

RNP4 Routes

- A326, APITO to IKEKA;
- A343, RULAD to POSOT;
- A345, ELPUN to TELOK;
- A364, KHG to DSC;
- A368, FKG to SARIN;
- A460, RULAD to XKC;
- A468, KAMUD to XKC;
- B213, LXA to CZH;
- B215, LAXEV to TODOD, WUR to PURPA;
- B451, NDG to HLD;
- G338, KAGAK to SARUL;
- L888, BIDRU to XKC;
- V69, KDJ to WFX;
- W9, KDJ to DM;
- W12, IBVUL to PARGU;
- W16, KADSA to ELNUN;
- W17, VIPIB to KAMAX;
- W112, VIKUP to PURPA;
- W146, BUBSU to XSJ;
- W162, YBN to BUBSU;
- W186, KAMUD to SADAN;

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- W187, DSC to IBANO;
- W191, VIKUP to NODID;
- W192, ESDEX to DUMIN;
- W632, LUM to GULOT;
- W633, TOSEM to GMA;
- Y1, SADAN to OMBON;
- Y2, LUVAR to MEPEP.

RNP10 Routes

- A1, IKELA to BUNTA;
- L642, EPKAL to EXOTO;
- M771, 34BC to DOSUT;
- N892, MIGUG to MONBO.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

Annex 2

3.2.2.2 When 2 aircraft are approaching head-on at the same level, each shall alter its course to the right, maintaining a separation between them of 500m or more.

3.2.2.3 When 2 aircraft are converging at the same level the pilot who sees from the cockpit the other aircraft on his left shall descend, while the pilot who sees the other aircraft on his right shall ascend.

3.2.2.4 Overtaking of aircraft at the same level shall be made at a lateral distance of 500m or more to the right side of the aircraft being overtaken.

3.3 Flight plans are required for all flights.

4.1 Airspace is not divided into controlled and uncontrolled airspace. VMC are dictated by the speeds of aircraft.

4.6 An aircraft operating within an aerodrome tower control area with a cruising speed of 250kmh or less may fly at an altitude with a vertical clearance of not less than 100m above the highest obstacle.

4.7 VFR cruising levels are not yet determined.

Appendix 2

An aircraft which has been forced to make a landing may continue its flight only after a clearance has been obtained from the General Administration of Civil Aviation of China.

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GENERAL

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, in geodesic or great circle distances	Nautical Miles
Relatively short distances (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter “Flight Procedures (DOC 8168) - Holding Procedures”, Table IV-1-1, Holding Speeds.

Due to the proximity of the FIR boundary to the north, pilots carrying out holding procedures are advised to maintain a careful cross-check of aircraft positions by the use of appropriate navigation aids to ensure that the aircraft remains within the Hong Kong FIR.

Pilots not receiving a good instrument indication from a specific aid should inform ATC accordingly and should not descend below 4500ft until they have positively identified their exact location.

**HONG KONG, PR OF CHINA
RULES AND PROCEDURES****PROCEDURE LIMITATIONS AND OPTIONS**

Instrument approach procedures are based on the PANS-OPS, Document 8168.

Permission to land or take-off at Hong Kong (Intl) will not be refused solely because of adverse weather conditions. However, pilots of public transport aircraft should bear in mind that Hong Kong Air Navigation Orders require that they do not infringe the airport operating minimums specified by their operators.

AIRPORT OPERATING MINIMUMS

Hong Kong publishes Obstacle Clearance Altitudes (Heights) [OCA(H)] and visibilities for landing and take-off.

Jeppesen charted minimums are not below State minimums.

Operators of public transport aircraft registered outside Hong Kong shall not fly in or over Hong Kong unless the operator has submitted their AOM for take-off and landing at Hong Kong (Intl) airport.

Operators are required to submit their proposed Hong Kong (Intl) airport AOM prior to the commencement of operations into the airport to:

Director-General of Civil Aviation

Address: Civil Aviation Department Headquarters
1 Tung Fai Road
Hong Kong International Airport
Lantau
Hong Kong

Tel: +852 2910 6350

Fax: +852 2910 6351

E-Mail: enquiry@cad.gov.hk

Internet: www.cad.gov.hk

AFS: VHHHYAYX

ILS CAT I OPERATIONS

At Hong Kong (Intl) airport pilots are to expect an ILS CAT I approach unless otherwise informed. Therefore the type of approach to be expected will not normally be included in the ATIS Arrival broadcast. In the event of an ILS approach not being available and a LOC or VOR approach is required, this will be included in the ATIS Arrival broadcast.

ILS CAT II/III OPERATIONS

Before commencing public transport operations at the Hong Kong (Intl) airport, foreign operators who wish to conduct ILS CAT II or CAT IIIA operations at Hong Kong (Intl) airport, must submit the following information to the Director-General of Civil Aviation:

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- a. the completed proforma (<http://www.cad.gov.hk/english/aom.html>) to show the operator's CAT II/III minimums authorized by their State; and
- b. the CAT II/III authorization issued by their State.

The operator shall comply with the more restrictive minima prescribed by their State or Hong Kong when operating at Hong Kong (Intl) airport at all times.

LOW WEATHER MINIMUMS OPERATIONS

Operators and pilots who wish to conduct ILS CAT II/IIIA operations at Hong Kong (Intl) airport shall conform with all requirements prescribed by their States and Hong Kong.

When low visibility procedures are in force, pilots will be advised on the ATIS. Pilots may carry out ILS CAT II approaches. When the ATIS advises "low visibility procedures in force, CAT III approach available on request", pilots wishing to carry out ILS CAT III approaches shall inform Approach Control on initial contact.

ATS AIRSPACE CLASSIFICATION

Hong Kong has adopted the ICAO ATS airspace classification as listed on Jeppesen ATC-Chapter "ICAO ATS Airspace Classification - Annex 11".

Airspace classes "A", "C" and "G" are used within Hong Kong FIR.

Speed restriction applies to flights departing from and arriving to Hong Kong (Intl) and Macao (Intl). For details refer to respective charts.

Two-way communication is required in class "G" airspace within 50NM of DME 'CH', beneath Hong Kong TMA and in UCARAs. Two-way communication is not required in class "G" airspace south of Hong Kong TMA.

SPECIAL REQUIREMENTS AND REGULATIONS**ALTIMETRY****General**

All altimeter setting values are given in hectopascals. Operators and agencies must provide their own facilities for conversion to other units.

Current QNH reports are continuously available on ATIS. QFE settings are available on request.

Transition altitude is 9000ft.

The transition level is according to the following QNH value at Hong Kong (Intl) airport:

- a. 980hPa or above: FL110;
- b. 979hPa or below: FL120.

Arriving Flights

Arriving aircraft at Hong Kong (Intl) airport will change from an altimeter setting of 1013.2hPa to the local QNH setting:

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RULES AND PROCEDURES**

- a. when 50NM from the airport, if at or below the transition altitude (9000ft); or
- b. when vacating the transition level on a descent, if within 50NM of the airport.

NOTE 1: Aircraft approaching at or below 9000ft may be instructed by ATC to use the local QNH setting before reaching 50NM from the airport, if it is considered necessary in the interest of flight safety.

NOTE 2: Aircraft approaching from above the transition level may be instructed by ATC to change from an altimeter setting of 1013.2hPa to the local QNH setting at the time descent clearance is issued, provided that, after the descent has been commenced, level flight above the transition altitude is not indicated or anticipated.

Departing Flights

Departing aircraft from Hong Kong (Intl) airport will change from the local QNH setting to an altimeter setting of 1013.2hPa:

- a. when 50NM from the airport, if at or below the transition altitude (9000ft);
- b. when vacating the transition altitude on a climb, if within 50NM from the airport.

WAKE TURBULENCE SEPARATION MINIMUMS

The distance based wake turbulence separation minimums listed in the table below shall be applied during the approach and departure phase of flight when:

- a. an aircraft is following directly behind, or crossing behind, another aircraft at the same altitude or less than 1000ft vertically below;
- b. both aircraft are using the same runway.

Leading Aircraft (FPL Code)	Following Aircraft (FPL Code)	Separation Minimums
A380 (J)	A380 (J)	Not required
	HEAVY (H)	6.0NM
	MEDIUM (M)	7.0NM
	LIGHT (L)	8.0NM
HEAVY (H)	A380 (J)	Not required
	HEAVY (H)	4.0NM
	MEDIUM (M)	5.0NM
	LIGHT (L)	6.0NM

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MEDIUM (M)	A380 (J) HEAVY (H) MEDIUM (M) LIGHT (L)	Not required Not required Not required 5.0NM
LIGHT (L)	A380 (J) HEAVY (H) MEDIUM (M) LIGHT (L)	Not required

The time based wake turbulence separation minimums listed in the table below shall be applied during the take-off phase when aircraft are using the same runway:

Leading Aircraft (FPL Code)	Following Aircraft (FPL Code)	Location	Separation Mini- mums
A380 (J)	A380 (J)	—	Not required
	HEAVY (H)	—	2 Minutes
	MEDIUM (M) LIGHT (L)	Departing from same position	3 Minutes
		Departing from intermediate point	4 Minutes
HEAVY (H)	A380 (J) HEAVY (H)	—	Not required
	MEDIUM (M) LIGHT (L)	Departing from same position	2 Minutes
		Departing from intermediate point	3 Minutes
	MEDIUM (M)	A380 (J) HEAVY (H) MEDIUM (M)	—
LIGHT (L)		Departing from same position	2 Minutes
		Departing from intermediate point	3 Minutes

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LIGHT (L)	A380 (J) HEAVY (H) MEDIUM (M) LIGHT (L)	—	Not required
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Wake turbulence separation criteria are the minimums and may be increased at the discretion of ATC or at the request of a pilot. However any request for increased separation by a pilot must be made prior to commencing final approach or before entering the runway for departure. A request by a pilot on final approach may result in a missed approach and a request from a pilot on the runway will cause unnecessary delay to other traffic.

The application of the time based criteria is predicated on providing the required separation minimums between successive departures, therefore the timing is based on the commencement of take-off roll of the two aircraft concerned.

If an aircraft or helicopter is positioning visually behind preceding traffic, it is the pilot’s responsibility to establish the required wake turbulence separation. However, ATC will remind the pilot of potential hazard by using the phrase ‘caution turbulent wake’ whenever necessary.

Pilots are reminded that the application of the wake turbulence separation minimums is to reduce the possibility of a wake turbulence encounter. However the hazard cannot be completely overcome and a pilot may still experience wake turbulence from the preceding aircraft especially in calm or very light cross wind situations.

Reduction of Inter-arrival Spacing at Hong Kong (Intl) Airport

A minimum inter-arrival spacing of 3NM will be used by Hong Kong ATC between appropriate aircraft types.

Operational Considerations

Operators should note that successful implementation of reduced Inter-arrival Spacing relies heavily on cooperation between pilots and ATC. While minimizing runway occupancy time is incumbent upon pilots of all aircraft types, specifically the application of 3NM spacing will be used between pairs of aircraft where the lead aircraft is in the MEDIUM weight category and additional separation behind for wake turbulence is not required. Pilots of these types in particular can assist in minimizing runway occupancy times; hence maximizing runway utilization by expeditiously vacating the runway after landing.

Delayed exit from the runway solely for taxiing/parking convenience may induce a missed approach from the following aircraft and is not permitted.

Issuance of Landing Clearance

Pilots of aircraft following MEDIUM category traffic are advised that there may be more occasions when late landing clearances can be expected. ATC will advise such expectation as appropriate.

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Based on average runway occupancy times and anticipation of runway vacancy, ATC will target the issuance of a landing clearance not later than 0.5NM from the threshold i.e. prior to an altitude of approximately 200ft.

Pilots should be aware that there is always a possibility of the subsequent cancellation of landing clearance and initiation of a missed approach beyond this point under abnormal conditions. For example, the preceding aircraft suffers an operational problem while still on or infringing the runway.

The undesirability of a late rejected landing is fully appreciated. If runway vacancy is in any doubt, tower controllers should instruct the following aircraft to carry out a missed approach in a timely manner. The stringent meteorological conditions listed below are designed to enable pilots to have visual contact with the preceding aircraft and make their own assessment of the need for a missed approach inside 0.5 NM should the landing clearance still be pending.

Pilots are reminded that a landing clearance may be issued while the runway is still occupied by the preceding landing aircraft.

The use of 3NM spacing will be applicable H24 between aircraft conducting ILS or RNAV approaches, provided the following meteorological and runway conditions exist:

- a. visibility at least 5km;
- b. cloud ceiling not lower than 3000ft in the final approach/missed approach area;
- c. nominal tailwind component 0kt, however not more than 5kt tailwind may be permitted under fluctuating conditions;
- d. maximum crosswind component 15kt;
- e. no actual reports of severe turbulence or wind shear exceeding 15kt and no actual or WTWS reports of microburst activity in the vicinity of the runways or within 4NM of the ends of the runways are current;
- f. runway surface is nominally dry, although damp conditions may be approved provided there are no pilot reports of poor braking action.

Wake Turbulence Separation and Speed Control

Notwithstanding the application of 3NM spacing behind MEDIUM traffic as described above, ATC will continue to apply 4NM spacing or the distance-based wake turbulence separation minimums (see table above), whichever is the greater, between other pairs of aircraft landing on the same runway.

When maximizing runway utilization, ATC will space aircraft close to the distance-based wake turbulence separation minima and apply appropriate speed control. Self-adjustment of speed/spacing to avoid wake turbulence is not permitted without prior ATC approval.

Hong Kong ILS and RNAV instrument approach procedures include a speed restriction of 150-160 KIAS at 4 DME or FAF. Pilots of aircraft unable to comply with the speed restriction shall inform Hong Kong Approach on first contact. Likewise, pilots of aircraft with a final approach speed below 125 KIAS shall inform Hong Kong Approach on first contact. In this respect, final approach speed is defined as the Reference Landing Speed (V_{ref}) plus corrections.

**HONG KONG, PR OF CHINA
RULES AND PROCEDURES**
COMMUNICATION
Frequency change

After take-off, on first contact with 'Hong Kong Departure', the pilot shall state the aircraft callsign; report the passing altitude to the nearest 100ft and assigned altitude.

At all other times when changing frequency, the first communication on the new frequency shall include the aircraft callsign, current flight level or altitude, and assigned flight level or altitude if different.

NOTE: The above will not be applicable for frequency change between Hong Kong Approach and Final Approach Director.

Approach Control will use the following phraseology when instructing a frequency change to Director; "(Callsign) contact Hong Kong Director 119.5 MHz with callsign only". The pilot on first communication with Hong Kong Director shall state callsign only.

Traffic entering Hong Kong FIR

To ensure the safe and orderly integration of traffic, all aircraft shall comply with the following communication requirements to obtain an ATC clearance:

Route	Reporting Point	Frequency	Contact Hong Kong Radar
A1(E)/G581	ELATO	121.3 (primary) 132.525 (secondary)	At least 10NM before to ELATO
A202/R339	SIKOU	127.1 (primary) 135.6 (secondary)	At least 3 minutes prior to SIKOU
A461/M501	NOMAN	132.15 (primary) 128.75 (secondary)	At least 5 minutes prior to NOMAN
A470	DOTMI	121.3 (primary) 132.525 (secondary)	At least 3 minutes prior to DOTMI
A583	SABNO	132.15 (primary) 128.75 (secondary)	At least 5 minutes prior to SABNO
B330	TAMOT	127.1 (primary) 123.7 (secondary)	At least 10NM before to TAMOT
G86	KAPLI	132.15 (primary) 128.75 (secondary)	At least 10NM before to KAPLI
M503	LELIM	121.3 (primary) 132.525 (secondary)	At least 10NM before to LELIM

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Route	Reporting Point	Frequency	Contact Hong Kong Radar
M771	DOSUT	122.95 (primary) 128.75 (secondary)	At least 10NM before to DOSUT
	DUMOL	128.125 (primary) 128.75 (secondary)	At DUMOL
M772	ASOBA	122.95 (primary) 128.75 (secondary)	At least 10NM before to ASOBA
A1(W)	IKELA	127.1 (primary) 123.7 (secondary)	At least 10NM before to IKELA
R473	SIERA	127.55 (primary) 134.3 (secondary)	At least 3 minutes prior to SIERA
ATS	MCU	123.95 (primary) 134.3 (secondary)	At least 3 minutes prior to MCU
ATS	ROMEO	123.95 (primary) 134.3 (secondary)	At least 3 minutes prior to ROMEO

Notwithstanding the above, aircraft shall establish two-way radio communication with Hong Kong Radar when so prescribed by the respective ATC unit and maintain a listening watch. Such aircraft shall make position reports when entering and leaving Hong Kong airspace, and at such other times and/or positions as directed by Hong Kong ACC.

Pilot shall report the aircraft call sign, position (with reference to reporting point), level (including passing and cleared levels if not maintaining the cleared level), transponder code, and other pertinent information (e.g. speed assigned by last ATC, tracking if it differs from the flight plan route) in the initial call before entering Hong Kong FIR.

Aircraft entering Hong Kong FIR outside controlled airspace, but wishing to join controlled airspace, shall request clearance from Hong Kong ACC stating flight level and estimated time/position of joining, in relation to a reporting point. Until specific clearance is received from Hong Kong ACC, the aircraft shall remain clear of controlled airspace.

Frequency change within Hong Kong FIR

- After take-off, on first contact with ‘Hong Kong Departure’, the pilot shall state the aircraft call sign; report the passing altitude to the nearest 100ft and assigned altitude.
- In the approach phase, in order to reduce frequency congestion, Approach Control will use the following phraseology when instructing a frequency change; “(call sign) contact Hong Kong Director 119.5MHz with call sign only”. The pilot on first communication with ‘Hong Kong Director’ shall state call sign only.

**HONG KONG, PR OF CHINA
RULES AND PROCEDURES**

Unless prescribed above, pilot shall only report call sign and cleared level during frequency change within Hong Kong FIR.

Traffic leaving Hong Kong FIR

Aircraft leaving Hong Kong FIR are to remain on Hong Kong control frequency until instructed.

FLIGHT PLANNING

Time of Submission

Except where necessary for operational or technical reasons, any aircraft operating to or from Hong Kong should submit a flight plan at least 3 hours (and in no case later than 60 minutes) prior to the estimated off-block time (EOBT).

Aircraft operating from Hong Kong routing via BEKOL (A461) into Guangzhou FIR which flight plan is submitted with less than 120 minutes prior to the EOBT may experience further delay when an ATFM measure requiring coordination with Guangzhou ATC unit for a departure time is in force.

In the event of a delay of 15 minutes in excess of the EOBT last transmitted, the flight plan should be amended with the transmission of a DLA message, or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

Arriving Cargo Aircraft and General Aviation Aircraft

To ensure that cargo flights are correctly identified, operators of cargo flights are required to include the information 'RMK/CARGO' in Item 18 'Other Information' of the ATC FPL for Hong Kong.

To ensure that general aviation flights that will be parking at the Business Aviation Center are correctly identified, operators of these flights are required to include the information 'RMK/BAC PARKING' in Item 18 'Other Information' of the ATC FPL for Hong Kong.

All general aviation aircraft inbound to Hong Kong are required to include their endurance in hours and minutes in Item 18 of the flight plan form.

RNAV Approved Aircraft

Operators of aircraft should include the following information on their flight plan according to their area navigation capability or RNAV approval:

RNP10

Item 10a	Item 15	Item 18 after 'PBN'
R	True Mach Number and flight level at entry and exit point	A1

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RNP4

Item 10a	Item 15	Item 18 after 'PBN'
R	True Mach Number and flight level at entry and exit point	L1

RNP1

Item 10a	Item 18 after 'PBN'
RGDI	O1
RG	O2

RNAV5

Item 10a	Item 18 after 'PBN'
RGODI or RGSDI ¹	B1
RG	B2
RD	B3
ROD or RSD ¹	B4
RI	B5

¹ S is used for standard equipment which includes O (VOR)

RNAV2

Item 10a	Item 18 after 'PBN'
R	C1 or C2

RNP-AR APCH without RF

Item 10a	Item 18 after 'PBN'
RG	T2

Repetitive Flight Plan System

When filing a repetitive flight plan all operators shall include the following information on the RVSM approval status of the flight:

- Item Q 'EQPT/W', for flights with RVSM approval; or 'STS/NONRVSM' for flights without RVSM approval capable of operating at FL280 or above, regardless of the requested flight level.

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RULES AND PROCEDURES**
Filing of Flight Plan via Private Communication Network (PCN)

Airline operators can subscribe to the Hong Kong Civil Aviation Department (HKCAD) PCN service from the designated service provider PCCW for connection to the HKCAD ATS Messaging Handling System (AMHS) web server. Access to the web server is controlled by authorized user accounts and password authentication.

Further information on the PCN service may be obtained per telephone, fax or e-mail from the:

Duty Officer

Aeronautical Information Management Center

Tel: +852 2910 6174

Fax: +852 2910 1180

E-Mail: aic@cad.gov.hk

Enquiries on the network connection and password management may be directed to the:

Duty Officer

Aeronautical Network Center

Tel: +852 2910 6216

Fax: +852 2910 1118

For subscription of PCN, contact:

PCCW

Tel: +852 2888 3492

E-Mail: ronnie.wi.chan@pccw.com

Weather Deviation Procedure

Flights destination for Guangzhou, Shenzhen and Macao from Ho Chi Minh FIR that require to transit Manila FIR via diversionary route to Hong Kong FIR due to bad weather, should flight plan within Hong Kong FIR via A461-NOMAN-DCT-ARROW-J103 or expect radar vectors to join J103 by Hong Kong radar at or below FL300.

Flight Plan Message Addressing

Flight movement messages for IFR flights relating to traffic shall be addressed as follows:

Entering Hong Kong FIR (including those arriving at Hong Kong (Intl) and transiting Hong Kong FIR)	VHHKZQZX
Departing from Hong Kong (Intl)	VHHHFPLM

DATA LINK DEPARTURE CLEARANCE
Data Link Service

A data link service for the delivery of 2-way Pre-Departure Clearance (PDC) to aircraft prior to departure from Hong Kong (Intl) airport is available. Before participating in this service operators

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must contact the Civil Aviation Department to ensure technical compatibility with the 2-way PDC system. (Aircraft must be equipped with Aircraft Communication and Addressing and Reporting System [ACARS] equipment compliant with AEEC Specification 623 and with connectivity to SITA Aircom Network or another compatible data link service provider's network.)

NOTE: If pilots experience difficulty in obtaining PDC messages they are requested to inform Hong Kong Delivery on 129.9 MHz between 2330 and 1630 UTC or Hong Kong Ground 122.55 MHz between 1630 and 2330 UTC.

AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)**Area of Applicability**

All aircraft flying at or above FL290 within Hong Kong FIR, shall be installed with ADS-B equipages complying with the requirements given below.

ADS-B Aircraft Equipage

The aircraft must carry serviceable ADS-B transmitting equipment that has been certificated as meeting:

- EASA Acceptable Means of Compliance AMC 20-24 'Certification Considerations for Enhanced ATS in Non-Radar Areas using ADS-B Surveillance (ADS-B-NRA) via 1090MHz extended Squitter', or
- the EASA Certification Specification and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance (CS-ACNS) Subpart D - Surveillance (SUR) (CS-ACNS.D.ADS-B), or
- FAA Advisory Circular (FAA AC) 20-165A or later versions, Airworthiness Approval of Automatic Dependent Surveillance-Broadcast (ADS-B) Out Systems, or
- the equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.

For all aircraft flying within Hong Kong FIR equipped with ADS-B equipages not complying with the listings above, the ADS-B equipages shall be:

- deactivated; or
- set to transmit only a value of zero for the Navigation Uncertainty Category (NUC_P), the Navigation Integrity Category (NIC), the Navigation Accuracy Category (NAC) or the Source Integrity Level (SIL).

Operational Limitations

Aircraft not complying with paragraph 'ADS-B Aircraft Equipage and Approval' will not be accorded priority to operate in the designated airspace and flight level assignments would be subjected to air traffic conditions.

Operational Approval from the State of registry for ADS-B out operation is no longer required.

**HONG KONG, PR OF CHINA
RULES AND PROCEDURES****Flight Planning**

Aircraft operator not complying with the requirement stipulated in paragraph 'ADS-B Aircraft Equipment and Approval' has to indicate the appropriate ADS-B designator in item 10 of the flight plan.

Contingencies

When an aircraft is ADS-B equipped but the equipment has become unserviceable during flight, the pilot-in-command or aircraft operator must inform ATC as soon as possible.

LOCAL TRAFFIC REGULATIONS

Flight notification for a local flight shall be submitted to Hong Kong ATC in accordance with the following procedures:

- a. IFR flight - by filing a CAD flight plan form or for authorized operators, filing a CAD approved flight notification form at least 60 minutes prior to the EOBT;
- b. VFR flight - by filing a CAD VFR local flight notification form or a CAD approved flight notification form at least 20 minutes prior to the ETD.

Unless previously approved, flight notification for any flight planning to operate in UCARA north border is also to be submitted to the:

Hong Kong Police HQ (Command Control Center)

Duty Officer

Tel: +852 2860 2400

Aircraft are required to carry communication equipment enabling them to maintain two-way communications with the appropriate ATS unit serving the airspace within which they intend to operate.

Prior approval should be obtained from ATC for any deviation from the published procedures due to adverse weather conditions, or operational necessity.

ATC may waive such of these procedures as considered necessary under special circumstances such as SAR operations.

**APPLICATION PROCEDURES FOR TEST, TRAINING AND DEMONSTRATION
FLIGHTS**

Operators should apply for a slot only by e-mail from the:

Hong Kong Schedule Coordination Office (HKSCO)

E-Mail: hkgslot@cad.gov.hk

As these flights are normally pre-planned activities, applications should be made at least 3 working days in advance of the proposed operating date.

Test or Demonstration Flights at Hong Kong (Intl)

Flights that involve maneuvers such as touch-and-goes, missed approaches or rejected take-offs, which occupy multiple runway slots.

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Normally these maneuvers will only be approved between 0700 and 0800 LT (2300-0000 UTC) daily.

After slots are obtained, the flights details shall be submitted, at least 24 hours in advance for notification purposes, to the:

ATC Watch Manager

Fax: +852 2910 1177

E-Mail: atmdwsu@cad.gov.hk

The submission shall include all the relevant details of the required maneuvers at Hong Kong (Intl). Insufficient lead-time of a submission may result in a delay or disapproval of the flight.

The operator shall then file the standard ICAO flight plan not less than 3 hours before the EOBT of the intended flight.

Operators or pilots shall contact between 1 and 3 hours prior to the EOBT of the proposed flight to obtain final approval and briefing, the duty:

ATC Watch Manager

Tel: +852 2910 6821

Test, Training or Demonstration Flights in Hong Kong FIR

Flights that involve various maneuvers outside the control zone and require only a single arrival and departure runway slot at Hong Kong (Intl). (Due to regulatory and operational requirements, test flights are normally conducted during daylight hours and they may need a long period of time to complete all the test maneuvers.)

These flights should preferably depart before 0800 LT (0000 UTC) or after 1430 LT (0630 UTC) daily.

After slots are obtained, the flights details shall be submitted to the ATC Watch Manager via fax or e-mail to at least 24 hours in advance for notification purposes. The submission shall include all the relevant details of the flight in Hong Kong FIR (e.g. altitudes, routes and maneuvers). Insufficient lead-time of a submission may result in a delay or disapproval of the flight.

The operator shall then file the standard ICAO flight plan not less than 3 hours before the EOBT of the intended flight.

Operators or pilots shall contact the duty ATC Watch Manager via phone between 1 and 3 hours prior to the EOBT of the proposed flight to obtain final approval and briefing.

Test, Training or Demonstration Flights in Hong Kong FIR from other Airports

Flights that depart from other airports for test, training or demonstration flight maneuvers in Hong Kong FIR without making an approach or landing at Hong Kong (Intl), do not require a slot.

These flights should preferably operate before 1000 LT (0200 UTC) or after 1430 LT (0630 UTC) daily.

The flights details shall be submitted to the ATC Watch Manager via fax or e-mail at least 24 hours in advance for notification purposes. The submission shall include all the relevant details of

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the flight in Hong Kong FIR (e.g. maneuvers, altitudes and routes). Insufficient lead-time of a submission may result in a delay or disapproval of the flight.

The operator shall then file the standard ICAO flight plan not less than 3 hours before the EOBT of the intended flight.

Operators or pilots shall contact the duty ATC Watch Manager via phone between 1 and 3 hours prior to the EOBT of the proposed flight to obtain final approval and briefing.

Training Flights from Hong Kong (Intl) to other Airports

Flights that depart from Hong Kong (Intl) for training at other airports (e.g. Macao, Shenzhen or Zhuhai) and require only single departure and arrival runway slots at Hong Kong (Intl).

These flights are not normally restricted to a set time period and are only required to obtain a departure and arrival runway slot from HKSCO.

After slots are obtained for these flights they will be treated as normal departure/arrival traffic at Hong Kong (Intl) and there is no requirement for prior notification to the ATC Watch Manager.

The operator shall file the standard ICAO flight plan not less than 1 hour before the EOBT of the intended flight.

Training Flights at Hong Kong (Intl)

Training flights at Hong Kong (Intl) are normally not approved.

REACHING ASSIGNED CRUISING LEVELS

To ensure efficient coordination with adjacent units, aircraft are required to reach the assigned cruising level at or before the boundary of the Hong Kong TMA as indicated below.

TMA Exit Point	Specified Location
BEKOL	BEKOL (departing traffic from Hong Kong transiting Guangzhou FIR cross at FL4800m (FL157) or above)
DOTMI	SOUSA (42NM before DOTMI)
ELATO	20NM before ELATO
ENVAR	ENVAR
EPDOS	EPDOS
IDOSI	SURFA (23NM before IDOSI)
KAPLI	20NM before KAPLI
LELIM	AROXA (62NM before LELIM)
NOMAN	20NM before NOMAN
SABNO	20NM before SABNO
SIKOU	DONKI (41NM before SIKOU)

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Failure to do so may result in the loss of standard separation. To guard against this possibility, pilots of aircraft that are unable to reach assigned levels as required are to inform ATC as soon as possible, so that an alternate clearance can be coordinated.

REQUIRED NAVIGATION PERFORMANCE

RNP1

Aircraft arriving or departing Hong Kong (Intl) must have a relevant RNP1 approval from the State of registry or State of the operator. Carriage of a certified GNSS receiver is mandatory.

GNSS RAIM availability prediction service and the associated NOTAM information related to GNSS availability will not be provided by the Hong Kong Civil Aviation Department. Aircraft operators shall subscribe the necessary information provided by other service providers to verify the RAIM availability for the intended route of flight.

Failure of RNP1 capability before departure

In case of failure or degradation of the RNP1 system which is detected before departure at Hong Kong (Intl) and it is not practicable to effect a repair, the aircraft concerned should be permitted to depart.

Failure of RNP1 capability whilst airborne

In the event that PBN performance ceases to comply with the requirements for RNP1, pilots must notify ATC with the phraseology "UNABLE RNP1 [DUE TO (reason)]" as soon as possible. Dependent upon the nature of the reported system failure or degradation, continued operation with the current ATC clearance may be possible in many circumstances. When this cannot be achieved, ATC assistance would be provided as necessary.

RNAV2

M503 is exclusive for RNAV2 capable aircraft only.

RNP4

Aircraft operators intending to operate on RNAV routes L642 and M771 must have the relevant RNP4 operational approval from the State of registry or State of operator.

ATC will apply as follows lateral separation minimums to aircraft, which are approved for RNP4 operations on those segments of the following routes which fall within the Hong Kong FIR:

Airway	Route	Lateral Separation Minimum
L642	VOR 'CH' to EPKAL	50NM
M771	DOSUT to VOR 'CH'	50NM

Pilots must advise ATC of any deterioration or failure of the navigation systems below the navigation requirements for RNP4. ATC shall then provide alternative separation and/or alternative routing.

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ADS-C and CPDLC capability of the aircraft are NOT required for the RNP4 operation within Hong Kong FIR.

RNAV5

ATS Route M750, KILOG to ENVAR is designated RNAV5.

RNP10

Aircraft operators intending to operate on RNAV routes M772 and P901 must have the relevant RNP10 operational approval from the State of registry or State of operator.

ATC will apply as follows lateral separation minimums to aircraft, which are approved for RNP10 operations on those segments of the following routes which fall within the Hong Kong FIR.

Airway	Route	Lateral Separation Minimum
P901	VOR 'CH' to IKELA	60NM
M772	ASOBA to DULOP	60NM
Q1	DULOP to CARSO	50NM

Pilots must advise ATC of any deterioration or failure of the navigation systems below the navigation requirements for RNP10. ATC shall then provide alternative separation and/or alternative routing.

Operations by Aircraft not meeting RNP4/RNP10 Requirements

An aircraft that is unable to meet the minimum navigational requirements for RNP4 or RNP 10 must flight plan at FL280 or below. Operations above FL280 for these aircraft will be subject to ATC approval.

Pilots of such aircraft wishing to operate on above specified PBN routes at or above FL290 must indicate their level requirements in Item 18 of the FPL as 'RMK/REQ FL'. Approval to operate at the preferred level will be subject to ATC coordination. Flights that are not approved will be required to operate at FL280 or below or via alternative routes.

PROCEDURES FOR THE USE OF ATS ROUTE A202

The use of ATS route A202 via SIKOU to or from Hong Kong FIR is limited to:

- traffic departing Hong Kong or Macao;
- traffic landing Hong Kong or Macao;
- traffic departing Guangzhou FIR, Sanya FIR, Hanoi FIR or Taipei FIR;
- traffic landing Guangzhou FIR, Sanya FIR, Hanoi FIR or Taipei FIR.

Traffic overflying Hong Kong FIR to or from Bangkok FIR and beyond (except Guangzhou FIR, Sanya FIR, Hanoi FIR or Taipei FIR) should normally route via IKELA on A1 or P901.

**HONG KONG, PR OF CHINA
RULES AND PROCEDURES****PROCEDURES FOR THE USE OF ATS ROUTES A1(E), G581, G86 AND RNAV5
ROUTE M750**

The use of ATS routes A1/G581, G86 and RNAV5 route M750 between Hong Kong and Taipei FIR for flights to/from Hong Kong (Intl) or Macao (Intl) airports and flights transiting Hong Kong FIR via BEKOL (A461), DOTMI (A470), SIERA (R473) or TAMOT (B330) shall be:

- via ELATO for all westbound traffic and eastbound traffic at FL270 or below;
- via ENVAR for eastbound traffic at FL270 or above;
- via KAPLI for all eastbound traffic.

The use of ATS routes A1/G581, G86 and RNAV5 route M750 between Hong Kong and Taipei FIR for all other flights transiting Hong Kong FIR shall be:

- via ELATO for eastbound traffic at FL270 or below during the period 1700-0059;
- via ENVAR for eastbound traffic at FL270 or above during the period 1700-0059;
- via KAPLI for westbound traffic to ALLEY or IDOSI only and all eastbound traffic.

PROCEDURES FOR THE USE OF ATS ROUTES M771 AND L642

ATS routes M771 and L642 are normally restricted to traffic arriving or departing Hong Kong or Macao airports and traffic transiting the Hong Kong FIR to/from Guangzhou FIR. Northeast-/southwestbound traffic to/from the Taipei FIR and beyond should flight plan via N892 and L625. Only under special circumstances, e.g. severe weather avoidance, equipment failure, etc. will flights be considered to route via M771 or L642 (such flights shall flight plan via Cheung Chau 'CH' VOR).

PROCEDURES FOR THE USE OF ATS ROUTE M503

M503 is exclusive for RNAV 2 capable aircraft only.

The use of ATS route M503 to or from Hong Kong FIR is limited to:

- a. traffic departing Hong Kong or Macao and landing Shanghai (Pudong), Qingdao, Yantai or Dalian;
- b. traffic departing Shanghai (Pudong), Qingdao, Yantai or Dalian and landing Hong Kong.

Owing to the close proximity of V13 in the vicinity of LELIM to other regional airways, pilots are not allowed to deviate eastwards beyond M503 under normal circumstances. Approval shall be sought from ATC well in advance should such maneuver become inevitable in the event of emergency.

In the event that M503 is not available, eg. due to severe weather condition or other airspace restriction, affected flights should file ATS route A470.

PROCEDURES FOR THE USE OF ATS ROUTE M772

ATS Route M772 is restricted to:

- a. traffic departing Jakarta to Hong Kong Intl or to airports in the People's Republic of China;

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- b. traffic departing Borneo to Hong Kong Intl.

Traffic from other points of departure is not normally permitted to use this route.

PROCEDURES FOR THE USE OF ATS ROUTE Q1

ATS route Q1 is normally restricted to:

- a. arriving aircraft at the Hong Kong airport via PBN Route M771 or M772; and
- b. flights transiting Hong Kong FIR via PBN Route M771 or M772 for DOTMI and then ATS Route A470.

RNP-AR APCH PROCEDURES

The RNP-AR APCH procedures are designed to take into account the proximity of high ground and neighbouring airspace. Authorization from Hong Kong Civil Aviation Department is required to fly the RNP-AR APCH procedures. An aircraft operator who intends to conduct the RNP-AR APCH procedures at Hong Kong (Intl) shall complete the application form which is available for download at:

Hong Kong Civil Aviation Department

Internet: www.cad.gov.hk/application/DCA_4046.pdf

The completed application form and supporting documents shall be forwarded to the Hong Kong Civil Aviation Department as follows at least 30 days prior to the proposed date of adopting the procedures:

Chief, Flight Standards

Flight Standards and Airworthiness Division

Address: Civil Aviation Department Headquarters

1 Tung Fai Road

Hong Kong International Airport

Lantau

Hong Kong

Fax: +852 2362 4250

Enquiries on this circular may be addressed to:

E-mail: ops@cad.gov.hk.

MACH NUMBER TECHNIQUE (MNT)

MNT may be used on the following ATS routes:

- A1, A461, A583, B330, G86, R473.

MNT may be used on the following PBN routes:

- L642, M771, P901.

**HONG KONG, PR OF CHINA
RULES AND PROCEDURES****ACAS/TCAS II REQUIREMENTS**

All aeroplanes engaged in commercial air transport operations in the Hong Kong FIR having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 and all aeroplanes operating within Hong Kong RVSM airspace are required to be equipped with ACAS/TCAS II Version 7.1.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****Annex 2**

3.9 The Visual Flight Rules shall be as follows:

- a. Within class “B” airspace:
 1. an aircraft flying within class “B” airspace at or above FL100 shall remain clear of cloud and in a flight visibility of at least 8km;
 2. an aircraft flying within class “B” airspace below FL100 shall remain clear of cloud and in a flight visibility of at least 5km.
- b. Within class “C”, class “D” or class “E” airspace:
 1. an aircraft flying within class “C”, class “D” or class “E” airspace at or above FL100 shall remain at least 1500m horizontally and 1000ft vertically away from cloud and in a flight visibility of at least 8km;
 2. an aircraft flying within class “C”, class “D” or class “E” airspace below FL100 shall remain at least 1500m horizontally and 1000ft vertically away from cloud and in a flight visibility of at least 5km.
- c. an aircraft flying outside controlled airspace at or above FL100 shall remain at least 1500m horizontally and 1000ft vertically away from cloud and in a flight visibility of at least 8km;
- d. an aircraft flying outside controlled airspace below FL100 shall remain at least 1500m horizontally and 1000ft vertically away from cloud and in a flight visibility of at least 5km.

Provided that this sub-paragraph shall be deemed to be complied with if:

- a. the aircraft is flying at or below 3000ft above mean sea level and remains clear of cloud and in sight of the surface and in a flight visibility of at least 5km;
- b. the aircraft, other than a helicopter, is flying at or below 3000ft above mean sea level at a speed which according to its airspeed indicator is 140kt or less and remains clear of cloud and in a flight visibility of at least 1500m; or
- c. in the case of a helicopter, the helicopter is flying at or below 3000ft above mean sea level flying at a speed, which, having regard to the visibility, is reasonable, and remains clear of cloud and in sight of the surface.

4.6 (a) An aircraft shall not fly over any congested area of a city, town or settlement below:

**HONG KONG, PR OF CHINA
RULES AND PROCEDURES**

- a. a height of 1500ft above the highest fixed object within 2000ft of the aircraft, or
- b. such height as would enable the aircraft to alight clear of the area and without danger to persons or property on the surface, whichever is the higher.

4.6 (b) An aircraft shall not fly closer than 500ft to any person, vessel, vehicle or structure.

PANS-ATM (DOC 4444)

Amendment 7A to PANS-ATM will not be implemented currently in Hong Kong.

Amendment 7A to PANS-ATM involves the introduction of new ATC/Pilot phraseologies.

Due to the deferred implementation of Amendment 7A, the current methodology of clearing aircraft via SIDs and STARs as well as the ATC phraseologies used by air traffic controllers in Hong Kong will remain unchanged ufn.

4.8 Change from IFR to VFR flight is not permitted in controlled airspace.

5.9 VMC clearances are not offered. VMC clearances requested by pilots are normally granted subject to the VMC portion of the flight being at or below FL150.

6.5.6.2.1 Timed approach procedures are not authorized in Hong Kong.

Appendix 2, 2.2 Item 18 Operators of non-RVSM approved aircraft capable of operating at FL280 or above, regardless of the requested flight level, shall insert in Item 18 'STS/NONRVSM'.

**KOREA, D.P.R. OF
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GENERAL

In general, the air traffic rules and procedures in force, and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

MEASUREMENT OF	UNIT
Distance used in navigation, position reporting, etc., generally in excess of 1 to 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations and heights	Feet
Horizontal speed including wind speed in the air	Knots or Kilometers per Hour
Vertical speed	Feet per Minute
Wind direction and wind speed for landing and taking off	Degrees Magnetic, Meters per Second
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascal and millimeters on request
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and minutes, the day of 24 hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter “Flight Procedures (DOC 8168) - Holding Procedures”, Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168. Instrument approach charts are showing approach patterns which are deviating from PANS-OPS provisions.

**KOREA, D.P.R. OF
RULES AND PROCEDURES****AIRPORT OPERATING MINIMUMS**

The D.P.R. of Korea publishes Obstacle Clearance Altitudes (Heights) [OCA(H)], ceiling and visibility for landing and take-off.

Jeppesen published minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATIONS

The D.P.R of Korea has adopted the ICAO ATS airspace classification as listed in ATC Chapter "ICAO ATS Airspace Classification - Annex 11".

Airspace classes "C", "D" and "F" are not used within Pyongyang FIR.

a. Class "B":

Speed limitation MAX IAS 250kt below 14000ft AMSL.

VMC visibility and distance from cloud minimums:

- 4NM at and above 10000ft AMSL; and
- 3NM below 10000ft AMSL clear of clouds.

b. Class "G":

No speed limitation for IFR flights applicable.

VMC visibility and distance from cloud minimums:

- 3NM at and below 10000ft horizontal distance from cloud - 1NM.

SPECIAL REQUIREMENTS AND REGULATIONS

IFR compulsory for international flights, flights between sunset and sunrise and flights above FL140.

ALTIMETRY

In Pyongyang FIR, QNH values are communicated by ATS units to crews of arriving aircraft on initial contact, included in the information of landing conditions, and for departing aircraft, included in the departure information or clearance for taxing. Both of QNH and QFE values (on request) are indicated in hectopascals.

ARRIVING FLIGHTS

Entry of an aircraft into terminal area shall be carried out only with the permission of the ATC unit.

In the terminal area, IAS shall not exceed 270kt and a rate of descent shall not exceed 2000ft/min.

After establishing communication with the pilot-in-command, the controller shall provide the following information:

- a. position of the aircraft;
- b. STAR;

**KOREA, D.P.R. OF
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- c. landing direction;
- d. QNH value;
- e. transition level;
- f. hazardous meteorological condition, if any;
- g. condition of the runway surface and brake coefficient;
- h. cloud ceiling, visibility, speed and direction of ground wind.

The landing shall be conducted only under the permission of the controller.

- Clearance to land will be given to the aircraft on final when the pilot-in-command has reported the readiness for landing after passing the outer marker.
- The pilot-in-command shall be responsible for the decision to land and for the consequences of the landing.

Missed approach shall be conducted by the instructions of the controller and/or by the decision of the pilot-in-command as indicated in STAR charts.

DEPARTING AIRCRAFT

5 minutes before the expected time of engine start-up the pilot-in-command must contact ground control and report the stand number, destination and readiness to start-up.

Engine starting and taxiing shall be done only after obtaining clearance from ATC.

The pilot-in-command shall take-off within 1 minute after obtaining take-off clearance from ATC. If take-off has not been performed in 1 minute, the clearance will expire.

RADAR SEPARATION

The minimum longitudinal separation between aircraft flying in the same direction at the same flight level (altitude) under area control service should not be less than 16NM.

The minimum longitudinal separation between aircraft flying in the Pyongyang TMA should not be less than 5NM.

The minimum lateral separation for IFR flights using the ATS surveillance system should not be less than 5NM.

Lateral separation for IFR flights without using the ATS surveillance system shall not be carried out.

ACAS II/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with and operate ACAS II.

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DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

ANNEX 2

3.1.2 Minimum safe height shall be at least 1000ft above the highest obstacle within a radius of 0.3NM and elsewhere at least 500ft above ground or water.

3.9 Additionally to ICAO provisions, VMC visibility shall not be less than 8km.

4.4 (a) VFR flights shall not be operated as international flights.

5.1.2 (b) IFR flights shall not be flown at a level which is at least 3000ft above the highest obstacle located within 4NM of the estimated position of the aircraft.

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RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 to 3 nautical miles	Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitude, elevations, and heights	Meters or Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting, atmospheric pressure	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168. Except in emergency an aircraft may not deviate from standard instrument approach or departure procedures without the prior approval of ATC.

AIRPORT OPERATING MINIMUMS

Macao publishes DA(H) and MDA(H) and visibilities for landing.

**MACAO, P.R. OF CHINA
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Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

The Macao Aerodrome Traffic Zone (ATZ) lies at the southeast edge of the Guangzhou Flight Information Region of the People's Republic of China, abutting the Hong Kong Flight Information Region, is equivalent to CTR class "C" which has been adopted by Macao and recommended by ICAO, and the minimum service to be provided is as follows:

- Air Traffic Control Service;
- Flight Information Service;
- Alerting Service.

SPECIAL REQUIREMENTS AND REGULATIONS

Flights within the ATZ are under the control of Aerodrome Control, "Macao Tower" for air movements and "Macao Ground" for ground movements and ATC clearance is given only if, in the opinion of Aerodrome Control, such flying will not disturb the normal operation of public transport aircraft.

ALTIMETRY**General**

In Zhuhai Terminal Control Area, the transition altitude is 9000ft (2700m) and the transition level is according to the following QNH value:

- a. 980hPa or above: FL110 (3300m)
- b. 979hPa or below: FL120 (3600m)

In Hong Kong Approach Control Area, the transition altitude is 9000ft and the transition level is according to the following QNH value:

- a. 980hPa or above: FL110
- b. 979hPa or below: FL120

QFE settings are available on request.

Change of Settings

Arriving aircraft at Macao (Intl) from Zhuhai airspace will change from an altimeter setting of Zhuhai local QNH to the Macao local QNH setting, which will be instructed by Zhuhai APP.

From Hong Kong airspace, aircraft will change an altimeter setting of Hong Kong local QNH to Macao local QNH setting, which will be instructed by Hong Kong ACC.

Departing aircraft from Macao (Intl) into Zhuhai airspace will change from the Macao local QNH setting to an altimeter setting of Zhuhai local QNH. Departure to Hong Kong airspace, aircraft will change from Macao local QNH to Hong Kong local QNH.

**MACAO, P.R. OF CHINA
RULES AND PROCEDURES****FLIGHT PLANNING****Time Slot Application**

For time slots application, please file separately for approval by the Macao Airport Slots Coordinator at:

CAM - Macau International Airport Co. Ltd.

Airport Operations Department

Tel: +853 2886 1111

+853 2886 2504

+853 8898 2501 (outside office hours)

Fax: +853 2886 1326

E-Mail: mfmslot@aod.macao-airport.com

Flight Plan Message Addressing

All flight plan and related ATS messages for traffic inbound Macao (Intl) Airport shall be addressed to VMMCZTZ, ZBBBZGZX, ZGGGZXZX, ZGJDZAZX and VHHKZQZX.

Flight plan shall be submitted at least 1 hour before departure to:

Flight Information Unit

Fax: +853 2886 1145

AFTN: VMMCZPZX

Operators are strongly recommended to adhere strictly to this procedure in order to avoid inflight delays due to lack of flight plan, and keep available at any time individual Supplementary Flight Plan data (SPL) to be provided, on request to Macao (Intl).

Use of Macao as Alternate or Division

Application to use Macao as an alternate or diversion airport shall be sent to Civil Aviation Authority. After approval, the operator shall inform Guangzhou ACC, Zhuhai APP and Hong Kong ACC.

**REQUIRED NAVIGATION PERFORMANCE AUTHORIZATION APPROACH
PROCEDURES (RNP AR APCH)**

A foreign aircraft operator who intends to conduct the RNP AR APCH operations at Macao (Intl) must be holding a valid RNP AR APCH operational approval from the appropriate authority of the State of the Operator and have previous experience conducting RNP AR operations at other airport.

He shall submit a formal application to the Civil Aviation Authority (AACM) to demonstrate that all relevant requirements are met. The formal applicant must include an application form (form FS/APP/008a) together with all relevant information and documents to support the application.

The application form is available for download from the AACM website (www.aacm.gov.mo) and shall be sent at least 30 days prior to the proposed commencement date of the RNP AR APCH operations.

**MACAO, P.R. OF CHINA
RULES AND PROCEDURES**

**TROPICAL CYCLONE AND STRONG MONSOON WIND AND LOCAL WINDS
EFFECTS ON THE APPROACHES TO MACAO INTERNATIONAL AIRPORT**

Tropical cyclone may occur over the south China sea at any time of the year, in the local Airport area during the months May to November (mean wind speed exceeding 33kt).

Winter monsoon (from the Northeast quadrant) or summer monsoon (from the southwest quadrant) are occurring or expected to occur in the local area (wind speed may exceed 22kt).

The area of Macao (Intl) is possibly subject to wind shear event caused by microbursts and gust fronts on thunderstorms.

Warning Bulletins are issued by the SMG which is the Meteorological Authority of Macao.

SPECIAL PROCEDURES FOR GENERAL AVIATION

All operators of private aircraft operating international flights to or from Macao (Intl) shall employ the services of a recognized ground handling agent and shall conform with the following procedures:

Departing flights:

- a. The pilots, any crew members and all passengers are required to pass through the normal Migration and Security Departure channels in the Passenger Terminal Building and be transported to the aircraft by the ground handling agent;
- b. the pilot is required to be in possession of a valid aircrew license issued in accordance with the appropriate conventions and any other travel documents required by the Migration Department.

Arriving flights:

- a. After landing, the aircraft shall be taxied to position as directed by Air Traffic Control, where it will be met by the Migration and Customs Services;
- b. The pilots, crew members and all passengers shall be transported by the ground handling agent to the Passenger Terminal Building for Customs, Migration and Quarantine clearance;
- c. due to general aviation stands configuration (compulsory push back) crews may be requested to carry the tow bar adapted to the type of their aircraft.

Besides Macao Tower, flight plan shall be sent to Guangzhou ACC, Zhuhai APP and Hong Kong ACC.

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with and operate ACAS/TCAS II version 7.1.

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DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

Annex 2

4.6 Within Macao ATZ:

- a. Minimum height over congested area is 1500ft.
- b. Aircraft must maintain a minimum distance of 500ft from persons, vessels, vehicles and structures.

The minimum heights apply to all flights whether under both VFR and IFR.

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GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation	Kilometers
Short distances	Meters
Altitude, elevations and heights	Meters
Horizontal speed	Kilometers per Hour
Wind speed	Meters per Second
Vertical speed	Meters per Second
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Millimeters of Mercury
Temperature	Degrees Celsius
Weight (mass)	Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

WGS-84 IMPLEMENTATION STATUS

WGS-84 compliant.

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) - Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the PANS-OPS, Document 8168.

AIRPORT OPERATING MINIMUMS

Mongolia publishes DA(H) or MDA(H) and visibilities for landing; ceiling and visibilities for take-off. Reduced take-off minimums of 800m are published for Ulaanbaatar and Choibalsan airport.

Jeppesen charted minimums are not below State minimums.

**MONGOLIA
RULES AND PROCEDURES**

ATS AIRSPACE CLASSIFICATIONS

Mongolia has adopted the ICAO ATS airspace classification as listed in Jeppesen ATC-Chapter "ICAO ATS Airspace Classifications - Annex 11".

Airspace classes "A", "C", "D" and "G" are used within Mongolian airspace.

SPECIAL REQUIREMENTS AND REGULATIONS

FLIGHT PLANNING

Place of Submission

Flight plans shall be submitted to the following address:

ATS Reporting Office (ARO) ZMUB

Fax: +976 70049838

E-Mail: notam@mcaa.gov.mn

SITA: ULNNTOM

AFTN: ZMUBZPZX

In case of aerodromes with no ARO, flight plans and ATS messages shall be submitted to the address of aerodrome ATS unit.

Change to a Flight Plan

When departure is delayed for more than 30 minutes, a delay message shall be submitted otherwise the flight plan shall be considered invalid. When delay is for short period (up to 2 hours) but moves the departure of aircraft to the next day, a modification (CHG) message shall be submitted instead of DLA message.

When departure is delayed up to 72 hours a delay message shall be transmitted to the following address:

Air Traffic Flow Management Division

Tel: +976 11 281602

Fax: +976 70049680

E-Mail: tpu@mcaa.gov.mn

SITA: ULNKKOM

AFTN: ZMUBZGZX

A cancellation message should be transmitted during work hours to:

Air Traffic Flow Management Division

Tel: +976 11 282101

+976 11 282014

+976 11 282016

+976 11 282029

+976 11 282213

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RULES AND PROCEDURES**

Fax: +976 70049981
 E-Mail: fpd@mcaa.gov.mn
 SITA: ULNUGOM
 AFTN: ZMUBYAYX

during non-working hours to:

Tactical Planning Section of Air Traffic Flow Management Division

Tel: +976 11 281602
 Fax: +976 70049680
 E-Mail: tpu@mcaa.gov.mn
 SITA: ULNKKOM
 AFTN: ZMUBZGZX

Flight Level

The requested metric flight level within Mongolia RVSM airspace in flight plan shall be expressed as S followed by 4 figures.

Repetitive Flight Plan System

Repetitive flight plans are not used in Mongolia.

Flight Plan Message Addressing

Route	Message Address
into or via Ulaanbaatar FIR	ZMUBZRZX, ZMUBZRZA, ZMUBZRZB, ZMUBZQZX, ZMUBZRZQ, ZMUBYAYX, ZMUBZTZ, ZMUBZGZX, ZMUBZPZX
Destination aerodrome	location indicator + ZTZ
to ZMDN	ZMUTZTZ

REQUIRED NAVIGATION PERFORMANCE

Following routes are designated RNAV5:

- Y165, SARUL to PICAS;
- Y327, POLHO to SULOK;
- Y345, SERNA to POLHO;
- Y478, NOPUS to MORIT;
- Y520, SERNA to POLHO;
- Y683, NIGOR to NIXAL;
- Y746, DARN0 to NIXAL;

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- Y962, NIGOR to MORIT;
- Z156, UDA to NIXAL.

LONGITUDINAL SEPARATION

The minimum longitudinal separation, based on distance between aircraft flying at same flight level in controlled airspace with ATS surveillance system are established as follows:

- Central, Muren, Dornod and Gobi sectors of Ulaanbaatar FIR:
 - same track, same level: 30km;
 - crossing track, same level: 40km.
- TMA of Ulaanbaatar (Chinggis Khaan Intl):
 - same track, same level: 20km;
 - crossing track, same level: 30km.

STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

The pilot may apply strategic lateral offset in remote continental airspace within the airspace of Mongolia when the aircraft is equipped with automatic offset tracking capability. The decision to apply a strategic lateral offset shall be the responsibility of the pilot.

Within the airspace of Mongolia, the strategic lateral offset shall be established at a distance of 2NM to the right of the center line of the route relative to the direction of flight. Pilots are not required to inform ATC that a strategic lateral offset is being applied.

AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B)

Area of Applicability

The implementation of ADS-B in Mongolia will be applied in Class A airspace within ADS-B coverage between FL202 (FL6150m) and FL479 (FL14600m).

ADS-B is used in ATS surveillance separation in the following ATC sectors:

- Sector Central;
- Sector Muren;
- Sector Gobi;
- Sector Dornod.

ADS-B Equipment

Carriage of ADS-B equipment for flights between FL202 (FL6150m) and FL479 (FL14600m) is optional. However with ADS-B only surveillance coverage, priority will be given to aircraft which are ADS-B equipped over non-equipped aircraft.

**MONGOLIA
RULES AND PROCEDURES**

SECONDARY SURVEILLANCE RADAR (SSR)

The operation of SSR transponder on Mode A and Mode C is compulsory for all aircraft flying within the Central, Muren, Dornod and Gobi sectors of Ulaanbaatar FIR and TMA of Ulaanbaatar (Chinggis Khaan Intl).

ACAS/TCAS II REQUIREMENTS

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 are required to be equipped with ACAS/TCAS II.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

Annex 2

3.3.5.3 Not implemented.

3.3.5.4 Not implemented.

3.3.5.5 Not implemented.

3.4.1 Not implemented.

3.4.2 Not implemented.

3.9 VMC visibility and distance from clouds:

Altitude Band	Airspace Class	Flight Visibility	Distance from Cloud
	A	Not applicable	Not applicable
At and above 3000m AMSL	C, D	8km	2km horizontally 300m (1000ft) vertically
Below 3000m AMSL		5km	
Above 1200m AMSL or 300m above surface, whichever is higher	G	5km	2km horizontally 300m (1000ft) vertically
At and below 1200m AMSL or 300m above surface, whichever is higher			Clear of cloud and in sight of the surface

4.3 Not implemented.

4.5 Not implemented.

4.10 Not implemented.

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5.1.2 Except when necessary for take-off or landing, an IFR flight shall be flown at a level that is not below the minimum flight altitude.

When this minimum flight altitude has not been established, an IFR flight shall be flown at a level that is not below:

- a. in the case of operations over a mountainous area above 2000m AMSL or over, 600m above the highest obstacle within 20km of 2 different directions from the track intended to be flown;
- b. in any other case, 300m above the highest obstacle within 10km of 2 different directions from the track intended to be flown;
- c. in case of aircraft equipped with GPS, 600m above the highest obstacle within 11km of 2 different directions from the track intended to be flown.



Entry Requirements



Entry Requirements

State Rules and Procedures -
Eastern Europe

ARMENIA
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT**

Required.

VISA

Required, except from citizens from CIS countries.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

The crew members and passengers arriving to the Republic of Armenia from affected areas shall provide to officials of the Border Medical and Sanitary Control Post the appropriate International Certificate of Vaccination or Prophylaxis.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

In case of scheduled and non-scheduled flights, no special permission is required for transiting the airspace of the Republic of Armenia without landing at the territory of the Republic of Armenia.

SCHEDULED FLIGHTS

Except for flights without landing at the airports of the Republic of Armenia, requirements for scheduled and two and more charter flights to the Republic of Armenia for foreign operators are:

- a. written designation by the aviation authorities of the State of the operator (only for scheduled flights);
- b. application form completely filled out;
- c. the following documents must be enclosed to the completed application form:
 1. air operator certificate with its annexes or operations specifications;
 2. aviation security program of the foreign air operator;
 3. airworthiness, registration and noise certificates of the aircraft to be operated on the routes to and from Armenia;
 4. insurance/reinsurance certificates towards passengers, baggage, cargo and third party legal liabilities.
- d. permissions for scheduled and two and more charter flights have to be applied for at least 15 business days prior to the intended date of operation;
- e. applications can be submitted online (electronically) by signing up at <https://www.e-gov.am> (subsection "Air Services" of section "Apply for your license") or in paper form (the application form is available at <http://www.arlis.am/DocumentView.aspx?DocID=110709>) to the Civil Aviation Committee of Armenia (the CAC) (address: Zvartnots Airport 0042, Yerevan).

ARMENIA
NATIONAL REGULATIONS AND REQUIREMENTS**NON-SCHEDULED FLIGHTS****Single Non-scheduled Flights**

Single non-scheduled flights may be operated upon the permission granted by the CAC.

To operate single non-scheduled flights, the air operator shall submit or send the application at least 72 hours before the operation of flight(s) to the CAC with the following information:

- a. aircraft operator (name, address, all numbers of communications);
- b. flight number;
- c. State of registry of the aircraft;
- d. aircraft type, nationality and registration marks, MTOW;
- e. purpose of flight;
- f. type of traffic (passenger, cargo, combined, etc.);
- g. flight route, date and time of flight operation, departure/arrival aerodrome;
- h. load of the aircraft (number of passengers, their names, surnames, weight and nature of cargo);
- i. receiving party (names, numbers of communication).

The copies of the following documents shall be enclosed to the application:

- a. air operator certificate with attached annexes or operations specifications;
- b. airworthiness certificate and registration certificate of the aircraft for air service mentioned in the application;

NOTE: National Restricted Permit to Fly or National Restricted Certificate of Airworthiness issued for historical aircraft falling under EU Regulation (EC) No 216/2008, Annex II, Article a(i), originally factory-manufactured and previously holding an ICAO compliant Certificate of Airworthiness and subsequently operated under national rules of ECAC Member State may be accepted. This applies only to aircraft of maximum take-off weight of less than 5700kg and operated in non-commercial flights.

- c. insurance certificates for passengers, baggage, cargo and third party legal liabilities;
- d. certificate of pilot-in-command (in case the applicant is not an air operator).

When due to flight urgency, the applicant may not submit the application at least 72 hours before the operation of flight(s), then the applicant shall via e-mail or in the application indicate the reasons for not submitting the application within the specified periods.

Civil Aviation Committee

Address: Airport Zvartnots
 Yerevan
 Republic of Armenia
 0042

**ARMENIA
NATIONAL REGULATIONS AND REQUIREMENTS**

Tel: +374 10 280722; 60 434205
+374 10 283429; 60 434295

Fax: +374 10 283429

E-Mail: cds@armats.am
gdca@gdca.am

AFS: UDDDZXZX, UDDUYAYX

Permissions granted by the CAC are valid 48 hours starting from the time indicated in the permission.

For two and more charter flights to the Republic of Armenia please refer to scheduled flights.

STATE AIRCRAFT FLIGHTS

The flights of foreign State aircraft and flights, connected with transportation of heads of foreign States and governments into or in transit the Republic of Armenia are conducted on the basis of permissions received through diplomatic channels, unless there is an agreement signed between the Republic of Armenia and the State concerned specifying other rules. Permission can be granted by:

Ministry of Foreign Affairs

Address: Republic Square Yerevan 10
Government House 2
Republic of Armenia

Tel: +374 10 566962
+374 10 521796

Fax: +374 60 620062

The validity period of permissions is 72 hours starting from the time indicated in the permission.

DANGEROUS GOODS FLIGHTS

For any dangerous cargo transportation request has to be sent by e-mail, fax or SITA and AFTN in Armenian, Russian or English language to the:

Civil Aviation Committee

Address: Airport Zvartnots
Yerevan
Republic of Armenia
0042

Tel: +374 10 283429
+374 10 282066
+374 10 292929/388

Fax: +374 10 283429

E-Mail: cds@armats.am

ARMENIA
NATIONAL REGULATIONS AND REQUIREMENTS

gdca@gdca.am

The request shall be submitted 5 working days in advance and shall include the following information:

- a. type of dangerous goods to be transported;
- b. the number assigned to the cargo by the United Nations Organization (UNO);
- c. cargo weight;
- d. quantity;
- e. packing type;
- f. route of transportation.

A copy of the permission for the transport of dangerous goods by air shall be attached to the application.

AIRPORT(S) OF ENTRY

Gyumri (Shirak), Yerevan (Erebuni), Yerevan (Zvartnots).

AZERBAIJAN
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT & VISA**

Required, unless international treaties to which Azerbaijan is a party stipulate otherwise.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

State Civil Aviation Administration

Address: Heydar Aliyev International Airport
Baku
Azerbaijan
1044

Tel: +994 12 5985114
+994 12 4929098

Fax: +994 12 4374941

SCHEDULED FLIGHTS

Application for regular flights shall be considered by the State Civil Aviation Administration of the Republic of Azerbaijan on the basis of form "R" provided by airline and RPL. Form "R" must be sent in 3 originals for each single flight together with RPL not later than 45 days prior to operations commencement. The form "R" and RPL sent by fax, SITA or AFTN will not be considered.

In case of replacing or submitting new documents, the airline must apply not later than 15 working days before the amendments enter into force.

Application for an initial permission shall be submitted:

- a. requisitions of airline (legal, postal address and contact details of the head office);
- b. type and registration number of planning aircraft;
- c. flight number, route, flight schedule, landing airports (with ICAO and IATA codes);
- d. a number of passenger seats/maximum weight of cargo;
- e. air operator certificate and operational specifications valid up to end of the forthcoming IATA season;
- f. documents issued by the National Civil Aviation Administration of the State of registry (for each aircraft):
 1. certificate of State registration;
 2. airworthiness certificate;
 3. noise certificate;
 4. radio equipment certificate;

**AZERBAIJAN
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5. certificate of insurance liability (for aircraft, crew, passengers, baggage, cargo and third parties risks).
- g. For leasing aircraft:
 1. leasing agreement of airline including all data;
 2. requisitions of parties and the date of agreement expired;
 3. "83bis Agreement" between the National Civil Aviation Administrations of the State - lessee and the State - owner of aircraft;
 4. the outcome of the last aircraft inspection.
- h. copy of Slot Clearance Request (SCR) approved by authorized Airport Authority;
 - i. the form "R" approved by authorized Airport Authority (attached);
 - j. aviation security program of airline;
 - k. letter of attorney (with a notarized translation into the Azerbaijani language) including passport data of airline representative in the Republic of Azerbaijan or agent authorized by the airline, if any;
 - l. IOSA operator certificate (if any);
- m. administration reverses the right to require additional documents from airline other than those listed.

If sending an repeated request, paras a. to i. shall be submitted and paras j, k. and l. only if there are any changes.

NON-SCHEDULED FLIGHTS

Charter flights may be operated to and from Azerbaijan only upon permission granted by the State Civil Aviation Administration.

Application for permission shall be submitted:

- a. VIP flight - not less than 5 days in advance;
- b. passenger flight - not less than 5 days in advance;
- c. cargo flights - not less than 5 days in advance;
- d. technical landing - not less than 3 days in advance;
- e. dangerous cargo flights - not less than 14 days in advance.

The application shall contain the following information:

- a. name of air company, address;
- b. callsign;
- c. type, nationality and registration of aircraft;
- d. routing;

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- e. airports, where passengers and/or freight are embarked/disembarked;
- f. purpose of flight;
- g. name address and business of charterer, if any;
- h. information about passengers (first name, last name) for business aviation;
- i. information about consignee.

Permission for transit flights without landing at the aerodromes of Azerbaijan is not required.

STATE AND MILITARY AIRCRAFT FLIGHTS**Single-entry Diplomatic Permission**

Verbal notes for obtaining single-entry diplomatic permission for the civil and military aircraft that belong to other states for the overflight through the air space and landing at the airports of the Republic of Azerbaijan should be sent, excluding SAT, SUN and official holidays of the Republic of Azerbaijan, of the:

Ministry of Foreign Affairs

Address: State Protocol Department
Sh. Gurbanov Str. 4
Baku
Azerbaijan
1009

Tel: +994 12 4926856

Fax: +994 12 4988480

Request will be considered as specified below:

- a. for the VVIP and VIP flights - within 5 full working days;
- b. for the overflight by military and civil aircraft carrying dangerous cargo and equipped with weapons - within 7 full working days;
- c. for the overflight and landing of military and civil aircraft with military and dangerous cargo on board as well as those equipped with combat, radar and air photo equipment - within 7 full working days.

Type of aircraft, purpose and date of flight should be specified in the verbal note and a copy of the properly filled-in application form necessary for the flight should be annexed to the verbal note. The list of the most important persons aboard, cargo specifications and the flight plan should be included into the mentioned application form.

Diplomatic permissions are valid for 72 hours.

AZERBAIJAN
NATIONAL REGULATIONS AND REQUIREMENTS**Annual Diplomatic Permission**

In order to obtain annual diplomatic permission for usage of air space of the Republic of Azerbaijan a verbal note should be sent to the State Protocol Department of the Ministry of Foreign Affairs. Following information should be given in the verbal note:

- a. types of aircraft;
- b. registration numbers;
- c. call signals;
- d. points of entry into and exit from the air space of the Republic of Azerbaijan;
- e. purpose of flight;
- f. information on the cargo.

Along with that, after issuance of the annual permission, information on the flight plan, cargo specifications and parameters should be provided with regard to every flight.

Annual diplomatic permissions are not issued for the below-mentioned flights which request landing at the airports of the Republic of Azerbaijan:

- a. VVIP and VIP aircraft;
- b. aircraft equipped with combat, weaponry, radar and air photo equipment;
- c. aircraft flying to and from the Republic of Armenia.

Single-entry permissions should be obtained for these flights according to the rules and terms mentioned under Single-entry Diplomatic Permission.

NOTE: After having received properly filled in requests, the Azerbaijani side may request to submit additional information or documentation.

CIVIL USE OF MILITARY AIR BASES**General**

Use of military air bases in Azerbaijan Republic by other than State registered aircraft may be made solely when prior permission has been obtained. The use of military air bases as alternate aerodromes may likewise be made solely when prior permission thereto has been obtained. Permission to use Baku (Kala) and Baku (Nasosnaya) air bases for diversions and non scheduled flights (charter) will be granted unless special conditions apply. Permission may at any time be withdrawn with immediate effect, should circumstances so require.

Submission of Application

Writing demand for clearance, concerning utilization of military air base, to give direct corresponding to air base as earlier as possible the dates of flight, and to the headquarter of the Air Force to the following address:

Ministry of Defence

Address: Azizbekov avenue 3

AZERBAIJAN
NATIONAL REGULATIONS AND REQUIREMENTS

Baku

Azerbaijan

1073

Tel: +994 12 439 4607

Fax: +994 12 439 4607

AFS: UBBBPOXX

UBBBZRZX

Rules and Conditions

A flight plan shall be submitted for each flight. During flight in controlled air space and during operations on the maneuvering area, the pilot-in-command shall closely observe the directions given.

AIRPORT(S) OF ENTRY

Baku (Heydar Aliyev Intl), Gabala, Ganja, Lenkoran, Nakhchivan, Zagatala.

**BELARUS
NATIONAL REGULATIONS AND REQUIREMENTS****PASSPORT**

Required.

VISA

Required.

Flight crew members of aircraft of foreign States, arriving to the Republic of Belarus by the international flights, can stay in the Republic of Belarus without visa up to 15 days from the date of their entry into the Republic of Belarus, unless otherwise is stipulated by the international treaties of the Republic of Belarus.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

All requests shall be submitted to the Flight Coordination and Control Center of the BELAERONAVIGATSIA SOE with following postal address:

Flight Coordination and Control Center (FCCC)

Address: 19, Korotkevicha St.
Minsk
Republic of Belarus
220039

Tel: +375 17 215 42 69

Fax: +375 17 222 79 54

E-Mail: rpl@ban.by
MSQFCXH@sita.gmsmail.com

SITA: MSQFCXH

AFTN: UMMDYAYX
UMMMZDZX

Prior Notice and Request for Permission

For the sake of aviation security, and in order to notify air carriers performing international carriage of passengers about the passengers who are refused entry to the Republic of Belarus or to other state of either destination or transit, the carriers shall submit passengers' personal data and other information pertinent to the carriage of passengers to information systems of the Ministry of Transport and Communications of the Republic of Belarus and also to relevant authorities of foreign states pursuant to international treaties of the Republic of Belarus or pursuant to legislation of the foreign states of departure, destination or transit.

This information shall be provided in respect of every international flight carrying passengers to/from the airports of the Republic of Belarus, and it shall be submitted to the Automated Informa-

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NATIONAL REGULATIONS AND REQUIREMENTS**

tion System of Air Passengers Personal Data maintained by the Ministry of Transport and Communications of the Republic of Belarus.

The information shall include the following data:

- a. surname, first name, middle name (if available), gender;
- b. date of birth (dd/mm/yyyy);
- c. nationality (citizenship);
- d. type and number of the travel document necessary for entry into/departure from the Republic of Belarus, validity period of this document;
- e. the country which issued the identification document;
- f. points of departure and destination;
- g. type of the trip (non-stop or connecting flight);
- h. flight number and date.

The airlines shall transfer relevant information about passengers who had booked or purchased tickets for the flight 24 hours before departure. On completion of the check-in but no later than 40 minutes prior to departure the updated passenger data regarding the travelers who had been actually checked-in on the flight shall be transferred.

A representative of the carrier responsible for the flight shall check whether the passenger list contains any persons who are refused entry to Belarus in 5 to 10 minutes after transfer of the information about the registered passengers via the resource of the Automated Information System available. If there are any, the carrier shall refuse embarkation to such persons.

SCHEDULED FLIGHTS

Scheduled flights of all the aircraft in the airspace of the Republic of Belarus, carried out on the basis of the international treaties of the Republic of Belarus on air service or agreements of the aviation authorities, shall be operated in accordance with the flight plan schedule, the draft of which shall be submitted with Form 1 pursuant to Repetitive Flight Plan (RPL) for approval to the Department of Aviation of the Ministry of Transport and Communications of the Republic of Belarus through Flight Coordination and Control Center (FCCC).

NOTE: Request shall be submitted not later than 14 days before the beginning of flights by AFTN, SITA, fax or e-mail to FCCC.

If the flight is postponed to a later period, the user shall inform BELAERONAVIGATSIA SOE about it via AFTN.

If the flight has not been operated within 24 hours after the agreed time of departure, and the aircraft operator has not notified BELAERONAVIGATSIA SOE thereof, the permission for this flight will be cancelled, and the operator will have to apply for a new permission as for non-scheduled flights.

**BELARUS
NATIONAL REGULATIONS AND REQUIREMENTS**

When it is necessary to make long-term changes (more than 4 flights) of regular flights, the user shall submit for approval new RPL not later than 7 days before the implementation date of the planned changes.

NON-SCHEDULED FLIGHTS

Non-scheduled (single) flights shall be operated on the basis of permission issued on preliminary request.

Where the bilateral agreement between the user and BELAERONAVIGATSIA SOE exists, the request for carrying out a transit non-scheduled single flight of a foreign aircraft along the ATS routes of the Republic of Belarus shall be submitted via AFTN (Form 2 or FPL) not later than 1 hour before the planned time of departure.

The request for carrying out a non-scheduled single flight of a foreign aircraft along the ATS routes as well as to the international airports of the Republic of Belarus shall be submitted to FCCC not later than 3 working days (except Saturday, Sunday and Public Holidays) before the beginning of planned flight from 0700 to 1700 UTC by Form 2.

The request for carrying out a non-scheduled (single) flight shall be submitted to FCCC 5 working days (except Saturday, Sunday and Public Holidays) before the beginning of planned flight in English, as per Form 2, via AFTN, SITA or fax. FCCC may request additional information and confirmation documents.

The permission for non-scheduled (single) flights is valid during 24 hours starting from ETD, indicated in the permission.

The permission number shall be indicated in FPL Item 18.

Flights under Force-majeure Circumstances

The request for flights connected with force-majeure circumstances and human live rescue shall be accepted round the clock via FCCC AFTN addresses by using Form 2 and obligatory also by sending FPL and associated messages.

STATE AND MILITARY AIRCRAFT FLIGHTS

Requests for single flights of foreign State aviation aircraft of foreign States (including flights connected with transportation of official persons) and for single flights of experimental aviation of foreign States (including flights of air balloons, airships and other) shall be submitted 5 working days (except Saturday, Sunday and Public Holidays) before the beginning of the planned flight by using Form 2 via diplomatic channels to:

Ministry of Foreign Affairs of the Republic of Belarus

Consular Department

Address: 37a K. Marksa St.
Minsk
Republic of Belarus
220030

Tel: +375 17 222 26 65

**BELARUS
NATIONAL REGULATIONS AND REQUIREMENTS**

Fax: +375 17 222 26 63
E-Mail: consul@mfa.org.by

DANGEROUS GOODS FLIGHTS

The transit of military goods through the territory of the Republic of Belarus by aircraft, with the exception of transit flights without landing, carried out in the presence of the permission from:

State Customs Committee of the Republic of Belarus

Address: 45/1, Mogilevskaya St.
Minsk
Republic of Belarus
220007

Tel: +375 17 218 90 71
+375 17 218 90 73
+375 17 218 90 86
Fax: +375 17 218 91 97
+375 17 218 91 94

E-Mail: gtk@customs.gov.by

For obtaining the permission for transition the proposed import of goods to through the territory of the Republic of Belarus the party of transit (the applicant) is shall apply not less than 30 days in advance to transition with the purpose of transit to the State Customs Committee presenting 5 copies in Russian of the following documents:

- a. a written application for a permit and the appendix to it according to the approved form signed by the head of the party of transit (the applicant) and certified by the company seal;
- b. a copy of the agreement (contract) on delivery of the goods with the appendix of the documents, which are an integral part of it, either certified copies of the other documents, which are the basis for the transit of goods through the territory of the Republic of Belarus certified by the seal and signature of the head of the party of transit (the applicant) or his authorised representative in case, if such transit is carried out not on a commercial basis;
- c. copies of authorization documents (licenses, resolution, passes, etc.), issued by the competent State authorities of the States from the territory of which the export of goods is performed, certified by the seal and signature of the head of the party of transit (the applicant) or his authorised representative.

CIVIL USE OF MILITARY AIR BASES

Use of military aerodromes in Belarus by other than State-registered aircraft may be made solely when prior permission has been obtained. The terms and condition of obtaining permissions are the same as for SCHEDULED FLIGHTS and NON-SCHEDULED FLIGHTS.

**BELARUS
NATIONAL REGULATIONS AND REQUIREMENTS****AIRPORT(S) OF ENTRY**

Brest, Homiel, Hrodna, Minsk (Minsk-2), Mahiliou and Viciebsk.

SPECIAL NOTICES**ESCORT SERVICE**

To operate non-scheduled international flights to aerodromes, not approved for international flights, it is necessary to use escort crew service for such flights. A foreign aircraft carrying out such flights should land at international airport and take on board a member of the escort crew, and only then this aircraft will be cleared to continue flight to its destination aerodrome.

BULGARIA
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT**

Required.

VISA

Visa for entry and transit are required for citizens from the below mentioned States:

Afghanistan, Algeria, Angola, Armenia, Azerbaijan, Bahrain, Bangladesh, Belarus, Belize, Benin, Bhutan, Bolivia, Botswana, Burkina Faso, Burundi, Cambodia, Cameroon, Central African Republic, Chad, China, Comoros, Cote d'Ivoire, Cuba, Democratic Republic of Congo, Djibouti, Dominican Republic, Ecuador, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Fiji, Gabon, Gambia, Georgia, Ghana, Guinea, Guinea-Bissau, Guyana, Haiti, India, Indonesia, Iran, Iraq, Jamaica, Jordan, Kazakhstan, Kenya, Kuwait, Kyrgyzstan, Laos, Lebanon, Lesotho, Liberia, Libya, Madagascar, Malawi, Maldives, Mali, Mauritania, Mongolia, Morocco, Mozambique, Myanmar, Namibia, Nauru, Nepal, Niger, Nigeria, North Korea, Papua New Guinea, Oman, Pakistan, Palestine, Philippines, Qatar, Republic of Congo, Russia, Rwanda, Sao Tome and Principe, Saudi Arabia, Senegal, Sierra Leone, Somalia, South African Republic, Sri Lanka, Sudan, Suriname, Swaziland, Syria, Tajikistan, Tanzania, Thailand, Togo, Tunisia, Turkey, Turkmenistan, Uganda, Ukraine, Uzbekistan, Vietnam, Yemen, Zambia, Zimbabwe.

Citizens of the European Union, the European Economic Area, Switzerland and the following countries are exempted from the visa requirements for periods of stay of not longer than 3 months:

Andorra, Antigua and Barbuda, Argentina, Australia, Bahamas, Barbados, Brazil, Brunei, Canada, Cape Verde, Chile, Columbia, Costa Rica, Croatia, Dominica, East Timor, El Salvador, Grenada, Guatemala, Honduras, Hong Kong, Israel, Japan, Kiribati, Macao, Malaysia, Marshall Islands, Mauritius, Mexico, Micronesia, Monaco, New Zealand, Nicaragua, Palau, Panama, Paraguay, Puerto Rico, Peru, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Samoa, San Marino, Seychelles, Singapore, Solomon Islands, South Korea, Taiwan, Tonga, Trinidad and Tobago, Tuvalu, United Arab Emirates, United States of America, Uruguay, Vanuatu, Vatican City, Venezuela.

Citizens of Albania, Bosnia and Herzegovina, Macedonia, Moldova, Serbia and Montenegro are exempted from visa for stays of not longer than 3 months only if they possess biometric passports. For non-biometric passport holders the visa requirements under visa facilitation agreements remains.

Airport transfer visas are required for citizens from the below mentioned States:

Afghanistan, Angola, Bangladesh, Democratic Republic of Congo, Ghana, Eritrea, Ethiopia, Iran, Iraq, Liberia, Nigeria, Pakistan, Somalia, Sri Lanka.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

**BULGARIA
NATIONAL REGULATIONS AND REQUIREMENTS**

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Flight clearance for flight operations are granted by the following authorities:

Ministry of Foreign Affairs

Address: Consular Department
 2 Alexander Zhendov Str.
 Sofia
 Republic of Bulgaria
 1040

Tel: +359 2 948 2003
 +359 2 973 4326
 +359 2 948 2404 (outside office hours)
 +359 2 948 2707 (outside office hours)

Fax: +359 2 873 4262
 +359 2 971 3376

Ministry of Transport, Information Technology and Communications

Address: Civil Aviation Administration
 9 Dyakon Ignatii Str.
 Sofia
 Republic of Bulgaria
 1000

Tel: +359 2 937 1047
 +359 2 937 1094

Fax: +359 2 980 5337

E-Mail: caa@caa.bg

SITA: SOFTOYA

AFTN: LBSFYAYX

SCHEDULED FLIGHTS

Application for clearance should be submitted according to the prescribed format, in written or electronic form, either in English or Bulgarian as follows:

- new regular services: at least 45 days before the first flight;
- seasonal timetables: at least 30 days before the effective date;
- changes and additions to approved seasonal timetables: at least 5 working days before the flight.

The following information shall be submitted with seasonal timetables:

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- a. all aircraft data certifying the type, modification, registration marks, maximum take-off weight and noise characteristics;
- b. the highest value of the aircraft's maximum take-off weight;
- c. the name and full address of the authority or person authorized to make the payment.

Additionally, operators should be prepared to submit the following data and documents when so required:

- a. airline operator's certificate;
- b. aircraft registration certificate;
- c. aircraft airworthiness certificate;
- d. insurance policy covering third party;
- e. aircraft noise certificate;
- f. aircraft engine gas emission certificate;
- g. additional data about the airline operator:
 1. short description of the scope of business of the airline operator;
 2. technical maintenance programme of the aircraft.
- h. air safety programme of the airline operator;
 - i. certificate for CAT I, CAT II or CAT III operations;
 - j. other documentation if required.

NON-SCHEDULED FLIGHTS

The application shall be submitted for flights to International airports:

- 1 flight per week: not later than 2 working days before the date of flight;
- 4 flights per month: not later than 5 working days before the date of the first flight;
- 5 or more flights per month: not later than 30 working days before the date of the first flight.

The application shall be submitted to other airports with border, customs, sanitary and health controls:

- 1 flight per week: not later than 10 working days before the date of flight;
- 4 flights per month: not later than 15 working days before the date of the first flight;
- 5 or more flights per month: not later than 40 working days before the date of the first flight.

Operators shall submit all the information, data and documents mentioned for scheduled air traffic in SCHEDULED FLIGHTS as well as the following:

- a. name, exact address, AFTN/SITA, fax, e-mail, and nationality of airline operator applying for clearance;
- b. flight data from flight plan Items 7 through 18;

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- c. number of passengers;
- d. type and quantity of cargo and addresses of consignor and consignee;
- e. type (category) of charter flight;
- f. the first and last date of serial charter flights, as well as the number and dates of all the flights;
- g. declaration that only passengers with valid documents will be transported and that the deportation of invalid passengers and their escorts will be at their own expense;
- h. when required, a copy of the charter contract, the leasing contract (if applicable) or other documents regarding the type of air transport service.

STATE OR MILITARY AIRCRAFT FLIGHTS

Flights transporting troops and/or military equipment, State aircraft flights and special purpose flights transporting royalty, heads of State/Government or ministers on official missions require flight clearance.

Application for clearance should be submitted according to the prescribed format, in written or electronic form, either in English or Bulgarian as follows to the Consular Department of the Ministry of Foreign Affairs:

- overflights: not later than 5 working days before the date of flight;
- flights to/from international airports: not later than 5 working days before the date of flight;
- flights to/from domestic airports (civil or military): not later than 10 working days before the date of flight.

Application for clearance should contain the same information as for scheduled air traffic as applicable.

EMERGENCY FLIGHTS

Emergency medical flights to non-international airports with border, customs, sanitary and health controls require flight clearances.

Application for clearance should be submitted according to the prescribed format, in written or electronic form, either in English or Bulgarian not later than 2 working days before the flight.

Application for clearance should contain the same information as for non-scheduled air traffic as applicable.

OTHER FLIGHTS

International non-powered, unmanned, sport or hazardous materials flights require clearances from the Civil Aviation Administration.

Application for clearance should be submitted according to the prescribed format, in written or electronic form, either in English or Bulgarian as follows:

- overflights: not later than 5 working days before the date of flight;

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- flights to/from international airports: not later than 5 working days before the date of flight;
- flights to/from non-international airports with border, customs, sanitary and health controls (civil or military): not later than 10 working days before the date of flight.

Application for clearance should contain the same information as for non-scheduled air traffic as applicable.

Flights carrying danger cargo shall additionally submit the following:

- a. certificate for the transport of dangerous cargo;
- b. when carrying weapons, ammunition and goods with dual usage, the Bulgarian export/import license number, name and address of consignor and consignee of the cargo, route, points of intermediate landing and aircraft arrival and departure times;
- c. quantity and exact description of cargo, ICAO hazard class, parking requirements, instruction for services and operational rules in case of danger;
- d. proof of experience in the air transport of dangerous cargo.

SCHEDULE AND AIRPORT COORDINATION

Sofia airport is classified as a schedules facilitated airport. All requests should be sent to:

Sofia Airport EAD

Slot-coordination

Address: 1, Christopher Columbus blvd.

Sofia

Republic of Bulgaria

1540

Tel: +359 2 937 2171

+359 2 937 2159

+359 2 937 2148

E-Mail: slot.coordination@sofia-airport.bg

Internet: www.sofia-airport.bg/en/business/airlines/slot-coordination

SITA: SOFLDXH

Scheduling coordination is not applicable to emergency landings and search and rescue flights. State and military flights will be granted as requested.

AIRPORT(S) OF ENTRY

Burgas, Gorna Oryahovitsa, Plovdiv, Sofia, Varna.

SPECIAL NOTICES

The flight clearance for the operation of each flight shall be valid for a period of 24 hours after the estimated entry time of the aircraft in the airspace of the Republic of Bulgaria.

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The operation of international flights by non-radio equipped aircraft is not allowed in the airspace of the Republic of Bulgaria.

CZECH
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Required.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

A vaccination certificate is generally not required from passengers and crew members coming from abroad, provided that there is no epidemic in the area concerned. In special circumstances the health officials can, however, require that a vaccination certificate in accordance with current standards of the WHO be produced.

DISINSECTION REQUIREMENTS

All aircraft arriving from an airport located within an area where contagious disease exists, will be subject to disinsection.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

Obligation to arrive/depart to/from an airport with customs service does not apply to the aircraft arriving/departing from/to territory of EU member States. Obligation to arrive/depart to/from an airport with passport service does not apply to aircraft arriving/departing from/to territory of Schengen area States.

Ministry of Transport

Address: Civil Aviation Department
Nabrezi Ludvika Svobody 12
P.O. Box 9
Prague 1
110 15

Fax: +420 225 131 032
+420 225 131 323

E-Mail: flights@mdcr.cz

SITA: PRGTOYA, PRGMT8X

Border Check

Pilot-in-command operating on external flight, other than flight operated by commercial air transport operators, who will land on/depart from international aerodrome other than Brno (Turany), Karlovy Vary, Ostrava (Mosnov), Pardubice or Praha (Ruzyne), is obliged to send the flight plan and the following information about passengers:

- a. first and last name;
- b. date of birth;

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- c. nationality; and
- d. travel document number.

to Police of the CR - Alien Police service prior to departure to/from the Czech republic.

Obligations of pilot in command arising from above are not applicable for pilot in command of the Army of the Czech Republic, the Police of the Czech Republic and the NATO Armed Forces

Requested information stated above shall be sent by pilot in command not less than 12 hours prior to departure through a Request for the Border Check. The form is posted on the secure web site from the:

Police of the Czech Republic

Internet: <https://rscpapl.policie.cz>

Each field shall be filled in, including a valid e-mail address which will be used for confirmation delivery. The confirmation serves the pilot-in-command as certificate of fulfillment of the obligation stated above.

In the event of secured web address failure, if the pilot-in-command does not receive automatic confirmation of Request for the Border Check reception to the e-mail address stated in the form until 8 hours before ETD, or in case it is not possible to send the Request for the Border Check due to exceptional reasons electronically, the pilot in command shall send the requested information via fax to the:

Ministry of the Interior of the Czech Republic

Fax: +420 974 841 085

**AIR CARRIER WITH A VALID OPERATING LICENCE ACCORDING TO
REGULATION (EEC) NO. 1008/2008****Scheduled Flights**

The notification shall be submitted to the Ministry of Transport at least 10 days before the beginning of operation and shall include:

- a. valid operating licence, air operator certificate;
- b. valid insurance certificate;
- c. timetable shall include the following data:
 - 1. ICAO 3-letter designator of the aircraft operator, flight number, type of aircraft, seating capacity;
 - 2. date, estimated time and airport of arrival/departure to/from the Czech Republic;
 - 3. date, estimated time and following airport of destination;
 - 4. slot confirmation (for Prague (Ruzyne) only);
 - 5. requested period of validity.

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In case the flights are going to be operated on the code share basis, the notification shall include as well flight number and marketing air carrier.

Non-scheduled Flights

The notification of the non-scheduled flights by an aircraft with passenger seating capacity of 10 and more or by an aircraft with MTOM 5700kg and more to/from the Czech Republic shall be submitted at least 3 days before the intended day of arrival to the address of Ministry of Transport and shall include:

- a. valid operating licence, air operator certificate (unless it has been submitted previously);
- b. valid insurance certificate (unless it has been submitted previously);
- c. ICAO three-letter designator of the aircraft operator, flight number, type of aircraft, seating capacity;
- d. date, estimated time and airport of departure to the Czech Republic;
- e. date, estimated time and airport of arrival/departure to/from the Czech Republic;
- f. date, estimated time and following airport of destination.

Series of Non-scheduled Flights

A series of flights means more than 3 flights within 2 successive month. The notification about execution of series of non-scheduled flights by an aircraft with passenger seating capacity 10 and more or by an aircraft with MTOM 5700kg and more to/from the Czech Republic shall be submitted to the Ministry of Transport at least 7 days before the first of the planned flights and shall include the same as for non-scheduled flights.

Non-scheduled Flights on Routes from/to the Czech Republic to/from Non-EU/EEA Member States

The application procedure shall be used only if the State of registry of the air carrier submitting the application applies similar permission granting procedure to the Czech air carriers. Otherwise proceed in accordance with under Non-scheduled Flights above.

The request for the permission shall be submitted to Ministry of Transport at least 5 days before the date of the intended flight, in case of a series of non-scheduled flights 15 days before the first of the intended flights, including the following:

- a. name and address of aircraft operator, valid operating licence and air operator certificate (unless they have been submitted previously);
- b. valid insurance certificate (unless it has been submitted previously);
- c. type and registration mark of aircraft, flight number (if applicable);
- d. date, estimated time and airport of departure to the Czech Republic;
- e. date, estimated time and airport of arrival/departure to/from the Czech Republic;
- f. date, estimated time and following airport of destination;

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- g. purpose of flight, number of passengers and/or nature and amount of cargo to be taken or put down to/from the Czech Republic.

A statement that the Czech air carriers are neither prepared nor in position to conduct the flight (declaration of non-availability) can be claimed.

AIR CARRIER FROM NON-EU/EEA MEMBER STATE**Scheduled Flights**

The permission for scheduled flights to/from the territory of the Czech Republic will be submitted at least 30 days before beginning of operation and issued by Ministry of Transport and shall include:

- a. name, address and ownership of the air carrier;
- b. valid air operator certificate, operating licence (if has been issued);
- c. aircraft list including airworthiness and noise certificates;
- d. valid insurance certificate;
- e. timetable shall include the following:
 - 1. ICAO three-letter designator of the aircraft operator;
 - 2. flight number, type and registration mark of aircraft, seating capacity;
 - 3. date, estimated time and airport of departure to the Czech Republic;
 - 4. date, estimated time and airport of arrival/departure to/from the Czech Republic;
 - 5. date, estimated time and following airport of destination;
 - 6. slot confirmation (for Prague (Ruzyne) only);
 - 7. requested period of validity;
 - 8. requested traffic rights.
- f. designation of the air carrier by the aviation authority of the country of origin.

If the bilateral or a multilateral agreement does not specify otherwise the air carrier shall submit the timetable of all scheduled flights to/from the Czech Republic at least 45 days before the beginning of the each operational season.

Supplementary Flights

Permission of the Ministry of Transport is required for supplementary flights performed with scheduled flights approved for appropriate period of the timetable. For flights to/from Prague (Ruzyne) airport slots shall be requested from the coordinator.

Non-scheduled Flights

The notification of the non-scheduled flights by an aircraft with passenger seating capacity of 10 and more or by an aircraft with MTOM 5700kg and more to/from the Czech Republic shall be sub-

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mitted to the Ministry of Transport at least 5 days before the intended flight (except flight with dangerous goods) and include:

- a. name and address of aircraft operator and valid air operator certificate and operating licence (if has been issued);
- b. flight number (if applicable), type and registration mark of aircraft, seating capacity, airworthiness and noise certificates;
- c. date, estimated time and airport of departure to the Czech Republic;
- d. date, estimated time and airport of arrival/departure to/from the Czech Republic;
- e. date, estimated time and following airport of destination;
- f. purpose of flight, number of passengers and/or nature and amount of cargo to be taken on or put down;
- g. name and address of charterer;
- h. in case of cargo charter flight, names and addresses of the consignee and consignor;
 - i. charter agreement;
 - j. name of the selected handling agent (for flights to Prague (Ruzyne) only);
- k. valid insurance certificate.

The permission for a non-scheduled flight is valid 72 hours.

Series of Non-scheduled Flights

A series of flights means more than 3 flights within 2 successive month. The application for approval of series of flights by an aircraft with passenger seating capacity 10 and more or by an aircraft with MTOM 5700kg and more to the Czech Republic shall be submitted to the Ministry of Transport at least 15 days before the first of the planned flights.

STATE AIRCRAFT FLIGHTS

Flights of foreign state aircraft (i.e. aircraft used in military, customs and police services) over/to/ from the territory of the Czech Republic are subject to prior authorization which can be single-flight or annual. Flights of foreign state aircraft with annual diplomatic clearance comply with the conditions of the clearance. The request for diplomatic single-flight clearance shall be submitted through diplomatic channels 5 working days before the intended flight to:

Ministry of Foreign Affairs

Diplomatic Protocol

Address: Loretanske namesti 5
 Prague 1
 Czech Republic
 118 00
 Tel: +420 224 182 228

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Fax: +420 224 182 073
+420 224 182 034
E-Mail: dp_flights.security@mzv.cz

In cases of flights of armed forces and flights for the purposes of armed forces the request for diplomatic clearance shall be submitted through diplomatic channels at least 10 days before the intended flight to:

National Movement Coordination Center of Armed Forces

Address: Czech Republic
Tel: +420 973 230 760
Fax: +420 973 230 730
E-Mail: nmcc@army.cz

If a State aircraft performs a flight for commercial purposes, the relevant provisions concerning flights of civil aircraft for commercial purposes apply.

CIVIL USE OF MILITARY AIR BASES

All military aerodromes can be used without written permission in the following cases:

- a. aircraft forced to carry out an emergency landing;
- b. aircraft carrying out flights directly coerced with a rescue of human life;
- c. aircraft carrying out a flight on purpose of search and rescue authorized by appropriate RCC unit;
- d. aircraft operated by the CAA, Air Accidents Investigation Institute (AII) or Air Navigation Services of the Czech Republic (ANS CR) fulfilling tasks in interest of or in cooperation with the Ministry of Defence (MD) or Armed Forces of the Czech Republic.

A military aerodrome on which a civil operator has been established can be used without written permission.

A military aerodrome on which a civil operator is not established, can be used only with written permission of the aerodrome commander, in case of foreign aircraft registered in member State of EU, or commander of Air Forces, in case of civil aircraft registered in other State than a member State of EU.

The application for permission shall be submitted:

- not later than 5 working days before the flight, if a military authority issuing the permission is the commander of Air Forces;
- not later than 3 working days before the flight, if a military authority issuing the permission is the aerodrome commander;
- not later than 24 hours before performing the flight (but always in working day) if a military authority issuing the permission is the commander of aerodrome Kbely and if it is a civil aircraft which is permanently dislocated at this aerodrome

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to the appropriate address:

Air Forces Headquarters

Address: Velitelstvi vzdušnych sil
Vitezne namesti 5
Prague 6 - Dejvice
Czech Republic
160 01

Tel: +420 973 210 655

Fax: +420 973 210 656

Aerodrome Caslav

Address: VU 7214 Caslav
Chotusice
Czech Republic
285 76

Tel: +420 973 376 851 (WOC)

Fax: +420 973 375 090 (commander)

Aerodrome Kbely

Address: VU 8407 Prague
Prague 9 - Kbely
Czech Republic
197 06

Tel: +420 973 207 177

+420 973 207 162

Fax: +420 973 207 377

Aerodrome Namest

Address: VU 2427 Sedlec
Vicenice u Nameste nad Oslavou
Czech Republic
675 71

Tel: +420 973 438 000 (WOC)

Fax: +420 973 438 010 (WOC)

E-Mail: sod.22zvrl@army.cz

The application for permission for individual flight shall include:

- a. information about the aircraft operator (title/name of the operator, contacts address, telephone number, fax, e-mail);
- b. information about aircraft (type, registration mark, MTOW of the aircraft);

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- c. information about arrival (date and estimated time of arrival, aerodrome of departure);
- d. information about departure (date and estimated time of departure, destination aerodrome);
- e. the purpose of flight;
- f. information about the crew members (name and surname, State nationality, ID card/passport number);
- g. information about passengers (surname and name, State nationality, ID card/passport number) on arrival and on departure;
- h. information about cargo (type and quantity of transported cargo) on arrival and on departure;
- i. information about applicant (name, telephone number, fax, e-mail).

All flights from/to a military aerodrome must be carried out on basis of a submitted flight plan, except:

- a. aircraft forced to carry out an emergency landing;
- b. aircraft carrying out flights directly coerher with a rescue of human life;
- c. aircraft carrying out a flight on purpose of search and rescue authorized by appropriate RCC unit.

These flights are possible to carry out on basis of handed notification about the flight and ATC clearance issued by appropriate military ATC unit.

Regulations for Use by Foreign State Aircraft

All military aerodromes can be used without written permission of the appropriate military authority in the following cases:

- a. aircraft forced to carry out an emergency landing;
- b. military aircraft of a NATO member State fulfilling a task of NATO Integrated Air and Missile Defence System (NATINAMDS);
- c. military aircraft of a NATO member State fulfilling a joined training with the army of the Czech Republic (CR);
- d. aircraft of Air Service of Police CR carrying out a flight directly coerher with a rescue of human life or ensuring safety off the Czech Republic.

With exemption of cases mentioned above, military aircraft of NATO member States and aircraft of the Air Service of Police CR can use a military aerodrome with a written permission of the appropriate aerodrome commander.

Military aircrafts of other States than NATO member States and other State aircrafts (police, custom) of other States than member States of EU can use a military aerodrome with a written permission of the commander of Air Forces.

The use of military aerodrome by an aircraft which is registered in military aeronautical register of CR, but which is not operated by army of CR, is possible to perform without written permission of an appropriate military authority in case when aircraft is carrying a task in interest of or in cooper-

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ation with the Ministry of Defence or the army of CR, or in case when this aircraft is permanently dislocated on this aerodrome. In other cases permission for usage of the military aerodrome by this aircraft is issued by the aerodrome commander.

The application for permission shall be submitted in written form:

- not later than 5 working days before the flight if a military authority issuing the permission is the commander of Air Forces;
- not later than 3 working days before the flight if a military authority issuing the permission is a commander of appropriate aerodrome

and to one of the appropriate addresses above or to:

Aerodrome Pardubice

Address: VU 2436 Pardubice
Prazska 100
Pardubice
Czech Republic
530 65

Tel: +420 973 333 171

+420 973 242 440

Fax: +420 973 242 097

The application for permission for individual flight shall include the same information as mentioned above and additionally the range of required services (e.g. custom and immigration service, fuel filling).

When air transport is carried out by military aircraft of member State of NATO the information about passengers are not passed on at arrival (only number of passengers is passed on), at departure the information about passengers are passed on not later than before departure.

All flights from/to a military aerodrome must be carried out on basis of a submitted flight plan, except:

- a. aircraft forced to carry out an emergency landing;
- b. military aircraft of NATO member States fulfilling tasks of NATINAMDS;
- c. military aircraft of NATO member States during joint training with the army of the Czech Republic;
- d. aircraft of the Air Service of Police CR carrying out a flight directly cohered with human life rescue or ensuring safety of the Czech Republic.

These flights are possible to carry out on basis of clearance issued by appropriate military ATC unit.

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SCHEDULE AND AIRPORT COORDINATION

Prague (Ruzyne) airport is a coordinated airport. Therefore for all flights and whatever their changes (except emergency landing, flights connected with human life saving, search and rescue flights) the slots for arrival and departure shall be requested before an execution of flight from the airport coordinator at the address:

Slot Coordination of the Czech Republic

Address: P.O. Box 67
 Praha (Ruzyne) Airport
 Praha 6
 Czech Republic
 160 08

Tel: +420 220 116 122

E-Mail: slot.coord@prg.aero
 PRGSP7X@prg.aero

Public Hours: H24

Request Submission

The requests for slots shall be submitted at least 24 hours before intended arrival/departure time to/from Prague (Ruzyne) airport. In case of technical landing, technical flight, test or training flight, military or State aircraft, medical flight, General Aviation (GA) or Business Aviation (BA) it is possible to submit the request at least 1 hour before intended time of arrival/departure to/from Prague (Ruzyne) airport. Time of receipt of the request message by the airport coordinator is determinant in all cases.

For flights for purpose of passenger transport (scheduled, complementary and planned charter flights), scheduled cargo flights and scheduled post service flights (not ad hoc flights) it is not required to request change of slot if the delay time does not exceed 120 minutes together with not exceeding 2400 LT of the operational day.

If the airport coordinator offers the carrier shift of requested slot due to capacity reasons, the carrier is obliged to accept or refuse the shift within 3 working days from sending such offer by the coordinator, at least 1 hour before the flight execution in case of technical landing, technical flight, test or training flight, military or State aircraft, or till execution of the flight in case of medical flight, GA or BA flight. After this deadline the shift proposed by the coordinator expires and in case of request for a slot change the slot is reverted to the original confirmed state. In case of a new slot request the proposed slot is withdrawn and the flight will be considered non-coordinated. In mentioned cases the time of receipt of the message by the airport coordinator is determinant.

AIRPORT(S) OF ENTRY

Brno (Turany), Karlovy Vary, Kunovice, Ostrava (Mosnov), Pardubice, Prague (Ruzyne), Prague (Vodochody).

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An exception from arriving/departing at/from the Czech Republic via these airports may be granted by the Civil Aviation Department of the Ministry of Transport in the extraordinary cases. The application for an exception shall be submitted at least 7 days before the date of the intended flight.

SPECIAL NOTICES**TRAFFIC TO/FROM STATES OUTSIDE THE EUROPEAN ECONOMIC AREA**

Third Country Operators (TCOs) shall apply for TCO authorization issued by the European Aviation Safety Agency (EASA).

All TCOs shall only engage in scheduled or non-scheduled commercial air transport within, into or out of the EU/EEA Member State territory, which is subject to the provisions of EU/s treaty, when the hold and authorization issued by the EASA in accordance with Regulation (EU) No. 452/2014.

A TCO authorization is not required for overflights without planned landing.

Applications for a TCO authorization, including all the necessary documentation, shall be submitted to the Agency at least 30 days before the intended starting date of operation.

For more information please visit EASA website: <http://easa.europa.eu/TCO>

ESTONIA
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT**

Required.

Crew member licenses and certificates are accepted in lieu of passport and visa provided the crew do not intend to leave the airport.

VISA

A transit visa to enter the transit area of an Estonian airport is required for citizens of the following countries:

Afghanistan, Bangladesh, Congo (Democratic Republic), Eritrea, Ethiopia, Ghana, Iran, Iraq, Nigeria, Pakistan, Somalia, Sri Lanka.

Airport transit visa is not required for:

- a. users of diplomatic or service passports issued by States referred to above;
- b. citizens of States referred to above or the users of travel documents issued by these States, having the living permit of one of the States of European Economic Area, Andorra, Japan, Canada, Monaco, San Marino, Switzerland or USA;
- c. aircraft crew members in case the State is a member of ICAO.

For entering Estonia visas are not required from the citizens of the following States:

Albania¹, Andorra, Antigua and Barbuda, Argentina, Australia, Austria, Bahamas, Barbados, Belgium, Bosnia and Herzegovina¹, Brazil, Brunei, Bulgaria, Canada, Chile, Costa Rica, Croatia, Cyprus, Czech Republic, Denmark, El Salvador, France, Finland, Germany, Greece, Guatemala, Honduras, Hong Kong, Hungary, Iceland, Ireland, Israel, Italy, Japan, Latvia, Liechtenstein, Lithuania, Luxembourg, Macao, Mazedonia¹, Malaysia, Malta, Mauritius, Mexico, Monaco, Montenegro, Netherlands, New Zealand, Nicaragua, Norway, Panama, Paraguay, Poland, Portugal, Romania, Saint Kitts and Nevis, San Marino, Serbia¹, Seychelles, Singapore, Slovakia, Slovenia, South Korea, Spain, Sweden, Switzerland, Taiwan², Uruguay, USA, the Vatican, Venezuela.

¹ Only for the biometrical passport holders.

² Passports issued by Taiwan shall include an identity card number.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

Vaccination against yellow fever is compulsory for passengers as well as for crew members leaving for the areas where there is a risk of yellow fever transmission.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

Civil Aviation Administration

**ESTONIA
NATIONAL REGULATIONS AND REQUIREMENTS**

Address: Lootsa 5
 Tallinn
 Estonia
 11415

Tel: +372 610 3500

Fax: +372 610 3501

E-Mail: ecaa@ecaa.ee

Internet: www.ecaa.ee

SCHEDULED FLIGHTS

Following requirements apply to international flights operated by foreign operators in Estonian air-space:

- The State of the operator must be party to the International Air Services Transit Agreement; or
- the State of the operator has concluded an air transport agreement with the Republic of Estonia; or
- the State of the operator is a member State of the EU.

The States parties to the International Air Services Transit Agreement are entitled to:

- a. fly across the territory of Estonia without landing;
- b. land on the territory of Estonia for non-commercial purposes.

Prior Information on Arrival

Air Operator carrying by air passengers from countries outside the EU to Estonia, shall, immediately after check-in, forward to the border guard of the destination airport the following information on the passengers:

- a. designation and number of travel document;
- b. citizenship;
- c. forename(s) and surname(s);
- d. personal identification code or, in absence thereof, date of birth;
- e. the frontier post of entry to or exit from Estonia;
- f. flight number;
- g. time of departure and arrival of the aircraft (date and time);
- h. total number of passengers;
- i. place of embarkation.

The air operator shall communicate the information in electronic form to the frontier post of the destination airport in Estonia:

- by enabling the border guard to access the data in the air operator’s server; or

ESTONIA
NATIONAL REGULATIONS AND REQUIREMENTS

– through web application.

NON-SCHEDULED FLIGHTS

No prior permission is required for aircraft registered in States which are parties to the Chicago Convention to make flights into or in transit over Estonian territory. Prior permission is, however, required for such flights with aircraft registered in States which are neither parties to the convention nor to a special agreement with Estonia. Application for permission should be made through diplomatic channels at least 48 hours (excluding Saturdays, Sundays and Estonian public holidays) before departure.

The application shall contain the following information:

- a. name, address and contact data of operator;
- b. nationality, type and registration marks of aircraft;
- c. maximum take-off weight (MTOW) of the aircraft;
- d. name of the pilot-in-command and the size of the crew;
- e. purpose and type (e.g. charter) of the flight;
- f. aerodrome of origin, route and aerodrome of destination;
- g. dates and times of the flight;
- h. points of entrance into and exit from Estonian airspace and the times when named points are passed;
- i. insurance documents done for the benefit of the crew, passengers, and third persons or their copies;
- j. sought period of validity of the flight permission;
- k. TCO authorization if applicable.

Permission is also required for charter flights operated by a foreign air carrier and taking up passengers and cargo from Estonia. Application shall include the above mentioned items and the following additional information:

- a. name, address and contact data of the customer that has ordered the flight;
- b. place of embarkation and disembarkation of passengers and/or cargo;
- c. number of passengers and/or nature and amount of freight to be loaded or unloaded;
- d. radio equipment and frequencies used (only in case operator is not Chicago Convention origin).

Application for permission to operate such flights with aircraft registered in States which are parties to the Chicago Convention should be submitted to the Estonian CAA at least 48 hours before departure via fax.

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For aircraft registered in States not parties to the Chicago Convention application should be made through diplomatic channels at least 48 hours (excluding Saturdays, Sundays and Estonian public holidays) before passing the boundary of Estonian territory.

No permission is required for taxi flights to/from Estonia which are operated according to the flight plan.

Application for permission relating to series of more than 4 passengers charter flights during 2 consecutive calendar month should be made by the following dates:

- a. for flights between 1 April and 31 October (summer period), by 15 January;
- b. for flights between 1 November and 31 March (winter period), by 15 September.

Prior information on arrival

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS

No prior permission is required for private flights operated into, in transit over or from Estonian territory by aircraft registered in States which are parties to the Chicago Convention.

Prior permission is, however, required for private flights of aircraft registered in States not parties to the convention. Application should be made through diplomatic channels at least 48 hours (excluding Saturdays, Sundays and Estonian public holidays) before passing the boundary of Estonian territory.

The application should contain the following information:

- a. name, address and contact data of operator;
- b. nationality, type and registration marks of aircraft;
- c. maximum take-off weight (MTOW) of the aircraft;
- d. name of the pilot-in-command and the size of the crew;
- e. purpose and type (e.g. charter) of the flight;
- f. aerodrome of origin, route and aerodrome of destination;
- g. dates and times of the flight;
- h. points of entrance into and exit from Estonian airspace and the times when named points are passed;
- i. insurance documents done for the benefit of the crew, passengers, and third persons or their copies;
- j. sought period of validity of the flight permission;
- k. radio equipment and frequencies;
- l. number of persons on board.

ESTONIA
NATIONAL REGULATIONS AND REQUIREMENTS**STATE AIRCRAFT FLIGHTS**

Permission for State aircraft flights shall be requested in accordance with established forms from the Ministry of Foreign Affairs at least 7 days in advance.

AIRPORT(S) OF ENTRY

Amari, Kardla, Kuressaare, Tallinn (Lennart Meri), Tartu.

First landing in and final departure from Estonian territory shall be made at a customs aerodrome, unless an exception has been granted in advance by the Estonian Tax and Customs Board and Estonian Police and Border Guard Board.

Aircraft flying directly from one EU Member State to another without a stop outside the EU customs territory or tax area, may use any aerodrome for their first landing or final departure, unless the provisions of Schengen Agreements dictate otherwise.

SPECIAL NOTICES**TRAFFIC TO/FROM STATES OUTSIDE THE EUROPEAN ECONOMIC AREA**

Third Country Operators (TCO) engaging in scheduled or non-scheduled commercial air transport operations into, within or out of a territory subject to the provisions of the treaty of the EU, must hold a safety authorization issued by the European Aviation Safety Agency (EASA) in accordance with Regulation (EU) No 452/2014.

This TCO authorization is not required for operators only overflying without a planned landing.

Applications for TCO authorization should be submitted to EASA at least 30 days before the intended starting date of operation.

For more information contact:

Internet: <http://easa.europa.eu/TCO>

GEORGIA
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT**

Required, unless international treaties to which Georgia is a party stipulate otherwise.

VISA

Required. Transit passengers through the territory of Georgia with one stopover can purchase a visa at Tbilisi airport.

Passengers carried through the territory of Georgia, in transit, are exempted provided:

- they are on a non-stop flight in transit across Georgian territory;
- they are citizens of a State with which Georgia has signed appropriate interstate agreements.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

A valid international certificate of vaccination against cholera, plague or yellow fever is required when arriving from quarantine disease infected countries.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

International flights of foreign aircraft in the airspace of Georgia shall be carried out on the basis of and in accordance with:

- a. International treaties on air service to which Georgia is a party;
- b. Special permissions for operating single flights issued by the Civil Aviation Agency of Georgia;
- c. Special permits for operating single flights obtained through the Ministry of Foreign Affairs of Georgia.

Permission is not required of scheduled or non-scheduled flights carried out in Georgian airspace without landing at airports of Georgia.

Applications shall be submitted to:

Georgian Civil Aviation Agency

Address: Tbilisi International Airport
Tbilisi
Georgia
0158

Tel: +995 32 236 40 51

Fax: +995 32 236 40 51

E-Mail: cds@gcaa.ge

AFTN: UGGGZDZX, UGGUPPXX

**GEORGIA
NATIONAL REGULATIONS AND REQUIREMENTS**

Sakaeronavigatsia Ltd.

Air Traffic Service/ACC

Address: Tbilisi Airport

Tbilisi

Georgia

0158

Tel: +995 32 274 42 55

+995 32 274 42 04

Fax: +995 32 274 43 34

E-Mail: atfm@airnav.ge

AFTN: UGGGZRZX

The application shall contain the following information:

- a. name of airline (3-letter ICAO designation), state of aircraft registration and address;
- b. type and modification of aircraft, revenue capacity and maximum take-off weight (MTOW);
- c. registration marks of a main and alternate aircraft as well as aircraft owner (operator or leaseholder);
- d. surname, name of pilot-in-command, number of crew members and their nationality;
- e. purpose of flight, probable organizations (persons) in Georgia interested in the forthcoming flight;
- f. category of flight (governmental, special charter, technical or others), rank or name of head of delegation (government flights);
- g. flight number, radiotelephone or radiotelegraphy aircraft call sign;
- h. aircraft load (number of passengers, weight of cargo and its nature);
 - i. date of flight and flight schedule (in UTC) with indication of points of commercial and technical landings, as well as the amount of fuel required at Georgian airports;
 - j. the airways, points and estimated time of entry into/leaving Georgian airspace;
- k. the name of an insurance Company, its address and the number of the insurance policy and the amount of the liability insurance to the passengers, baggage, cargo and third-party not being transported in the aircraft;
- l. form of payment of services and charges indicating payer's bank and account number.

SCHEDULED FLIGHTS

Operators of scheduled flights to airports of Georgia should submit Form R, in four copies, RPL in three copies, appropriate documents confirming their rights to conduct commercial operations not later than 15 days before the beginning of the flights.

GEORGIA
NATIONAL REGULATIONS AND REQUIREMENTS

The same procedure is applied if it is necessary to make changes to an already approved schedule.

A single change of a flight schedule should be made on the preliminary request of an airline addressed in Georgian, in English or in Russian and submitted to the Civil Aviation Agency of Georgia not later than five working days before the beginning of the flight.

NON-SCHEDULED FLIGHTS

Application for permission for a flight to an airports of Georgia should be submitted to the Civil Aviation Agency of Georgia, between 0500-1300 UTC daily, except Saturday, Sunday and holidays, not later than five working days before the date of the desired flight.

The Civil Aviation Agency of Georgia will issue a permission number which is valid until 24 hours after the date given in the application. Operators should insert the permission number in Item 18 of the FPL.

STATE AIRCRAFT FLIGHTS

Random flights of foreign aircraft connected with the conveyance of Heads of State and Governments and their delegations, Ministers of Foreign Affairs and Ministers of Defense as well as random flights foreign military aircraft require permission from the Ministry of Foreign Affairs of Georgia. Permission should be requested through diplomatic channels.

AIRPORT(S) OF ENTRY

Foreign civil aircraft landing in Georgia should make the first landing and the last departure at an airport open to international flights.

SPECIAL NOTICES**ESCORT CREW**

When it is necessary to carry out a flight to a domestic airport not open for international flights, the aircraft should make the first landing and last departure at an airport of entry. Additionally, such flights, excluding CIS aircraft, should be carried out with a Georgian escort crew (navigator) on board.

**HUNGARY
NATIONAL REGULATIONS AND REQUIREMENTS**

PASSPORT

Required.

VISA

Required, except from passengers in transit not leaving the transit area, or when stipulated otherwise by bilateral agreements between Hungary and contracting States.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

At present no vaccination certificate is required on arrival from passengers coming from any country.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

All flights into, from or over Hungary and landing within its territory shall be carried out in accordance with the provisions of law decree of the Chicago Convention.

All requests shall be submitted to the:

Ministry of National Developments, Civil Aviation Authority (CAA)

Address: P.O. Box 1
Budapest
Hungary
1440

Tel: +36 30 655 4103

Fax: +36 29 354 224

E-Mail: caa@nkh.gov.hu

SITA: BUDXTYF

AFS: LHBPYEXX

For flight operations at Budapest (Liszt Ferenc Intl) airport requests shall be sent to the:

Budapest Airport Pte. Ltd. Airside Operations Department Airport Operations Center

Tel: +361 296 7421

Fax: +361 296 6890

E-Mail: airport.ops@bud.hu

SITA: BUDOPXH

AFTN: LHBPYDYG

Public Hours: H24

HUNGARY
NATIONAL REGULATIONS AND REQUIREMENTS**Border Crossing**

In case of an aircraft is not qualified as an internal flight, opening of the temporary border crossing point application is requested except the aircraft departs from or arrives to an international aerodrome. In order to open a temporary border crossing point on aerodromes the aircraft operators should be provided the following informations to the commercial aerodrome:

- a. name of the applicant, home address or place of residence (for legal entities: name of the entity, address of principal place of business);
- b. the purpose of the flight (cargo/pass);
- c. type, nationality and registration mark of the aircraft;
- d. planned date and place of the arriving flight, point of departure and planned date and place of the departing flight and point of arrival.

The application to open the temporary border crossing point on aerodromes should be submitted at least 10 days in advance to the flight operations.

SCHEDULED FLIGHTS**General**

Unless international agreements or other regulations published below state otherwise, the schedule of international air services into Hungary departing outside the European Union (EU) and European Free Trade Association (EFTA), and air services departing from Hungary to a territory outside the EU or EFTA, are subject to approval of the CAA. For services not regulated by bilateral/comprehensive agreements the Director General of Civil Aviation may grant provisional permission at his discretion.

International scheduled air services departing from the territory of the EU or EFTA and landing in Hungary, and those departing from Hungary and landing in the EU or EFTA, unless operation crosses community border, shall be submitted for information purposes to the CAA.

No authorization is required for flights in transit across the territory of Hungary and for non-traffic landings, if the State in which the operating airline is registered is a Contracting Party to the International Air Services Transit Agreement.

Procedures for Approval**General**

In case the flights are going to be operated on code share basis, the application shall include flight numbers of code share partners (marketing carriers). If the marketing carrier is also a third country operator request of each carrier have to submitted separately to the CAA 30 days before the operation.

Air Carrier from EU or EFTA Member State

The schedules of international air transport services carried out to/from Hungarian aerodromes from/to EU or EFTA member States shall be submitted for information purposes at least 15 days prior to the intended date of operation to the CAA.

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The notification shall include the following documents and data:

- a. valid operating licence and air operator certificate;
- b. air carrier security program;
- c. insurance certificate;
- d. timetable shall include the following data:
 1. ICAO 3-letter designator code of the aircraft operator, flight number, type of aircraft, seating capacity;
 2. date, estimated time and airport of departure to Hungary;
 3. date, estimated time and airport of arrival/departure at/from Hungary;
 4. date, estimated time and following airport of destination;
 5. requested period of validity.

Any request for additional flights or ad hoc flights to the confirmed schedule changes shall be notified to the CAA at least 5 days prior to the effect of modification.

Air Carrier Operator from a Third Country

Air carrier from non-EU or non-EFTA member States may carry out flights to/from the territory of Hungary provided that the operation of the scheduled flights has been authorized in accordance with a bilateral or a multilateral agreement negotiated between Hungary and the relevant States.

Request for permission for the operation shall be submitted to the CAA. The applications shall be submitted at least 45 days before beginning the operation in case of first application, other subsequent applications shall be submitted at least 30 days before every operational seasons and shall include:

- a. name, address and ownership of air carrier;
- b. valid operating licence and air operator certificate;
- c. copy of designation issued by the State;
- d. aircraft list including airworthiness and noise certificate;
- e. valid insurance certificate;
- f. air carrier security program;
- g. timetable shall include the same data as for air carrier from EU or EFTA member States mentioned above.

Any request that concerns the approved operation shall be notified to CAA at least 10 days prior to the effect of such modification.

HUNGARY
NATIONAL REGULATIONS AND REQUIREMENTS**NON-SCHEDULED FLIGHTS****Non-commercial Flights**

Non-commercial flights (transit and non-traffic stops) are subject to prior permission of the CAA in the case that the aircraft is registered in a State which is not a contracting party to the Chicago Convention or no bilateral Air Services Agreement has been signed between this State and Hungary.

Application for such flight operations shall be submitted at least 5 days prior to the planned departure to the CAA.

The application shall include the following information:

- a. name and address of operator of the aircraft;
- b. type and registration sign of the aircraft;
- c. route and date of flight;
- d. aerodrome of departure and destination, intermediate landing, if any;
- e. planned times of departures and arrivals;
- f. evidence of insurance for liabilities as carrier of passengers and freight, as well as data of valid insurance covering damage liability to third parties on the ground;
- g. purpose of flight, number of passengers and/or designation and amount of cargo.

Conditions for Permission of Flights for Foreign Aircraft with limited Airworthiness

All foreign aircraft, except aircraft with a limited certificate of airworthiness or permit to fly issued by the aviation authority of EU member States, must obtain permission for entering and/or flight activities within the Hungarian airspace.

The application must be submitted by the operator at least 5 days before aircraft enters Hungarian airspace to the CAA with following information:

- a. purpose of flight;
- b. intended destination aerodrome (if any);
- c. expected route through the Hungarian airspace.

The application for permission shall be substantiated by copies of the following documents:

- a. certificate of registration;
- b. airworthiness certificate including established operational limitations (if issued);
- c. permit to fly including the conditions (if issued);
- d. proof of annual inspection (if issued);
- e. differences from the ICAO Annex 6 and 8;
- f. noise certificate (if issued);
- g. proof of third-party liability insurance;

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- h. air operator certificate or equivalent, if any;
- i. congruence RVSM, B-RNAV, Mode-S, ATC, ACAS II, FM immunity;
- j. licence of pilot-in-command.

The permission may be issued with time and/or any other operational restrictions.

Commercial Flights

Commercial flights operated by air carriers authorized by the aeronautical authority of any of the contracting States to the multilateral agreement on commercial rights of non-scheduled air services in Europe may enter and freely land and take-off at the international airport and customs aerodromes for one of the following purposes:

- a. flights for the purpose of meeting humanitarian or emergency needs;
- b. taxi-class passenger flights of occasional character with a seating capacity of not more than 6 passengers and provided that the destination is chosen by the hirer or hirers and no part of the capacity of the aircraft is resold to the public;
- c. flights on which the entire space is hired by a single person (individual, firm, corporation or institution) for the carriage of his or its staff or merchandise, provided that no part of such space is resold;
- d. single flights, no operator or group of operators being entitled under this sub-paragraph to more than 1 flight per month between the same 2 traffic centers for all aircraft available to him;
- e. flights for the transport of freight exclusively;
- f. flights for the transport of passengers between regions which have to reasonable direct connection by scheduled air services.

For flight operations according to a. and b. above, the information contained in the flight plan filled for the ATS purposes is accepted as adequate advance notification, however in case of landing and take-off at Budapest (Liszt Ferenc Intl) airport the flight plan shall be sent via AFTN to the Budapest Airport Pte. Ltd. Airside Operations Department Airport Operations Center.

For flight operations according to c. to f. above, planned to land/or take off at Budapest (Liszt Ferenc Intl) airport a notification shall be sent at least 3 days prior to departure to the Budapest Airport Pte. Ltd. Airside Operations Department Airport Operations Center with the following data:

- a. name of operator of the aircraft;
- b. type and registration sign of the aircraft;
- c. aerodrome of departure and destination;
- d. planned times of departures and arrivals;
- e. route of the flight;
- f. purpose of flight, number of passengers and/or designation and amount of cargo.

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NATIONAL REGULATIONS AND REQUIREMENTS**

Unless a bilateral agreement on air services between Hungary and the State of the registry of the operators renders it otherwise or the planned flight operation does not come under the ruling of the multilateral agreement on commercial rights of non-scheduled air services in Europe prior authorization from the CAA shall be obtained as follows:

- If an operator intends to perform an individual, international flight or from/to the same State within not more than 3 months period 4 successive non-scheduled flights for commercial purposes to/from Hungarian aerodromes, it shall apply to the CAA not less than 3 days prior to the planned departure.
- If a licensed air carrier intends to carry out any additional flights to one of the already approved scheduled air services to/from Hungarian aerodromes, or to effect a change of type of the aircraft to a larger capacity version for commercial reasons, it shall apply to the CAA not less than 3 days prior to the planned departure.
- The application for a series of more than 4 non-scheduled flights from/to the same State, for commercial purposes landing or taking-off at Hungarian aerodromes shall be received by the CAA at least 10 working days prior to the first intended time of operations.

All applications shall include the following information:

- a. name and address of operator of the aircraft;
- b. type and registration sign of the aircraft;
- c. route and date of flight;
- d. aerodrome of departure and destination, intermediate landing, if any;
- e. planned times of departures and arrivals;
- f. evidence of insurance for liabilities as carrier of passengers and freight, as well as data of valid insurance covering damage liability to third parties on the ground;
- g. purpose of flight, number of passengers and/or designation and amount of cargo;
- h. name and address of the charterer and a copy of the charter agreement (or the indication of the charter fee).

It is expected from the airline operators to provide the CAA with evidence of validation of the air carrier security program by their respective authority.

PRIVATE FLIGHTS

Private flights landing at or departing from international aerodromes as well as transit flights across Hungarian airspace with foreign civil aircraft registered in a State being a contracting party to the Chicago Convention may be made without prior permission.

In such cases the prior notification described under Border Crossing is necessary. The provision of the customs, security, police and immigration services shall be requested by the operator of the aerodrome.

HUNGARY
NATIONAL REGULATIONS AND REQUIREMENTS**DANGEROUS GOODS FLIGHTS**

The application must be obtained 5 days prior to operating the flight to or from a Hungarian airport or through Hungarian airspace. The operator must provide following details:

- a. name and address of operator of the aircraft;
- b. type and registration sign of the aircraft;
- c. the route and date of flight;
- d. aerodrome of departure and destination, intermediate landing if any;
- e. the planned time of departures and arrivals;
- f. evidence of insurance for liabilities as carrier of passengers and freight, as well as data of valid insurance covering damage liability to third parties on the ground;
- g. purpose of flight, number of passengers and/or designation and amount of cargo;
- h. name and address of the charterer;
- i. copy of shipper's declaration; and/or
- j. end user certificate;
- k. purpose of the use of optical devices within the Hungarian territory.

STATE OR MILITARY AIRCRAFT FLIGHTS

Operations of foreign State aircraft (in use or disposal of a military, police or customs organization) as well as of inter-governmental agency within the territory of Hungary - with the exception of NATO and EU member States - are subject to approval by the Ministry of Foreign Affairs and Trade and the CAA.

- Single flight clearance: Application shall be submitted at least 15 days prior entry to the Hungarian airspace via diplomatic channel to the Ministry of Foreign Affairs and Trade of Hungary.
- Multiple flight (annual) clearance: Application shall be submitted to the Ministry of Foreign Affairs and Trade of Hungary at least 90 days prior the first entry to the Hungarian airspace via diplomatic channels.
- Carrying weapons, ammunition, ECM or optical equipment or other dangerous goods: Use of the Hungarian airspace by foreign State aircraft can be executed solely on the basis of single entry clearance.

Approval or rejection will be issued to the applicant via the Ministry of Foreign Affairs and Trade with the consent of the CAA.

State aircraft of NATO and EU member States may operate based on the submitted flight plan.

The application shall contain the following information:

- a. type, nationality and registration sign of the aircraft;
- b. the name of the operator of the aircraft;
- c. place of departure, planned route of flight, destination aerodrome;

**HUNGARY
NATIONAL REGULATIONS AND REQUIREMENTS**

- d. date and time of departure and arrival and estimated time of arrival at the State boundaries;
- e. time of departure of the return flight (in case of Hungarian aerodrome);
- f. purpose of flight and number of persons on board, type of cargo (dangerous goods, ECM or optical equipment);
- g. liability insurance valid for Hungary as well as information relating to valid insurance covering damage liability to third parties on the ground;
- h. demand for ground handling on the aerodrome.

State aircraft operator provide the authority with evidence of validation of its security program, if applicable.

State flights with arrival/departure aerodrome Budapest (Liszt Ferenc Intl) airport also have to be coordinated in advance with the Airside Operations Department.

SCHEDULE AND AIRPORT COORDINATION**SCHEDULED FLIGHTS**

Budapest (Liszt Ferenc Intl) airport is designated as schedules facilitated. Contact details of Airport Coordination:

HungaroControl Pte. Ltd.Co.

Address: Airport Coordination
P.O. Box 80
Budapest
Hungary
1675

Tel: +361 293 4050

E-Mail: budcoord@hungarocontrol.hu

Public Hours: Weekdays 0600-1600 (0500-1500)

Weekends and public holidays 0600-1400 (0500-1300)

Any changes to the agreed timetables shall be checked with Airport Coordination. Planned timings for ad-hoc flights shall be submitted at least 1 day prior to the planned operations to airport coordination. Schedule changes due to operational reasons and ad-hoc requests on the day of operations are handled by the:

Airport Operations Department

E-Mail: airport.ops@bud.hu

SITA: BUDOPXH

Further information on the scheduling process, capacity limits and other parameters can be found on the website of Airport Coordination.

HUNGARY
NATIONAL REGULATIONS AND REQUIREMENTS**NON-SCHEDULED FLIGHTS**

All departure and arrival times of the non-scheduled flights at Budapest (Liszt Ferenc Intl) airport shall previously be coordinated with the Airport Coordination.

The prior permission for the flight operation issued by the CAA does not release the operator from its obligation to coordinate the data of the planned operations with the aerodrome.

In the case when a flight operation may be carried out without prior permission of the CAA, based on the flight plan submitted for the purposes of ATS, when landing and take-off is planned at Budapest (Liszt Ferenc Intl) airport, the flight plan message shall be addressed also to the Budapest Airport Pte. Ltd. Airside Operations Department Airport Operations Center via AFTN.

CIVIL USE OF MILITARY AIR BASES

The use of military aerodromes by other than State registered aircraft may be made solely with prior permission of the:

Hungarian Defence Forces Joint Forces Command (HDF JFC)

Address: P.O. Box 151
Szekesfehervar
Hungary
8001

Tel: +36 22 542 820

Fax: +36 22 542 836

E-Mail: airliftcell@mil.hu

Prior permission request shall be submitted at least 7 days prior the planned day of landing. The request must contain the following data:

- a. aircraft type, registration, call sign;
- b. date of the flight;
- c. planned landing and departure time;
- d. purpose of the flight.

For application forms, visit the homepage of the:

National Transport Authority

Internet: www.nkh.gov.hu/web/legugyi-hivatal/berepulesi-engedelyek

The copy of the obtained permission should be sent to the Civil Aviation Authority (CAA).

AIRPORT(S) OF ENTRY

Bekescsaba, Budapest (Liszt Ferenc Intl), Debrecen, Gyor-Per, Heviz (Balaton), Pecs (Pogany).

**HUNGARY
NATIONAL REGULATIONS AND REQUIREMENTS****SPECIAL NOTICES****TRAFFIC TO/FROM STATES OUTSIDE THE EUROPEAN ECONOMIC AREA**

Third Country Operators (TCO) engaging in scheduled or non-scheduled commercial air transportation into, within or out of a territory subject to the provisions of the Treaty of the European Union, must hold a safety authorization issued by the European Aviation Safety Agency (EASA) in accordance with Regulation (EU) No 452/2014.

This TCO authorization is not required for operators only overflying without a planned landing.

Applications for TCO authorization should be submitted to EASA at least 30 days before the intended starting date of operation.

For more information contact:

EASA

Internet: <http://easa.europa.eu/TCO>

**KAZAKHSTAN
NATIONAL REGULATIONS AND REQUIREMENTS****PASSPORT & VISA**

Required.

Transit passengers are exempted from holding a visa, if they are in possession of documents giving the right to enter the country of destination and of air tickets with confirmed date of departure within 24 hours.

Crew members of foreign aircraft arriving and/or departing from the Republic of Kazakhstan shall be in possession of valid national passports with Kazakhstan visas, unless bilateral agreements stipulate otherwise.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

Every passenger arriving in the Republic of Kazakhstan from quarantine disease infected countries (cholera, plague and yellow fever) shall present an international certificate of vaccination in accordance with WHO standards.

AIRCRAFT ENTRY REQUIREMENTS**SCHEDULED FLIGHTS**

All applications shall be submitted daily from 0200 until 1400 UTC except SAT, SUN and HOL.

Main Center for Air Traffic Flow Management (MC ATFM)

Tel: +7 717 270 4336

E-Mail: ala-perm@ans.kz

AFTN: UAAKZDZR

Scheduled air traffic is governed by international and bilateral or multilateral air agreements and requires special permission.

All regular flights in the airspace of the Republic of Kazakhstan shall be made in accordance with flight schedules, which must be submitted in 4 copies of the form "R" to the CCA RK and the MC ATFM no later than 30 days prior to the flight and to be approved by CCA RK.

Any changes to submitted schedule for regular flights shall be send in Russian or English language not later than 10 days prior to flight operation to the MC ATFM.

List of documentation to obtain a permission for regular flights performing with a stopover (arrival/ departure) at the airports of the Republic of Kazakhstan is as following:

- a. air operator certificate (for foreign, CIS and national operators);
- b. annex to the operator's certificate (for CIS and national operators);
- c. aircraft registration certificate (for foreign, CIS and national operators);
- d. aircraft airworthiness certificate (for foreign, CIS and national operators);
- e. civil liability insurance to third parties and passengers;

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- f. aircraft insurance certificate (for CIS and national operators);
- g. crew insurance license (for CIS and national operators);
- h. "R" form signed by head of airline;
- i. repetitive flight plan according to ICAO DOC 4444;
- j. slot times coordinated with destinations of the Republic of Kazakhstan.

List of documentation to obtain a permission for regular transit flights:

- a. airline operator license (for all foreign operators);
- b. annex to the operator's certificate (for operators of CIS countries only);
- c. certificate of aircraft's registration (for operators of CIS countries only);
- d. airworthiness certificate (for operators of CIS countries only);
- e. civil liability insurance to third parties and passengers (for all foreign operators);
- f. repetitive flight plan according ICAO DOC 4444.

Permission for international non-scheduled flights is issued free of charge.

NON-SCHEDULED FLIGHTS

Non-scheduled flights with landing in Kazakhstan

All applications shall be submitted daily from 0200 until 1400 UTC except SAT, SUN and HOL in english or russian language to:

Civil Aviation Committee

Tel: +7 7172 290 870

Fax: +7 7172 773 594

E-Mail: [cdskga@mid.gov.kz](mailto:cdukska@mid.gov.kz)

AFTN: UACDZXZA

Applications for operating non-scheduled flights with landings at the airports of the Republic of Kazakhstan shall be obtained from foreign state aviation administration or from civil aircraft operators, or from their authorized representatives within the following dates:

- for non-scheduled flights in view of rendering assistance - no later than 1 working day prior to operating a flight;
- for conducting a series of several interrelated non-scheduled flights (four and more than four flights) - no later than 5 working days prior to operating the first flight;
- for the remaining kinds of non-scheduled flights - no later than 3 working days prior to operating a flight.

A permissions for non-scheduled flights connected with the commercial transportation of a group of passengers that is formed on the territory of the Republic of Kazakhstan, shall not be issued to foreign air operators except for:

**KAZAKHSTAN
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- transportation of officials of the Republic of Kazakhstan;
- rendering of medical assistance;
- private or business flight;
- flights stipulated by bilateral agreements between the aviation authorities of the Republic of Kazakhstan and the aviation authorities of a foreign state;
- inability of flight operation by Kazakhstani air carriers;
- flights to states, where airlines of the Republic of Kazakhstan are prohibited to operate.

List of documents required for foreign operators for granting permissions for operating non-scheduled flights with landings at the airports of the Republic of Kazakhstan:

- a. air operator certificate;
- b. operations specification;
- c. aircraft registration certificate;
- d. aircraft airworthiness certificate;
- e. civil-legal responsibility insurance before third parties and passengers;
- f. copy of cargo air way-bill (shall be submitted when requested by the Civil Aviation Committee);
- g. when submitting an application for operating a non-scheduled flight with dangerous cargo on board, the list of which with the indication of UN classification is defined in “Technical Instructions for the Safe Transport of Dangerous Goods by Air” ICAO publication DOC 9284, the operator additionally submits copies of the following documents:
 - air operator certificate which entitles to perform activities related to the air transportation of dangerous cargo;
 - consignor’s or air operator’s letter of guarantee on the conformance of packaging and marking of cargo with established ICAO standards and recommended practices.
- h. for tourist charter flights of foreign civil aircraft operators for transportation of the residents of the Republic of Kazakhstan shall be submitted copies of the following additional documents:
 - tour operation license of the Kazakhstani flight freighter noted in the application;
 - written guarantee of commitment to carry out the return transportation of passengers according to ticket forms containing the foreign operator’s relevant requisites.

Application for operating a non-scheduled flight with landings at the airports of the Republic of Kazakhstan on a civil aircraft owned by a foreign operator should contain the following data:

- a. full name and complete postal address of airline, phone/fax number, e-mail (if any);
- b. ICAO designator and flight number;
- c. aircraft type, registration number, MTOW, call-sign, and State of registry;

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- d. purpose of flight (business, corporate, medical, cargo, passenger, touristic, empty, technical overflight, etc);
- e. number and category of passengers/cargo;
- f. place of embarkation/disembarkation of passengers and cargo;
- g. date, entire route and flight schedule (UTC) with indication of airways en-route, entry/exit boundary points to/from the airspace of the Republic of Kazakhstan;
- h. consignor (full name, address, phone/fax number);
- i. consignee (full name, address, phone/fax number);
- j. type of navigation and communication equipment;
- k. availability of dangerous goods, armed forces personnel, weapon, ammunition and photo/video equipment;
 - l. method of payment, full name and complete postal address of a payer, phone/fax number, e-mail (if any);
- m. authorized signature, phone number.

Non-scheduled flights without landing in Kazakhstan

Non-scheduled international flights of foreign air operators in the airspace of the Republic of Kazakhstan without landings on the territory of the Republic of Kazakhstan are carried out on filing advance notification and a flight plan (FPL) to Air Traffic Control Unit.

Notification shall be sent at least 1 day before the flight to the air navigation organization through the following channels:

Civil Aviation Committee

Tel: +7 (7172) 704345
+7 (7172) 704278
+7 (7172) 704349
+7 (7172) 704318
Fax: +7 (7172) 704267
E-Mail: caf@ans.kz
mc@ans.kz
AFS: UAAKQFNS
UAAKZDZK

Advance notification shall contain the following information:

- a. full name and complete postal address of airline/air operator and contact details;
- b. ICAO designator and flight number;
- c. aircraft type and registration number;
- d. MTOW;

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- e. state of registry;
- f. purpose of flight;
- g. date, entire route and flight schedule (UTC) with indication of airways route on the territory of the Republic of Kazakhstan, entry/exit boundary points to/from the airspace of the Republic of Kazakhstan;
- h. availability of dangerous goods on board, armed forces personnel, weapon, ammunition, as well as dual-use products;
- i. implied method of payment for air navigation service.

Non-scheduled flights without landings in Kazakhstan of Non-ICAO Member States

Application for operating non-scheduled flights without landings at the airports of the Republic of Kazakhstan for air operators registered in states that are not members of the International Civil Aviation Organization (ICAO) should contain the following data:

- a. full name and complete postal address of airline, phone/fax number, e-mail (if any);
- b. ICAO designator and flight number;
- c. aircraft type, registration number, MTOW, call-sign, and State of registry;
- d. purpose of flight (business, corporate, medical, cargo, passenger, touristic, empty, technical overflight, etc);
- e. number and category of passengers/cargo;
- f. place of embarkation/disembarkation of passengers and cargo;
- g. date, entire route and flight schedule (UTC) with indication of airways en-route, entry/exit boundary points to/from the airspace of the Republic of Kazakhstan;
- h. consignor (full name, address, phone/fax number);
 - i. consignee (full name, address, phone/fax number);
 - j. type of navigation and communication equipment;
- k. availability of dangerous goods, armed forces personnel, weapon, ammunition and photo/video equipment;
 - l. method of payment, full name and complete postal address of a payer, phone/fax number, e-mail (if any);
- m. authorized signature, phone number.

The list of documents needed to obtain approvals for non-scheduled flights without landings in Kazakhstan for air operators registered in states that are not members of the International Civil Aviation Organization (ICAO):

- a. air operator certificate;
- b. aircraft registration certificate;

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- c. civil-legal responsibility insurance before third parties and passengers;
- d. aircraft airworthiness certificate.

DANGEROUS GOODS FLIGHTS

Non-scheduled international flights of foreign air operators without landings on the territory of the Republic of Kazakhstan transporting dangerous goods on board to which approval is required under Special Provision A1, A2, A201 of Technical Instructions for the Safe Transport of Dangerous Goods by Air (DOC 9284) or other State exemptions or approvals, can operate only with approval or exemption of the Civil Aviation Committee. Application for approval or exemption shall be sent 10 working days before the proposed flight to e-mail:

dangerousgoods@mid.gov.kz

STATE OR MILITARY AIRCRAFT FLIGHTS

The Ministry of Foreign Affairs grants diplomatic permission for the following flights operating within the airspace of the Republic of Kazakhstan:

- a. foreign State and experimental flights;
- b. foreign civil aircraft transporting officials of foreign States;
- c. foreign aircraft transporting military commands, arms and defence technique.

Requests for diplomatic permission are to be issued through diplomatic channels.

AIRPORT(S) OF ENTRY

Aktau, Aktobe, Almaty, Astana (Nursultan Nazarbayev Intl), Atyrau, Karaganda, Kokshetau, Kostanay (Narimanovka), Kyzylorda, Petropavlovsk, Semey, Shymkent, Taraz (Aulie-Ata), Uralsk, Ust-Kamenogorsk, Zhezkazgan.

SPECIAL NOTICES

National airports of the Republic of Kazakhstan and aerodromes not indicated as international or designated for receiving aircraft from CIS countries only, do not provide ATS, MET and ground services in English. Therefore, international flights with landings at these airports shall be made only in association with a person having a valid pilot or navigator certificate issued by the Civil Aviation Committee of the Republic of Kazakhstan.

**KYRGYZSTAN
NATIONAL REGULATIONS AND REQUIREMENTS**

PASSPORT & VISA

Required.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

The international flights of aircraft in the airspace of the Kyrgyz Republic shall be carried out only on the basis of issued permissions in accordance with conditions indicated in:

- a. the international treaties of the Kyrgyz Republic including the agreements of aviation authorities;
- b. permission to operate single flights granted by Main Center of Air Traffic Management (MC ATM) of the Kyrgyz Republic;
- c. approvals of carrying out single flights legalized through the Ministry of Foreign Affairs of the Kyrgyz Republic.

The Civil Aviation Agency of the Kyrgyz Republic (CAA of KR) attached to the Ministry of Transport and Communications of the Kyrgyz Republic

Address: 1, Ajbek Batyr Street
 Bishkek
 Kyrgyz Republic
 720044

Tel: +996 (312) 251619
 +996 (312) 251620

Fax: +996 (312) 251619
 +996 (312) 251620

E-Mail: mail@caa.kg

Internet: www.caa.kg

AFTN: UCFMAYYX

Ministry of Foreign Affairs of the Kyrgyz Republic

Address: 57, Bulvar Erkindik Street
 Bishkek
 Kyrgyz Republic
 720040

Tel: +996 (312) 620545

Fax: +996 (312) 660501

E-Mail: gendep@mfa.gov.kg

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Internet: www.mfa.kg
Main Center of Air Traffic Management (MC ATM)
Fax: +996 (312) 393573
E-Mail: atfmu@kan.kg
AFTN: UCFMZDZX, UCFMZDCS

SCHEDULED FLIGHTS

Scheduled flights with landing at the aerodromes in the airspace of the Kyrgyz Republic, carried out on the basis of international agreements of the Kyrgyz Republic or bilateral agreements, shall be operated in accordance with the flight schedule, the draft of which shall be submitted in Form 'R' for approval to CAA, MC ATM and the commercial service of the aerodrome of landing.

The document list should include the following:

- a. authorization to operate on the requested routes (on flights operated with landings at airports of the Kyrgyz Republic);
- b. agreement (commercial agreement) between air carrier and the Kyrgyz Republic (on flights operated with landings at airports in Kyrgyz Republic);
- c. operator's license;
- d. airworthiness certificate;
- e. registration certificate;
- f. passenger insurance;
- g. third-party liability insurance to include liability limit, name of insurance company and address and the insurance policy number;
- h. aircraft insurance certificate;
 - i. crew insurance license;
 - j. 4 copies of Form 'R' approved by CAA;
- k. coordinated slots with arrival airports (on flights operated with landings at airports of the Kyrgyz Republic);
 - l. all postal and AFTN addresses, bank requisites, phone and fax numbers of the air carrier.

Form 'R' shall be filled in Russian or English and submitted no later than 45 days before the beginning of flights by a carrier to CAA, MC ATM and to the commercial services of the aerodrome of landing.

In case of postponing of flight operation or in case of cancellation of flights the carrier shall inform MC ATM.

All permanent changes to an approved schedule should be submitted in 4 copies of Form 'R' to the CAA not later than 10 days before the beginning of planned flights.

Single changes of the approved flight schedule of

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NATIONAL REGULATIONS AND REQUIREMENTS**

- a. aircraft type;
- b. aircraft (flight) identification index;
- c. departure aerodrome, destination aerodrome and intermediate landings;
- d. flight route unless stipulated earlier by a bilateral agreement

shall be submitted to the MC ATM not later than 3 days before the beginning of flight operation.

In case of changes concerning the time in the flight schedule a new flight schedule shall be submitted 3 days beforehand on the official form to MC ATM via AFTN, fax or e-mail.

When it deemed necessary to make changes due to aircraft type replacement because of meteorological conditions or technical reasons, the airline must officially request CAA and MC ATM for permission to carry out flights with indicated changes.

SINGLE (CHARTER) FLIGHTS

A request to operate a single (charter) flight by operators of a State which has concluded an international agreement with Kyrgyz Republic shall be submitted not later than 3 working days prior to flight to MC ATM. Request can be submitted in English or Russian language. The issued permission is valid for 72 hours.

A foreign airline should submit the following information to MC ATM of the Kyrgyz Republic in order to obtain the permission:

- a. name of aircraft operator;
- b. aircraft type and its registration mark;
- c. date and time of arrival and departure at/from the given airport;
- d. point or the points of embarkation/disembarkation of passengers and (or) loading/unloading of cargo abroad;
- e. purposes of flight, the number of passengers and (or) the kind and number of cargo;
- f. name, address and kind of activity of a charterer, if any;
- g. documents on insurance or other provision of liability for injury to third parties and other aircraft.

The air traffic information (ALP, RCF, FPL, DLA, CHG, CHL, DEP, ARR, CPL and others) should be submitted via AFTN to UCFMZDZX and also to ATS centers and APP of landing aerodrome:

Bishkek ACC	UCFMZRZX
ARO "Manas"	UCFMZTZX
Osh ACC	UCFOZRZX
ARO "Osh"	UCFOZTZX
ARO "Issyk-Kul"	UCFLZTZX
ARO "Karakol"	UCFPZTZX

**KYRGYZSTAN
NATIONAL REGULATIONS AND REQUIREMENTS****STATE OR MILITARY AIRCRAFT FLIGHTS**

Application for operating a single (charter) flight of foreign aircraft connected with the conveyance of foreign Heads of State, governments and delegations headed by them, Ministers of Foreign Affairs and Ministers of Defense, shall be submitted to CAA and MC ATM, through the Ministry of Foreign Affairs of the Kyrgyz Republic.

EMERGENCY FLIGHTS

Emergency flights (medical, search and rescue) can be carried out without prior request, but with the mandatory coordination with MC ATM via the following communication channels:

MC ATM

Tel: +996 (312) 393552
+996 (312) 393947
+996 (312) 393038
Fax: +996 (312) 393573
E-Mail: atfmu@kan.kg
AFTN: UCFMZDZX, UCFMZDZW, UCFMZXX

AIRPORT(S) OF ENTRY

Bishkek (Manas), Issyk-Kul, Osh.

SPECIAL NOTICES**ESCORT SERVICE**

International flights of foreign aircraft to domestic airports should be provided with escort service of a civilian pilot or navigator of Kyrgyzstan citizenship.

FLIGHT PLANS

The Approval Number issued by MC ATM is to be entered in Item 18 of the FPL.

LATVIA
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT**

Required.

VISA

Required. For more information refer to:

Ministry of Foreign Affairs

Internet: www.mfa.gov.lv/en/consular-information

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

Vaccinations are not required when entering Latvia. The Center for Disease Prevention and Control (CDPC) of Latvia shall be contacted on specific issues, if travelling from or transiting via areas confronting public health issues (epidemics, outbreaks of diseases, etc):

CDPC

Tel: +371 67501 590

Fax: +371 67501 591

E-Mail: info@spkc.gov.lv

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

Ministry of Transport

Address: Aviation Department

Gogola iela 3

Riga

Latvia

LV-1743

Tel: +371 67028 209

Fax: +371 67028 219

E-Mail: aviation@sam.gov.lv

Internet: www.sam.gov.lv

Civil Aviation Agency (CAA)

Address: Airport Riga, Biroju iela 10

Marupes novads

Latvia

1053

Tel: +371 67830 936

LATVIA
NATIONAL REGULATIONS AND REQUIREMENTS

Fax: +371 67830 967
E-Mail: caa@caa.gov.lv
Internet: www.caa.lv

SCHEDULED FLIGHTS

Regular international flights operated by foreign airlines are governed by bilateral or multilateral agreements to which the State of the airline and the Republic of Latvia are contracting parties, and must have a permit to operate into the Republic of Latvia.

Applications for such permits shall be submitted to the Aviation Department of the Ministry of Transport and the CAA.

Applications for permits to operate in transit across Republic of Latvia are not required.

NON-SCHEDULED FLIGHTS

Charter flights may only be operated from and to the Republic of Latvia when permission has been granted by the Aviation Department of the Ministry of Transport of the Republic of Latvia.

No permission is required for:

- a. transit flights without landing or making stops in the territory of the Republic of Latvia for non-traffic purposes;
- b. flights in connection with an emergency situation;
- c. taxi flights - irregular commercial passenger flights with an aircraft foreseen to not exceed a capacity of 10 passengers and a weight capability not exceeding 5700kg.

Applications shall be submitted to the Aviation Department of the Ministry of Transport within the following time limits, as stated in regulations of the commercial flights:

- a. 3 working days prior to the beginning of the single flight or a short series of flights (not more than four flights within two consecutive months);
- b. 45 working days prior to the beginning of the flight or series of flights (more than four flights within two consecutive months).

Application for passenger charter flights shall be made by the aircraft operating agency actually performing the transport and contain the following:

- a. name, address, telephone and registration of the aircraft operator;
- b. type, nationality and registration of the aircraft;
- c. name, address, telephone and telefax numbers of the charterer;
- d. routing;
- e. airports where passengers and/or freight are embarked/disembarked;
- f. purpose of the flight (category of charter flight, number of passengers and/or nature and quantity of freight);
- g. copy of the aircraft registration certificate;

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- h. copy of the charter contract;
- i. copies of the necessary insurance policies;
- j. flight number.

PRIVATE FLIGHTS

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft.

STATE OR MILITARY AIRCRAFT FLIGHTS

Prior permission is required for flights of foreign State or military aircraft into or in transit over Latvian territory. Application for permission shall be submitted at least 3 working days before the date of the flight to:

Ministry of Foreign Affairs of the Republic of Latvia

Address: Diplomatic Corps Division
 Brivibas iela 36
 Riga
 Latvia
 LV-1395

Tel: +371 67016 225

Fax: +371 67211 668
 +371 67828 121

The application shall contain the following information:

- a. nationality, registration marks and type of aircraft;
- b. name and address of operator;
- c. flight number;
- d. aerodrome and ETD;
- e. date and estimated time (UTC) of entry into Latvian airspace;
- f. route of flight (within Latvian airspace);
- g. destination aerodrome and ETA.

Return flight:

- a. flight number;
- b. aerodrome and ETD;
- c. route of flight (within Latvian airspace);
- d. destination aerodrome and ETA.

General data:

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- a. purpose of flight;
- b. number of persons and/or amount of freight to be loaded or unloaded.

AIRPORT(S) OF ENTRY

Aircraft flying into or departing from Latvian territory from/to non-Schengen States shall make their first landing at, or their final departure from an aerodrome at which a border crossing point is established.

Aircraft landing in or departing from Latvian territory to/from abroad within Schengen zone can make their initial landing at, or final departure from any aerodrome.

SPECIAL NOTICES**TRAFFIC TO/FROM STATES OUTSIDE THE EUROPEAN ECONOMIC AREA**

Third Country Operators (TCO) engaging in scheduled or non-scheduled commercial air transport operations into, within or out of a territory subject to the provisions of the treaty of the EU, must hold a safety authorization issued by the European Aviation Safety Agency (EASA) in accordance with Regulation (EU) No 452/2014.

This TCO authorization is not required for operators only overflying without a planned landing.

Applications for TCO authorization should be submitted to EASA at least 30 days before the intended starting date of operation.

For more information contact:

Internet: <http://easa.europa.eu/TCO>

**LITHUANIA
NATIONAL REGULATIONS AND REQUIREMENTS**

PASSPORT

Required.

VISA

Required, except from citizens of Schengen Area or holders of a Schengen Area Visa.

NOTE: All passengers who arrive with Israel document - "TRAVEL DOCUMENT IN LIEU NATIONAL PASSPORT" to or departing from Lithuania have to had Schengen Area visa or special order for living in this area.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

Arriving passengers coming from areas contaminated by very dangerous contagious disease in the incubation period, or who have contacted such a disease, must have their health checked.

After receiving information about a dangerous or particularly dangerous infectious disease from crews, intending to land in the territory of the Republic of Lithuania, the aircraft shall be diverted for landing at Vilnius Intl (EYVI).

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Lithuanian Transport Safety Administration (LTSA)

Address: Svitrigailos Str. 42
Vilnius
Lithuania
LT-03209

Tel: +370 5 278 56 01

Fax: +370 5 213 22 70

E-Mail: ltsa@ltsa.lrv.lt

Public Hours: Mon-Thu 0430-1330 (0530-1430)
Fri 0430-1230 (0530-1330)

Scheduled and non-scheduled overflights or non-commercial landings do not require special permission, provided the aircraft is registered in an ICAO member State which allows the same permission exemption to Lithuanian aircraft. In other cases, permission from the LTSA is required.

Permission shall be valid for a period of 4 hours before, to 48 hours after, the planned departure time.

SCHEDULED FLIGHTS

Permission for the operation of scheduled flights into and out of Lithuania shall be issued by the LTSA in accordance with the requirements of bilateral agreements.

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Operators performing scheduled flights shall submit a planned flight schedule to the LTSA not later than 30 days before the beginning of a new season (beginning of summer season: last Sunday of March; beginning of winter season: last Sunday in October).

Information on any foreseen deviation of a flight from the flight schedule, refusal to operate a flight, alteration to a route and any additional flights shall be submitted to the LTSA not later than 3 days before the flight, and its permission to make changes thereto shall be received.

Foreign State operators, appointed or holding a provisional permit, shall submit, to the LTSA, the following prior to the start of operations:

- a. a flight schedule;
- b. proposed air service tariffs and the provisions of their application;
- c. data on the types of aircraft used in the service, their capacity, nationality and registration marks;
- d. civil liability, passenger, baggage and cargo insurance certificates.

NON-SCHEDULED FLIGHTS

Commercial flights with landing in Lithuania require permission from the LTSA. The permission is valid only for the number of flights and the time indicated therein. The permission cannot be extended.

Written applications, in either English or Lithuanian, shall be submitted as follows:

- a. not later than 2 workdays before the day of the flight or a single flight of a series of no more than 4 flights;
- b. not later than 5 workdays before the day of the flight for a series of more than 4 flights.

Application shall include the following details:

- a. name and address of operator, and name, address, telephone and telefax number of the authorized person;
- b. type of aircraft, nationality and registration marks;
- c. flight number;
- d. charter type;
- e. number of passengers and the amount and type of cargo;
- f. name and address of the charterer and name, address, telephone and telefax number of the authorized person;
- g. entire route of flight;
- h. total schedule of the flight.

Permission shall be issued provided the State of aircraft registry allows the same flights to Lithuanian aircraft.

**LITHUANIA
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STATE AIRCRAFT FLIGHTS

Flights of State aircraft of foreign countries over, into and out of Lithuania require prior permission. The application for permission shall be submitted to:

Ministry of Foreign Affairs of the Republic of Lithuania

Address: State and Diplomatic Protocol Department
J. Tumo-Vaizganto g. 2
Vilnius
Lithuania
01511

Tel: +370 7 065 2461

Fax: +370 5 236 2462

E-Mail: protocol@urm.lt

AIRPORT(S) OF ENTRY

Kaunas Intl, Palanga Intl, Siauliai, Vilnius Intl.

SPECIAL NOTICES

Aircraft operating in the uncontrolled airspace of the border area with the Russian Federation and the Republic of Belarus may cross the State border of the Republic of Lithuania only at its border-line reporting points.

It is mandatory for the airlines to submit information on the planned activity to a handling agent at the corresponding airport:

Kaunas (Intl) Airport:

Internet: www.kaunas-airport.lt/index.php?lang=en&page=airport_fees

Palanga (Intl) Airport:

Internet: www.palanga-airport.lt/en/handling-fees

TRAFFIC TO/FROM STATES OUTSIDE THE EUROPEAN ECONOMIC AREA

Third Country Operators (TCO) engaging in scheduled or non-scheduled commercial air transport operations into, within or out of a territory subject to the provisions of the treaty of the EU, must hold a safety authorization issued by the European Aviation Safety Agency (EASA) in accordance with Regulation (EU) No 452/2014.

This TCO authorization is not required for operators only overflying without a planned landing.

Applications for TCO authorization should be submitted to EASA at least 30 days before the intended starting date of operation.

For more information contact:

Internet: <http://easa.europa.eu/TCO>

**MOLDOVA
NATIONAL REGULATIONS AND REQUIREMENTS**

PASSPORT

Required.

VISA

Required, except for:

- a. passengers arriving and departing on the same through flight or transferring to another flight at the same or a nearby airport;
- b. citizens of Romania and the CIS (except Turkmenistan);
- c. citizens of Czech, Cuba, Hungary, Mongolia, North Korea, Poland and Vietnam possessing an invitation;
- d. citizens of China, Iran, Israel, Turkey and citizens of the EU, United States of America and Canada holding diplomatic and official passports who will stay in Moldova for 90 days or less.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

Arriving passengers are required to present international vaccination certificates according to the requirements set forth by the World Health Organization for international travel.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Civil Aviation Authority (CAA)

Address: Bd. Dacia 80/2
Chisinau
Republic of Moldova
2026

Tel: +373 22 823601
+373 22 823602;
+373 22 823603;
+373 22 823600

Fax: +373 22 529118
+373 22 529190

E-Mail: dri@caa.gov.md (recommended way of communication)

AFS: LUKKYAYX

Public Hours: 0800-1700 LT (except SAT, SUN and HOL)

Consular Affairs Department

**MOLDOVA
NATIONAL REGULATIONS AND REQUIREMENTS**

Ministry of Foreign Affairs and European Integration

Address: Str. Alexei Mateevici 80
Chisinau
Republic of Moldova
2012

Tel: +373 22 201047
+373 22 201046

Fax: +373 22 232225

E-Mail: consdep@mfa.md

Applications of foreign carriers to exercise scheduled or non-scheduled traffic rights shall be supported, as far as SAFA inspections are concerned, with the duly filled Foreign Operator Questionnaire validated by the aeronautical authorities of the applicant.

SCHEDULED FLIGHTS

Scheduled operations are governed by bilateral and multilateral air agreements and temporary authorizations.

Applications shall be submitted in written form at least 30 days before the estimated date of the operation to the CAA and shall include the following information:

- a. name and address of the air operator;
- b. itinerary;
- c. information concerning the designation of the air operator (if applicable);
- d. flight frequency;
- e. estimated date for beginning of route operation;
- f. flight schedule;
- g. tariffs to be applied.

In case of issuing the operating authorization according to the provisions of a signed air services agreement, the following documentation shall be attached to the application additionally:

- a. copy of the official designation issued by the State of the air operator;
- b. copy of the air operators certificate;
- c. the aviation security program, approved by the aviation authority of the State of origin of the air operator;
- d. copies of the insurance certificates covering passengers and third party liabilities;
- e. list of aircraft which are to be operated, indicating the capacity, registration marks and the owner of these aircraft;
- f. copies of registration certificates of the aircraft which are to be operated;

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- g. copies of the airworthiness certificates of the aircraft which are to be operated;
- h. copy of the lease agreement/joint operation of the aircraft, if necessary;
- i. copy of agreement with national airline, designated to operate the whole, or part of the same route, on tariffs to be applied and frequency, if the bilateral agreement does not provide otherwise.

In case of issuing the operating authorization before the air services agreement is signed, the following documentation shall be attached additionally:

- a. copy of the air operator certificate;
- b. the aviation security program, approved by the aviation authority of the State of origin of the air operator;
- c. copies of the insurance certificate covering passengers, baggage, goods and third parties liabilities;
- d. list of aircraft which are to be operated, indicating the capacity, registration marks and the owner of these aircraft;
- e. copies of registration certificate of the aircraft which are to be operated;
- f. copies of airworthiness certificates of the aircraft which are to be operated;
- g. copy of the lease agreement/joint operation of the aircraft, if necessary;
- h. copy of document which confirms the agreement of the national air carrier operating scheduled flights on the requested air route regarding the applied tariffs and flights frequency;
- i. declaration of competence.

NON-SCHEDULED FLIGHTS

The application for authorization must be submitted in written form to the CAA and the authorized ATS unit of the Republic of Moldova at least 2 full working days prior to beginning of flight.

For the authorization of the flight using the fifth freedom of the air, the application must be submitted to the CAA and the appropriate ATS unit of the Republic of Moldova at least 3 full working days prior to the scheduled date of flight.

The application for non-scheduled flights authorization shall comprise the following information:

- a. name and address of the operator;
- b. itinerary;
- c. flight number;
- d. type of aircraft, registration marks and Maximum Take-Off Weight (MTOW);
- e. entry and exit points of Chisinau FIR;
- f. the estimated flight schedule (UTC);
- g. purpose of flight, number of passengers and/or nature and amount of cargo;

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- h. presence of the necessary authorizations for flight performance;
 - i. aircraft charterer (if applicable);
 - j. transport destination;
- k. copies of insurance certificates covering passenger and third party liabilities.

Applicants planning to operate general aviation flights within the territory of the Republic of Moldova, making the first landing on an international airport of the Republic of Moldova, using an aircraft MTOW 2000kg or below and are registered in another State have to present the following duly filled additional information form while applying for flight authorization or separately to:

CAA

Internet: www.caa.md/files/2015_08/730.pdf

Series of Flights

If an air operator perform a series of flights with landing into the territory of the Republic of Moldova, the air operator must submit the application to the CAA at least 10 working days prior to the first flight.

Additionally to the above mentioned information, the following shall be attached to the application:

- a. estimated time and date for take-off/landing on the territory of the Republic of Moldova;
- b. name and address of the flight charterer;
- c. in case of a tourist charter, the contract with the travel agency or with the organizer of the tour;
- d. the charter contract, in case of cargo flights.

The air operator shall fulfill the following conditions in order to obtain an authorization:

- a. The flights shall not be published in the Computerized Reservation Systems (CRS).
- b. The duration of flights shall not exceed a period of 6 months, and in case of seasonal flights - the respective IATA season.

“Taxi-Class”, Business and Private Flights

The application and flight plan submission for “taxi-class”, business and private flights shall comprise the information mentioned under NON-SCHEDULED FLIGHTS.

NON-COMMERCIAL FLIGHTS

Prior authorization is not needed for private flights operated by aircraft registered in States, which are parties to the Chicago Convention overflying or making non-traffic stops on the territory of the Republic of Moldova.

A flight plan submitted to the authorized ATS unit of the Republic of Moldova is accepted as an adequate notification for private flights performed by aircraft registered in States, which are parties to the Chicago Convention overflying the territory of the Republic of Moldova or for making

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non-traffic stops on the territory of the Republic of Moldova. The flight plan must be submitted to the authorized ATS unit from the Republic of Moldova at least 2 hours prior to the take-off.

The flight plan submitted to the authorized ATS unit of the Republic of Moldova 10 minutes in advance prior to the departure is accepted as an adequate notification for air operators performing emergency, ambulance and search and rescue flights to and from the territory of the Republic of Moldova.

The applicant who plans to operate general aviation flights within the territory of the Republic of Moldova, subsequent first landing on an international airport of the Republic of Moldova, using an aircraft MTOW 2000kg or below registered in another State, has to indicate item 18 flight plan information concerning of the operation and purpose of flight (RMK) and present to the CAA duly filled additional information form (enclosure 2) for CAA authorization. Such a form shall be submitted to the

CAA

E-Mail: la@caa.gov.md

in order to operate flights within the airspace of the Republic of Moldova using existing airfields or landing sites on the territory of the Republic of Moldova, the applicant must comply with the national aviation regulations in place. For information on additional requirements of national aviation legislation, the applicant has to address to the department of light and ultra-light aviation of the CAA using above mentioned email.

DANGEROUS GOODS FLIGHTS

The operators having an authorization for transport of dangerous goods granted by the CAA of the Republic of Moldova or other competent organization and operating on/from the territory of the Republic of Moldova shall send, within 24 hours before starting the operations but not later than 3 hours, on the e-mail of the Flight Operations Division (operations@caa.gov.md) a notification on transport of dangerous goods with the subject "Dangerous goods".

In case an aircraft transports dangerous goods over the territory or makes a non-traffic stop on the territory of the Republic of Moldova, the application for flight authorization shall be filed with the CAA in compliance with the terms specified under NON-SCHEDULED FLIGHTS.

In case an aircraft transports weapons over the territory or makes a non-traffic stop on the territory of the Republic of Moldova, the application for flight authorization shall be submitted to the Ministry of Foreign Affairs of the Republic of Moldova at least 5 days prior to departure. The application shall contain the information as shown under NON-SCHEDULED FLIGHTS.

STATE OR MILITARY AIRCRAFT FLIGHTS

In case of State aircraft and of aircraft carrying official delegations performing flights into or in transit over the territory of the Republic of Moldova, the applications must be submitted to the Ministry of Foreign Affairs of the Republic of Moldova in compliance with the terms as shown under NON-SCHEDULED FLIGHTS.

AIRPORT(S) OF ENTRY

Balti (Intl), Chisinau (Intl), Marculesti (Intl).

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Operators shall insert sub-field RMK in Item 18 of the flight plan with the permission of the Authorized Authority from the Republic of Moldova. For flights in accordance with the bilateral agreement between the Governments of the United States of America and the Republic of Moldova, following information shall be included: number of permission and the agreement from 21. March 1994 between the United States of America and the Republic of Moldova.

The departure and arrival times of all planned scheduled and non-scheduled flights at Chisinau (Intl) and Marculesti (Intl) should previously be notified to:

Airport Operational Service, Airport Schedule Manager

Chisinau International Airport

Address: Bd. Dacia 80/3
Chisinau
Moldova
2026

Tel: +373 22 524950

Fax: +373 22 526076

E-Mail: ops@airport.md

Internet: www.airport.md

SITA: KIVZXXH

AFS: LUKKZXZX

Public Hours: 0800-1700 LT (except SAT, SUN and HOL)

Airport Operational Service, Flight Planning Dispatcher

Chisinau International Airport

Address: Bd. Dacia 80/3
Chisinau
Moldova
2026

Tel: +373 22 524471

Fax: +373 22 526076

E-Mail: fmp@airport.md

Internet: www.airport.md

SITA: KIVZXXH

AFS: LUKKZXZX

Public Hours: H24

Airport Briefing

Maculesti International Airport

Address: Lunga, Floresti

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Moldova

5028

Tel: +373 25 041116

Fax: +373 25 041116

E-Mail: briefing@airportmarculesti.comInternet: www.airportmarculesti.md

AFS: LUBMZPZX

Public Hours: H24

POLAND
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT & VISA**

A citizen of an EU Member State, except citizens of the Schengen area, may enter and stay in the territory of the Republic of Poland for a period not longer than 3 months on the grounds of a valid travel document or another valid document confirming his/her identity and citizenship.

A citizen of a non-EU Member State, except citizens of the Schengen area, may cross the border of the Republic of Poland or stay in this territory providing he or she is in the possession of a valid travel document and visa.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

AIRCRAFT ENTRY REQUIREMENTS**SCHEDULED AND NON-SCHEDULED FLIGHTS****Procedures concerning foreign Air Carriers**

A Foreign air carrier may conduct international air carriage of passengers, baggage, cargo and mail on the routes to/from the Republic of Poland provided it has obtained permission issued by the President of the Civil Aviation Authority to conduct:

- a. scheduled commercial flights (operating permit);
- b. commercial flights consisting of the series of 10 or more non-scheduled flights (general permission);
- c. non-scheduled commercial flights up to 9 flights (single permission).

A foreign air carrier may perform air carriage in the territory of the Republic of Poland only after having received a permission issued by the President of the Civil Aviation Authority on the basis of a prior application submitted by the air carrier and in compliance with the international regulations and agreements.

Applications for permissions should be filed to the following address:

Civil Aviation Authority

Air Transport Department

Traffic Rights Division

Address: ul. Marcina Flisa 2

Warszaw

02-247

Tel: +48 22 520 7309

+48 22 520 7320

+48 22 520 7352

+48 22 520 7391

Fax: +48 22 520 7353

E-Mail: trafficrights@ulc.gov.pl

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Permission is not required in the case of:

- a. single passenger flights operated with aircraft having the passenger seat capacity not exceeding 12 passenger seats, utilized only by the charterer or charterers on their defined route;
- b. single cargo flights operated with aircraft of the maximum takeoff weight not exceeding 5700kg, utilized only by the charterer or charterers on their defined route;
- c. non-commercial flights;
- d. commercial flights within the European Economic Area, performed by air carriers holding a valid operating licence granted by a Member State of the European Union or Iceland, Norway, Liechtenstein;
- e. commercial flights of the air carriers holding a valid operating licence granted by the Swiss Confederation on routes between the Republic of Poland and a Member State of the European Union, Iceland, Norway, Liechtenstein, Swiss Confederation.

Regular flights of foreign Air Carriers

In order to obtain a permission for conducting regular international commercial flights, a foreign air carrier shall file the application to the President of Civil Aviation Authority at least 30 days before the scheduled carriage services commencement.

The application for operating permit shall contain information as follows:

- a. name and address of the air carrier;
- b. route of flight and type of service (passenger, cargo, mail);
- c. carriage capacity offered and frequency of flights (indicating date, flight number, operation times of departure and arrival, number of passengers, quantity of cargo and way of route's exploitation - separately or in cooperation with other air carrier);
- d. type of aircraft and registration marks;
- e. air operating certificate issued by the appropriate foreign authority;
- f. document certifying legal liability of the air carrier against damage connected with the operation of aircraft, in relation to passengers, baggage, cargo as well as third parties;
- g. Operating Licence of the air carrier or any equivalent document issued by the competent authority of the country of the requesting carrier;
- h. authorization issued by a competent body of a foreign state to perform air carriages;
- i. designation granted by a competent body of a foreign state to provide transport services covered by the application if it is required by an international treaty;
- j. Letter of Attorney for delivering documents in proceedings held before the President of the Civil Aviation Authority or a Letter of Attorney to act on behalf of the air carrier before the President of the Civil Aviation Authority, in which the air carrier appoints as a proxy a person residing in the territory of Republic of Poland;

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- k. flight schedule;
- l. list of tariffs.

Upon a request of the President of the Civil Aviation Authority the following must also be attached:

- a. documents defining the legal status of an air carrier as well as equity structure and actual control of the carrier's business;
- b. certificate of airworthiness of the aircraft;
- c. noise certificate of the aircraft.

Non-Regular flights performed by foreign Air Carriers

Application for general permission of non-regular flights shall be submitted by foreign air carrier at least 14 working days before the commencement of the carriage and contain data as for regular flights as well as name and address of charterer.

In the case of air carriage basing on the agreement concluded with another air carrier, the air carrier is obliged to provide the President of the Civil Aviation Authority with the copy of such agreement particularly code share and wet lease agreements.

In case of issuing general permission the following must be attached:

- a. documents defining the legal status of an air carrier as well as equity structure and actual control of the carrier's business;
- b. certificate of airworthiness of the aircraft;
- c. noise certificate of the aircraft;
- d. Air Operator Certificate (AOC) with Operations Specification issued by the competent authority of the foreign country;
- e. document certifying legal liability of the air carrier against damage connected with the operation of aircraft, in relation to passengers, baggage, cargo as well as third parties;
- f. Operating Licence of the air carrier or any equivalent document issued by the competent authority of the country of the requesting carrier;
- g. authorization issued by a competent body of a foreign state to perform air carriages;
- h. designation granted by a competent body of a foreign state to provide transport services covered by the application if it is required by an international treaty;
- i. Letter of Attorney for delivering documents in proceedings held before the President of the Civil Aviation Authority or a Letter of Attorney to act on behalf of the air carrier before the President of the Civil Aviation Authority, in which the air carrier appoints as a proxy a person residing in the territory of Republic of Poland.

In case of issuing single permission the application for operating permit shall contain information specifying:

- a. the route on which air carriage services are to be performed and type thereof passengers with baggage, cargo, mail);

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- b. carriage capacity offered and frequency of flights indicating date, flight number, operation times of departures and arrivals, the number of passengers and quantity of cargo and way of route's exploitation - separately or in co-operation with other air carrier;
- c. Air Operator Certificate (AOC) with Operations Specification issued by the competent authority of the foreign country;
- d. document certifying legal liability of the air carrier against damage connected with the operation of aircraft, in relation to passengers, baggage, cargo as well as third parties;
- e. Operating Licence of the air carrier or any equivalent document issued by the competent authority of the country of the requesting carrier;
- f. Letter of Attorney for delivering documents in proceedings held before the President of the Civil Aviation Authority or a Letter of Attorney to act on behalf of the air carrier before the President of the Civil Aviation Authority, in which the air carrier appoints as a proxy a person residing in the territory of Republic of Poland.

In case a foreign air carrier intends to perform a single non-scheduled international commercial flight, the application for permission shall be submitted to the President of the Civil Aviation Authority at least 3 working days, and in case of planned performance of more than 2 flights at least 7 working days before the planned commencement of the carriage. The application shall contain following data:

- a. name and address of the air carrier;
- b. route of flight and type of service (passenger, cargo, mail);
- c. carriage capacity offered and frequency of flights (indicating date, flight number, operation times of departure and arrival, number of passengers and cargo quantity);
- d. type of aircraft and registration marks (indicating maximum seating capacity or maximum take-off mass in case of cargo flight).

SCHEDULE AND AIRPORT COORDINATION

Flight schedule coordination applies to IFR and VFR aircraft operations, excluding state aircraft, emergency landings and humanitarian flights.

Warsaw Chopin Airport

Warsaw Chopin Airport is a coordinated airport (Level 3 according to IATA). Landing or take-off at Warsaw Chopin Airport may be carried out only upon assignment of a slot by the flight schedule coordinator.

The entity responsible for coordinating flight schedules at Warsaw Chopin Airport is:

Airport Coordination Limited (ACL)

Address: Viewpoint, 240 London Road
Staines TW18 4JT
United Kingdom

Tel: +44 208 564 0637

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NATIONAL REGULATIONS AND REQUIREMENTS**

+44 208 564 0635

E-Mail: (slot requests in SCR format): slots @acl-international.com

(general queries): poland@acl-international.com

(support from ACL): help@acl-uk.org

Internet: Slot availability: www.online-coordination.com

General information: www.acl-international.com

Alternative access to OCS (in the event of failure of the main system): <https://acl-ocs.co.uk/Default.aspx>

Public Hours: MON-FRI 0930-1800 (0830-1700) UTC (except for UK holidays)

Poznan Lawica Airport

Poznan Lawica aerodrome is a coordinated aerodrome (IATA Level 3) during the whole calendar year, between 2200 and 0600 LMT.

Any flight operation requires a slot provided by the flight schedule coordinator.

Airport Coordination Limited (ACL) is the appointed flight schedule coordinator for Poznan Lawica Airport. Slot requests shall be submitted directly to ACL. Slot requests of General Aviation operators shall be prepared by the handling agent of a given aircraft operator at the aerodrome.

Outside the coordination period, ACL provides data collection (IATA Level 1) for Poznan Lawica Airport. Therefore, all carriers shall send to ACL data of the planned operations from/to Poznan Lawica Airport.

Airport Coordination Limited (ACL)

Tel: +44 208 564 0622

E-Mail: poland@acl-international.com

Internet: acl-international.com

Public Hours: MON - FRI 0830 - 1700 UK Local Time, excluding public holidays

Slot requests

E-Mail: slots@acl-international.com

SITA: LONACXH

Outside the ACL office hours, operators shall contact the administration of :

Poznan Lawica (EPPO/POZ)

Tel: +48 61 849 2253

E-Mail: slot@airport-poznan.com.pl

Slot allocation at night

Environmental restrictions concerning the carrying out of flight operations at night are intended to keep with the conditions imposed by the establishment of the Restricted Use Area. A detailed description is available at:

Warsaw (Chopin) Airport

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Internet: www.lotniskochopina.pl/en/environmental-protection.html

And the website of the flight schedule coordinator.

CIVIL USE OF MILITARY AIR BASES

Permission for foreign civil aircraft and domestic aircraft carrying foreign citizens to land at military aerodromes shall be granted by the Operational Commander of Branches of Armed Forces.

The application shall be submitted 21 days in advance of the planned arrival, the application form is available at:

www.do.wp.mil.pl/info/diplomatic-clearance.

AIRPORT(S) OF ENTRY

International flights landing in or departing from Poland must first land at or depart from an international aerodrome.

SPECIAL NOTICES

TRAFFIC TO/FROM STATES OUTSIDE THE EUROPEAN ECONOMIC AREA

Third Country Operators (TCO) engaging in scheduled or non-scheduled commercial air transport operations into, within or out of a territory subject to the provisions of the treaty of the EU, must hold a safety authorization issued by the European Aviation Safety Agency (EASA) in accordance with Regulation (EU) No 452/2014.

This TCO authorization is not required for operators only overflying without a planned landing.

Applications for TCO authorization should be submitted to EASA at least 30 days before the intended starting date of operation.

For more information contact:

Internet: <http://easa.europa.eu/TCO>

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PASSPORT

Required.

VISA

Required, except from passengers in transit on the same through flight or transferring to an other international flight and not leaving the aerodrome, or when otherwise stipulated by bilateral agreements between Romania and contracting States.

NOTE: Crew member licenses or certificates are accepted in lieu of passport and visa under the provisions contained in the agreements concluded between the Romanian government and the State of aircraft registry.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

Vaccination certificates according to the terms and conditions set forth in the World Health Organization publications are required.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Romanian Civil Aviation Authority (RCAA)

Overflight Department

Address: Sos. Bucuresti-Ploiesti Nr. 38-40

Sector 1

Bucharest

Romania

013695

Tel: +40 21 2081508

+40 21 2081500

Fax: +40 21 2081572

+40 21 2081583

+40 21 2334062

E-Mail: overflight@caa.ro

SITA: BUHTOYA

AFTN: LRBBYRYR

International scheduled and non-scheduled flights, performed by civil aircraft registered in another State, in transit nonstop across the territory of Romania and stops for non-traffic purposes, are considered as authorized provided a flight plan has been filed for the respective flights on a published ATS route, the aircraft used are insured for damages caused to third parties on ground in

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accordance with the insurance requirements set out in Regulation (EC) No 785/2004 of the European Parliament and of the Council of 21 April 2004 on insurance requirements for air carriers and aircraft operators, and, in case of stops for non-traffic purposes they are performed to an international airport.

SCHEDULED FLIGHTS

Scheduled operations performed with civil aircraft registered in another State, having the point of origin and/or point of destination within Romania may be carried out only on the basis of flight authorization.

Scheduled air services carried out on routes that fall under the Regulation (EC) No 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community may be performed by the air carriers of the EU member States only on the basis of a notification. The notification shall include the season operation schedule, any amendments thereto, as well as the type and registration marks of the aircraft. Such a notification shall be submitted to:

Ministry of Transport (MT)

Air Transport Directorate

Address: B-dul. Dinicu Golescu Nr. 38
Sector 1
Bucharest
Romania
71950

Tel: +40 21 3196209

Fax: +40 21 3196162

E-Mail: dgavc@mt.ro

The application for flight authorization shall be submitted to MT within the terms provided in the air agreement where such an air operator has been designated to conduct schedule air services to/from Romania and shall contain all information mentioned in the said agreement, including data about flight schedules and the aircraft used. The application shall include copies of the AOC and of the Certificates of Insurance concluded for aircraft to be used.

In the absence of an air agreement, the applications shall be submitted to the MT at least 60 days before the beginning of the period of operations.

In such case, the application shall include at least the following information:

- a. the Air Operator Certificate and its attachments;
- b. type of aircraft and registration marks;
- c. noise certificates;
- d. copy of the insurance certificate for the aircraft, passengers, baggage and third parties;
- e. schedule of operation.

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Arrival/departure slots shall be applied for and obtained from the airports involved by the operator of the aircraft before submitting the application for flight authorization.

After receipt of the flight authorization from MT, the operator of the aircraft registered in another State shall file a flight plan.

After receipt of the flight authorization from MT, any change in the flight schedule of the scheduled air services, shall be notified by the operator of the aircraft to the RCAA, at least 2 days before the date of change.

The flight authorization shall be deemed as granted if no reply is received from RCAA 24 hours before the date of starting the flight.

NON-SCHEDULED FLIGHTS**Commercial Charter Flights**

Authorization of flights classified under public air transport operations as non-scheduled flights, performed with civil aircraft registered in another State, having the point of origin an/or point of destination within the Romanian territory, is granted, on behalf of MT, by RCAA in compliance with the provisions of the international agreements to which Romania is a party.

By way of exception from above provisions, the flights classified under public air transport operations as non-scheduled air services performed with civil aircraft registered in another State on routes that fall under the Regulation (EC) No 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community having the point of origin and/or the point of destination within Romanian territory, may be carried out by air carriers of the EU member States only on the basis of a notification to be submitted to the RCAA.

The application for flight permission shall be submitted to the RCAA:

- a. at least 2 working days before the date of first flight, if the number of flights is less than 3 within 14 days;
- b. at least 7 working days before the date of the first flight, if the number of flights is 4 or more within 14 days.

Arrival/departure slots shall be applied for and obtained from the airports involved by the operator of the aircraft before submitting the application for flight authorization.

After receipt of the flight authorization, the operator of the aircraft shall file a flight plan.

After receipt of the flight authorization, any change in the flight schedules, shall be notified by the operator of the aircraft to the RCAA, at least 2 days before the date of change.

The flight authorization shall be deemed as granted if no reply is received from RCAA 24 hours before the date of starting the flight.

Ambulance and Governmental Flights

Applications for air ambulance operations shall be submitted at least 30 minutes before starting the operation.

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Applications for civil aircraft having on board official governmental and presidential delegations shall be submitted, through the Romanian Ministry of Foreign Affairs, to RCAA for their approval at least 2 days before starting the flight.

GENERAL AVIATION AND AERIAL WORK

International flights classified as civil general aviation operations with landings/take-offs, in transit non-stop across the territory of Romania and/or with stops for non-traffic purposes are considered as authorized provided a flight plan has been filed for the respective flights, the aircraft used are insured for damages caused to third parties on ground in accordance with the insurance requirements set out in Regulation (EC) No 785/2004 of the European Parliament and of the Council of 21 April 2004 on insurance requirements for air carriers and aircraft operators, and, in case of stops for non-traffic purposes they are performed to an international airport or opened for the international traffic and they are certified in accordance with the regulations in force.

The flight classified as aerial work operations, performed with civil aircraft registered in another State within the Romanian airspace, on published ATS routes, shall require a flight authorization approval.

OTHER CATEGORIES OF FLIGHTS

Performance of a technical flight within the Romanian air space with a civil aircraft registered in other State requires a flight authorization. The application is submitted to RCAA, at least 24 hours before the date of flight. The application shall include the authorization issued by the Aeronautical Authorities of the State of registry of the aircraft proving that the aircraft is airworthy.

In order to perform flights with civil aircraft registered in another State for the carriage of troops, fighting equipment, weapons, munition of war, explosives, radioactive materials and other dangerous goods an approval is required. The application to obtain the flight authorization shall be submitted to the RCAA at least 10 working days before the day of flight.

VFR FLIGHTS IN CLASS “G” AIRSPACE

VFR airspace class “G” flights are considered as authorized provided the aircraft operator filed a Flight Plan with a civil air traffic unit or submitted a VFR traffic notification to the Romanian Ministry of Defence.

The notification shall be submitted by the aircraft operator or by its authorized representatives, for a flight, a series of flights or for established periods of time and it shall include the following:

- a. type of aircraft (number and types of aircraft in case of a formation flying);
- b. registration marks/identification of the aircraft;
- c. aircraft operator/name of pilot-in-command;
- d. flight route or flight area;
- e. flight level or flight altitude;
- f. estimated time of take-off/landing (time of first take-off and time of last landing in case of formation flying).

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The notification shall be submitted to the Air Operations Center within the Ministry of Defence at least 30 minutes before departure or starting the flying activity by the following means of communication:

Air Operations Center

Ministry of Defence

Tel: +40 21 3150105

Fax: +40 21 3158647

E-Mail: fdex@roaf.ro

Any changes to the submitted notifications shall be immediately advised either on ground or while in flight.

By way of exception in case of medical emergency flights, flights over areas affected by natural disasters and SAR operations the notification is accepted to be submitted immediately after take-off in maximum 5 minutes.

AIRPORT(S) OF ENTRY

Arad, Bacau (George Enescu), Baia Mare (Maramures), Bucharest (Baneasa-Aurel Vlaicu), Bucharest (Henri Coanda), Cluj Napoca (Avram Iancu), Craiova, Constanta (Mihail Kogalniceanu-Constanta), Iasi, Oradea, Satu Mare, Sibiu, Sucaeva (Stefan Cel Mare), Targu Mures (Transilvania-Targu Mures), Timosoara (Traian Vuia), Tulcea (Delta Dunarii).

RUSSIA
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT & VISA**

Required.

Crew members of foreign airlines arriving in the Russian Federation shall be in possession of valid national passports with Russian visas, unless bilateral agreements stipulate otherwise.

Visitors at the end of their stay are required to have exit visas.

Flight crew members of foreign airlines arriving in the Russian Federation shall be in possession of valid national passports with Russian visas, unless bilateral agreements stipulate otherwise.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

Main Air Traffic Management Center (MATMC)

Fax: +7 495 601 08 07 (for State aircraft flights)

+7 495 601 07 64 (for State aircraft flights and for non-scheduled flights under force-majeure circumstances)

E-Mail: permit@matfmc.ru

SITA: MOWYWYA

AFTN: UUUWCPCO

Federal Air Transport Agency

E-Mail: aviapermit@scaa.ru

SITA: MOWYAYA, MOWICYA

AFTN: UUUKYAYX, UUUKZXTD

The international flights of aircraft within Russian airspace shall be carried out only on the basis of issued permissions in accordance with conditions indicated in:

- a. the international treaties of the Russian Federation including the agreements of aviation authorities;
- b. permission to operate single flights granted by the Federal Air Transport Agency;
- c. approvals for carrying out single flights legalized through the Ministry of Foreign Affairs of the Russian Federation.

SCHEDULED FLIGHTS

Regular (scheduled) flights of aircraft in the airspace of the Russian Federation, carried out on the basis of the international agreements of the Russian Federation or interdepartmental agreements, shall be operated in accordance with the flight schedule, the draft of which shall be submitted in Form "R" (the Form is given in AIP Russia) for scheduled flights of the First, Second, Third, Fourth, Fifth, Sixth and Seventh Freedom of the Air for approval to the Operation Regulation Department of the Federal Air Transport Agency.

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Form "R" shall be filled in by foreign airlines either in Russian or in English subject to their own choice and by Russian airlines mandatory in Russian on A4 format sheets in 2 copies and in 1 copy in case of submission by e-mail.

Foreign airlines, which previously never operated scheduled flights in the airspace of the Russian Federation, together with Form "R" shall submit the following documents to the Federal Air Transport Agency:

- a. AOC with all OPS SPECS and information regarding all approved operational authorizations:
 1. aircraft fleet;
 2. areas and types of operations;
 3. specific approvals and equipment (B-RNAV, RVSM, ETOPS, ACAS, dangerous goods transportation, etc.).
- b. copy of licence or any other issued by aviation authorities document, certifying the airline's right to operate scheduled flights to Russia along a designated route;
- c. copy of diplomatic note issued by Embassy/Ministry of Foreign Affairs, regarding the airline designation;
- d. ICAO designator approval copy;
- e. notarized copy of the airline's articles of association/by laws in Russian/English, specifying principal founders/stockholders and stock distribution among principal stockholders;
- f. notarized copy of the company (head office) registration certificate in Russian/English;
- g. copies of current insurance policies, confirming legal third party as well as passenger/baggage/cargo and mail liability;
- h. list of all aircraft designated to operate flights to Russia along a designated scheduled route, specifying:
 1. aircraft type and model;
 2. name and address of owner/lessor/operator;
 3. oversighting State; and
 4. (if leased) aircraft lease agreement.
- i. with respect to aircraft registered in any third States - copy of agreement between aviation authorities of State of registry and that of operator's State specifying transfer to the operator's State the functions and responsibilities, wholly or partly, regarding aircraft continuous airworthiness, as well as the operator's State aviation authorities confirmation of maintaining oversight and control functions with respect to aircraft let out on dry/wet lease;
- j. airworthiness certificate copies (for all aircraft, the types of which are specified in Form "R" to operate flights);

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- k. aircraft registration certificate copies (for all aircraft, the types of which are specified in Form “R” to operate flights);
- l. certificate/license of radio equipment/avionics carried aboard designated aircraft;
- m. certificate for aircraft noise for all designated aircraft;
- n. passenger, baggage and cargo rates;
- o. acknowledgment of slots provided at Russian airports;
- p. copy of ground handling contract (for Russian airports);
- q. authorized official/officer’s contacts of the airline, specifying:
 - 1. job title;
 - 2. telephone and fax number;
 - 3. e-mail address;
 - 4. SITA and/or AFTN.
- r. contacts of staff or designated representative (agent) in Russia, specifying:
 - 1. office address in Russia;
 - 2. telephone and fax number;
 - 3. e-mail address;
 - 4. SITA and/or AFTN.
- s. copy of the airline’s current security program translated into the Russian language. Further on the program shall be submitted before the beginning of every second summer IATA schedule season, once in 2 years.

Foreign airlines, which previously operated scheduled flights in the airspace of the Russian Federation, when submitting for next IATA Season, together with Form “R” shall provide the documents listed under para a., g., i. to k. and o. above.

Foreign airlines, which previously operated scheduled flights in the airspace of the Russian Federation, when submitting for a new route, together with Form “R” shall provide the documents listed under para a. to c., g. to k., o., p. and r. above.

Forms “R” together with the documents shall be submitted not later than 35 calendar days before the beginning of flights to the following address:

Operation Regulation Department of the Federal Air Transport Agency

Address: 37 Leningradskiy Prospect
 Moscow
 Russian Federation
 125993

E-Mail: rform@scaa.ru
 rform@matfmc.ru (MATFMC)

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The documents shall be submitted in copy, except the documents, listed in para e. and para s. above, which shall be submitted in the original only.

The Form "R" shall include the following information:

- a. name of airline (its registered trade mark);
- b. period of flights (UTC) according to winter or summer schedules;
- c. ordinal number of Form "R";
- d. flight number;
- e. numbers of days of the week on which the flights will be conducted;
- f. full list of departure and landing airports and arrival/departure times.

All Forms "R" for scheduled flights of foreign airlines to the international airports on the territory of the Russian Federation shall enclose, on a mandatory basis, the confirmation of the main operator of the airport of the slot allocation for arrival and departure to/from the specified airport on the territory of the Russian Federation.

- g. segments of a flight with commercial rights with indication of the airports in 4-letter ICAO location indicators;
- h. stop-over points with indication of the airports in 4-letter ICAO location indicators;
 - i. airports of technical landings with indication of the airports in 4-letter ICAO location indicators;
 - j. main and alternative types of aircraft with indication of their modifications;
- k. aircraft layout of aircraft used;
 - l. the main point of entry/exit, the estimated time of entry/exit (UTC) into the airspace of the Russian Federation;
- m. alternate entry/exit points into/from the airspace of the Russian Federation;
- n. signature of the executive of the airline.

International scheduled flight in the airspace of the Russian Federation shall be operated on the basis of telex sent via SITA or AFTN channels on its approval and the flight plan submitted on a mandatory basis to the addresses of MATMC enroute ATFM units.

The flight plan must be submitted to MATMC only after approval of Form "R" by the Operation Regulation Department of the Federal Air Transport Agency. In case of postponing of flight operation to a later time/date for any reason, the airline must notify MATMC about it via AFTN address or SITA. Whereas, Item 18 of FPL shall indicate a date, on which a flight operation was planned. If no notification was received by MATMC, then after the expiration of 24 hours from the approved time of departure the permission for a flight operation will be cancelled and for receiving of another permission it is required to follow the provisions of para below (Single Change of Flight Schedule).

**RUSSIA
NATIONAL REGULATIONS AND REQUIREMENTS****Long-term Changes into the approved Flight Schedule**

When it deemed necessary to insert long-term changes (more than 4 flights per month) into the Form "R" (regular flights schedule) approved earlier, the airline shall submit for approval new Forms "R" of revised schedule in 3 copies not later than 40 days before the implementation date of the planned changes to the Operation Regulation Department of the Federal Air Transport Agency.

The procedure of processing Form "R" with changes of the schedule is the same as mentioned above.

Single Change of Flight Schedule

Single change of Form "R" (in case of deviation from the approved schedule of regular flights) and/or operation of additional scheduled flight shall be made by prior request of the airline submitted to the Operation Regulation Department of the Federal Air Transport Agency and to MATMC either in Russian or English language (for the Russian airline in Russian only) as Form "N".

Foreign airlines, introducing more than 4 changes per month to the previously approved Form "R", shall also submit the documents listed under g., i. to m. and o. in the first list under SCHEDULED FLIGHTS.

The request for single change of Form "R" (of the schedule of regular flights) shall be submitted not later than 3 working days before the beginning of flight operation, except SAT, SUN and HOL to the Federal Air Transport Agency via SITA or AFTN and in copy to the MATMC via SITA or AFTN.

NON-SCHEDULED FLIGHTS

Non-scheduled (single) international flights shall be operated on the basis of permission (confirmation, approval) issued by the Federal Air Transport Agency on prior request of the airline.

A request for flight operations to the territory of the Russian Federation from the territory of a foreign State and flight operations from the territory of the Russian Federation to the territory of a foreign State or within the territory of the Russian Federation as well as transit operations through the territory of the Russian Federation if such operations are executed by aircraft, having the aircraft capacity of not more than 20 passenger seats, shall be submitted by a foreign operator not later than one working day before the beginning of flight operation.

A request for flight operations from the territory of the Russian Federation to the territory of a foreign State or within the territory of the Russian Federation executed by aircraft, having the aircraft capacity of more than 20 passenger seats and aircraft executing cargo operations and/or mail transportation, shall be submitted not later than 14 working days before the beginning of flight operation.

A request for flight operations to the territory of the Russian Federation from the territory of a foreign State as well as transit operations through the territory of the Russian Federation executed by aircraft, having the aircraft capacity of more than 20 passenger seats and aircraft executing cargo operations and/or mail transportation, shall be submitted within the following time periods:

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- For operation of one flight according to charter contract (in case of a transit flight - one turn-around flight or one one-way flight) - not later than 5 working days before the beginning of flight operation;
- For operation of several flights within the framework of one charter contract (in this case not more than one interrelated flight per week) - not later than 5 working days before the beginning of the first flight operation;
- For operation of several flights within the framework of one charter contract (more than 4 inter-related flights per month) - not later than 14 working days before the beginning of the first flight operation.

The request for a single flight shall be submitted (except for para “Flights under Specific Circumstances”, “State Aircraft Flights”, “Crossing the State Border of the Russian Federation”) either in Russian or in English up to the applicant’s choice via either SITA or AFTN and simultaneously to the Federal Air Transport Agency and the MATMC.

The request for single flights shall be submitted in the application Form “N”.

Item 5 of Form “N” shall indicate the purpose of flight as follows:

- commercial;
- non-commercial.

Item 6 of application Form “N” shall indicate the category of flight as follows:

- charter pax - in case when non-scheduled commercial passenger operations are executed;
- charter cargo - in case when non-scheduled commercial cargo operations and/or mail transportation are executed;
- additional pax - in case when additional passenger flight is executed in addition to the schedule approved earlier;
- additional cargo - in case when additional flight for the purpose of cargo operations and/or mail transportation is executed in addition to the schedule approved earlier;
- single change pax - in case when a flight is executed with a change in the schedule approved earlier (passenger operations);
- single change cargo - in case when a flight is executed with a change in the schedule approved earlier (cargo operations and/or mail transportation);
- ferry - in case when a flight is executed for the purpose of aircraft ferry (positioning) without payload;
- maintenance ferry - in case when a flight is executed for the purpose of aircraft ferry (positioning) for maintenance or repairs;
- delivery - in case when a flight is executed for the purpose of aircraft ferry (positioning) from the previous home base or ferry of a new aircraft from the manufacturing plant;

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- private - in case when passenger operations are executed for non-commercial purposes by aircraft having the aircraft capacity of not more than 20 passenger seats as well as ferry of aircraft having the aircraft capacity of not more than 20 passenger seats;
- ambulance - in case when a flight is executed for the purpose of medical evacuation and/or transportation of patients;
- special - in case when a flight is executed by aircraft of experimental (including flights of air balloons, airships, etc.) or state aviation (submitted via the diplomatic channels through the Ministry of Foreign Affairs of the Russian Federation).

Alongside with application submitted to the Federal Air Transport Agency (and in copy to MATMC), a foreign operator or its representative acting in compliance with the written authority given by a foreign operator must submit the following documents in copies certified by a foreign operator to electronic addresses aviapermit@scaa.ru and permit@matfmc.ru:

- registration certificate;
- airworthiness certificate;
- certificate of third party insurance;
- licences for flight crew members in respect of aircraft having the aircraft capacity of more than 20 passenger seats and aircraft transporting cargo and/or mail;
- confirmation of the Russian airports operators of the provided slots required for flight operation;
- a letter from a customer of transport operations (charterer of aircraft) proving the reasons for executing operations by aircraft of a foreign operator - in case when the application is submitted for cargo operations and/or mail transportation within the territory of the Russian Federation.

During the preparation of the request the foreign operator shall send requests to the Russian operators, included in the list (further - the list of the Russian operators) published on the website of the Federal Air Transport Agency not later than 5 (five) working days before its submission to the Federal Air Transport Agency.

The mentioned requests directed to the Russian operators shall include the following information:

- full name and postal address of a foreign operator, telephone number, e-mail address and the name of a State granted a foreign airline operator's certificate;
- date of a flight, flight number (if available), point of departure, point of destination and all intermediate points of flight route;
- aircraft type with indication of its nationality and registration marks as well as the name of a State of aircraft registry;
- the number of passengers, mass and the name of cargo transported;
- full name, postal address and e-mail address of a customer of transport operations (charterer of aircraft);

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- information on consignor and consignee as well as persons (bodies) who are host party in respect of passengers among foreign citizens and stateless persons arriving to the territory of the Russian Federation from the territory of a foreign State as in accordance with the Federal Law of the Russian Federation “On the Migration Registration of Foreign Citizens and Stateless Persons in the Russian Federation”;
- for the legal entity (body) - full name, postal address, telephone number and e-mail address;
- for individual enterpriser - surname, first name, patronymic (if available), address of residence and e-mail address;
- for a natural person, who is not an individual enterpriser - surname, first name, patronymic (if available), number, series and date of issuance of an identification document, address of residence and e-mail address (if available).

Sending the request to the Russian operators is not required for flight operations in the following cases:

- transit flight operations through the Russian Federation territory;
- flight operations for the purposes of rendering humanitarian assistance, medical evacuation, transportation of personnel and supplies during natural disasters or in cases of emergency (accidents, epidemics and etc.), and also during carrying out repair or emergency-rescue works;
- flight operations to provide own necessities of the foreign operator or of aircraft owner without conclusion a contract for aircraft charter and/or a contract for air transport operation;
- flight operations for transportation of personnel and members of the Russian sport teams participating in the interregional, all-Russian, international sport competitions and training camp;
- flight operations for transportation of members of the foreign creative teams participating in the international cultural events including those carried out on the territory of the Russian Federation.

The permission (confirmation, approval) for non-scheduled (single) flights is valid effective from 0001 UTC of the date of operation and during 48 hours from the estimated time of departure in UTC.

The following is allowed within the period of validity of the permission:

- a change of aircraft departure and/or arrival time;
- a change of digital part of the aircraft flight number;
- the replacement of aircraft to another one (reserved), indicated in the permission;
- a change of the aerodrome of departure and/or landing of aircraft with the number of passenger seats of not more than 20 within the territory of a foreign State, indicated in the permission;
- a change of the aerodrome of departure and/or landing of aircraft with the number of passenger seats of not more than 20 outside the territory of the Russian Federation in case of carrying out a transit flight operation through the Russian Federation territory;

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- a change of the air corridor for crossing the State border of the Russian Federation by aircraft with the number of passenger seats of not more than 20.

While making changes (replacements), flight operation shall be carried out on the basis of the filed flight plan FPL submitted to the addresses of MATMC.

Flights under Force-majeure Circumstances

Requests for flights connected with force-majeure circumstances and also for flights operated for medical purpose shall be accepted by MATMC round-the-clock via SITA/AFTN or via fax number to MATMC and in copy to the Federal Air Transport Agency via SITA/AFTN.

The application shall be submitted via any of the 2 communication channels to both addresses simultaneously.

Flights under Specific Circumstances

The specific circumstances of aircraft operation are as follows:

- the circumstances, which during the preparation of aircraft for a flight and/or flight operation, do not enable to provide the fulfillment of the requirements of the rules of flight operation and maintenance service of aircraft stipulated by the aircraft operation documentation, providing its continued airworthiness;
- the circumstances, which do not enable to provide the fulfillment of the requirements of the Federal aviation rules «Preparation and operation of flights in civil aviation of the Russian Federation» approved by the order of the Ministry of Transport of the Russian Federation dated July 31, 2009 NR 128;
- the circumstances of flights to the aerodromes, which do not have the operating certificate, not included into the State register of civil aerodromes of the Russian Federation.

A request for issuance of a permission to operate a single flight, provided that such permission is conditioned by specific circumstances of aircraft operation and necessary for providing flight safety, shall be submitted to the Federal Air Transport Agency to all 5 addresses simultaneously via AFTN channels and/or fax as follows:

Department of Flight Safety Inspectorate

Fax: +7 499 231 65 41

AFTN: UUUKYLYX

Department of Flight Operation

Fax: +7 499 231 57 60

AFTN: UUUKZXWC

Department of the Aircraft Airworthiness Maintenance

Fax: +7 499 231 58 24

AFTN: UUKZXGD

Department of the Airport Activities

Fax: +7 499 231 62 27

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AFTN: UUUZXAD

and in copy to MATMC via fax number or AFTN.

Such request must be submitted not later than 3 days prior to beginning of flight operation, except SAT, SUN and HOL.

STATE AIRCRAFT FLIGHTS

Requests for flights connected with transportation of heads of foreign States and governments and delegations headed by them, ministers of foreign affairs and ministers of defence shall be submitted via the diplomatic channels through the Ministry of Foreign Affairs of the Russian Federation.

The indicated request shall be submitted via the diplomatic channels in the form of the formalized application in Form "N" not later than 3 days before the beginning of flight operation, excluding SAT, SUN and HOL.

In case of force-majeure circumstances connected with such flights the information shall be accepted by MATMC on the round-the-clock basis via SITA/AFTN or fax to MATMC.

Requests for single flights of State aviation of foreign States (excluding flights connected with transportation of official persons) and for single flights of experimental aviation of foreign States (including flights of air balloons, airships and other) shall be submitted via the diplomatic channels through the Ministry of Foreign Affairs of the Russian Federation.

The indicated request via the diplomatic channels shall be submitted in the form of the formalized application Form "N" not later than 14 days before the beginning of flight operation, excluding SAT, SUN and HOL.

SCHEDULE AND AIRPORT COORDINATION**Moscow (Sheremetyevo)**

Moscow (Sheremetyevo) airport is a coordinated airport of the 3rd level as in accordance with IATA classification.

A request, a cancellation and a change of the parameter of any flight operation shall be submitted to the schedule coordination service in the form of a formalized Slot Clearance Requests/Reply (SCR) message according to the valid IATA standards within the following period:

Not later than 1 day before the planned date of a scheduled (passenger/cargo) flight excluding holidays of the Russian Federation:

– MON-THU 0800-1800LT, FRI 0800-1530LT.

The information cooperation shall be carried out via the following communication channels:

- E-mail: svohp7x@svo.aero - international flights,
svofs7x@svo.aero - domestic flights;
- AFTN: UUEEYDYU - international/domestic flights.

– H24, for carrying out business aviation flights, via the following communication channels:

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- E-mail: svokw7x@svo.aero - international/domestic flights;
 - AFTN: UUEEYDYS, UUEEAPCS - international/domestic flights.
- H24, for carrying out all kinds of operations on the stage of tactical (current) flight planning, via the following communication channels:
- E-mail: svokw7x@svo.aero - international/domestic flights;
 - AFTN: UUEEYDYS, UUEEAPCS - international/ domestic flights.

Daily, for carrying out all kind of flights:

- MON-THU 1800-0800LT, FRI after 1530LT. Non-working days and holidays of the Russian Federation: H24.

The information cooperation shall be carried out via the following communication channels:

- E-mail: svokw7x@svo.aero - international/domestic flights;
- AFTN: UUEEYDYS, UUEEAPCS - international/domestic flights.

Moscow (Vnukovo)

Moscow (Vnukovo) airport is a coordinated airport of the 3rd level as in accordance with IATA classification.

Requests for operation, change or cancellation of all flights shall be submitted daily from 0000-2359LT in form of a SCR message via:

- AFTN: UUWWCSXX

SITA: VKOACXH

E-mail: coordination@vnukovo.ru

When requesting slots it is prohibited:

- a. to plan the arrival and departure of flights at least 15 minutes before the beginning of the published validity period of restriction for arrival/departure of the aircraft concerned;
- b. to plan the arrival of flights earlier than 15 minutes after the termination of the published validity period of restriction for arrival of the aircraft concerned;
- c. to submit a request for operation, change or cancellation of flight once the aircraft commences movement from the aircraft stand at the airport where the slot request was submitted (a departure slot request), once the aircraft is airborne (an arrival slot request), in case of actual landing of aircraft at the airport where the slot request was submitted (an arrival slot request).

In the event of deviation from the coordinated slot exceeding 30 minutes, mandatory recoordination of slot is required.

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NATIONAL REGULATIONS AND REQUIREMENTS**AIRPORT(S) OF ENTRY**

Abakan, Anadyr (Ugolny), Anapa (Vityazevo), Arkhangelsk (Talagi), Astrakhan, Barnaul (Mikhaylovka), Begishevo, Belgorod, Blagoveshchensk (Ignatyev), Bratsk, Bryansk, Cheboksary (Senyaly), Chelyabinsk (Balandino), Cherepovets, Chita (Kadala), Elista, Grozny (Severny), Irkutsk, Kaliningrad (Khrabrovo), Kaluga (Grabtsevo), Kazan, Kemerovo (Alexey Leonov), Khabarovsk (Novy), Khanty-Mansiysk, Krasnodar (Pashkovskiy), Krasnoyarsk (Yemelyanovo), Kursk (Vostochny), Lipetsk, Magadan (Sokol), Magnitogorsk, Makhachkala (Uytash), Mineralnyye Vody, Moscow (Domodedovo), Moscow (Sheremetyevo), Moscow (Vnukovo), Murmansk, Nalchik, Nizhnevartovsk, Nizhny Novgorod (Strigino), Novokuznetsk (Spichenkovo), Novosibirsk (Tolmachevo), Omsk (Tsentralny), Orenburg, Orsk, Ostafyevo, Petropavlovsk-Kamchatsky (Yelizovo), Petrozavodsk (Besovets), Pskov (Kresty), Ramenskoye, Rostov-na-Donu (Platov), Sabetta, Samara (Kurumoch), Saratov (Tsentralny), Sochi, St Petersburg (Pulkovo), Stavropol (Shpakovskoye), Surgut, Syktyvkar, Tomsk (Bogashevo), Tyumen (Roshchino), Ufa, Ulan-Ude (Mukhino), Ulyanovsk (Vostochny), Vladikavkaz (Beslan), Vladivostok (Knevichi), Volgograd (Gumrak), Voronezh (Chertovitskoye), Yakutsk, Yaroslavl (Tunoshna), Yekaterinburg (Koltsovo), Yuzhno-Sakhalinsk (Khomutovo).

SPECIAL NOTICES

Foreign passenger and cargo aircraft are prohibited from carrying on flights in the airspace of Russia as cargo and/or baggage:

- a. military supplies and military material;
- b. explosives, toxic agents, radioactive materials, narcotics, as well as articles of contraband;
- c. sporting guns and ammunition for these, as well as fire-arms and ammunition for these and hunter's knives, with the consent of the carrier, may be carried as registered baggage, provided they have been placed in the baggage-cargo compartments of the aircraft inaccessible to passengers;
- d. cameras and film-cameras carried on board an aircraft shall be kept in suitcases. Photographing from an aircraft is prohibited;
- e. radio sets, including those of small dimensions, may be carried only if packed into luggage.

ESCORT SERVICE

It is necessary to use escort crew service for flights of foreign aircraft outside the international airways, along domestic routes, when using aerodromes not approved for international flights.

The request for such flight must be submitted not later than 14 working days before flight operation beginning excluding Saturdays, Sundays and Public Holidays of the Russian Federation. The agreed conditions and peculiarities of the flight operation will be notified to the applicant by the Federal Air Transport Agency.

APPLICATION BY A THIRD PARTY (INTERMEDIARY)

When applying for permission through a third party (intermediary), the legal entity must have a valid contract with the airline, on behalf of which the request, including the right to obtain permis-

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sions from the aviation authorities of the Russian Federation is submitted. The responsibility for providing the incorrect information by intermediary is placed on the airline concerned.

CROSSING THE STATE BORDER OF THE RUSSIAN FEDERATION

Crossing the State border of the Russian Federation by aircraft, operating the international flights outside the air corridors, is allowed only by permission of the Government of the Russian Federation, except for the cases of forced entries of aircraft into the airspace of the Russian Federation in case of an incident, natural disaster threatening the aircraft safety, carriage of the saved people, rendering an urgent medical assistance to a flight crew member or to passengers as well as due to other force majeure circumstances.

SLOVAKIA
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Required.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

No vaccination certificate is required of persons arriving from Europe (including Asian part of former USSR), Canada, Greenland and USA, provided they have stayed in these areas for at least 14 days prior to traveling to Slovakia, and no cases of highly contagious diseases (cholera, yellow fever or smallpox) have been registered in these areas. Persons coming from other continents and countries must hold an international vaccination certificate issued according to the standards published by the World Health Organization.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

Ministry of Transport and Construction of the Slovak Republic

Directorate General of Civil Aviation

Address: Namestie Slobody 6
P.O. Box 100
Bratislava 15
Slovak Republic
81005

Tel: +421 2 5949 4744

Fax: +421 2 5273 1470

E-Mail: trafficrights@mindop.sk
dangerousgoods@mindop.sk (for dangerous goods flights only)

AFTN: LZIBYAYX

Aircraft registered in EU Member States

For scheduled or non-scheduled operations between the territory of the Slovak Republic and territory of EU member State(s) by the EU air carriers the landing permission is not required. The documents requested are submitted by the EU air carrier to the Ministry of Transport and Construction of the Slovak Republic for filling.

- a. For scheduled operations and series of more than 3 flights a notification shall be made 15 days before the commencement of the operations. Changes to the program shall be notified.
- b. For non-scheduled operations, ad hoc flights and series of maximum 3 flights a notification shall be made at least 4 days before the flight.

Notification shall include the following information:

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- a. name and address of the aircraft operator, ICAO 3-letters designation of the aircraft operator;
- b. air operator certificate;
- c. certificate of carrier's liability insurance with respect to damages caused by operation of aircraft to the third parties and of liability insurance with respect to contract of carriage (damages to passengers, their baggage and to cargo);
- d. type of aircraft, its registration mark and its seat capacity;
- e. MTOW of aircraft;
- f. flight number (if used);
- g. date, ETD and airport of departure;
- h. date, ETA and airport of arrival;
 - i. purpose of the flight, number of passengers and/or nature and quantity of cargo carried to/from the Slovak republic (in case of non-scheduled flights);
- j. name and address of the charterer (in case of non-scheduled flights).

SCHEDULED FLIGHTS

Scheduled flights are governed by bilateral or multilateral agreements between Slovakia and States concerned or by a temporary operating permit.

The timetables of all scheduled flights into and from Slovakia shall be submitted to the Ministry of Transport and Construction of the Slovak Republic at least 14 days prior their effectiveness.

The application for approval of timetables shall include at least the following data:

- a. name of operator, ICAO 3-letter designation of the aircraft operator and flight number;
- b. type of aircraft and its seating capacity;
- c. airport of departure including a route;
- d. day of departure and ETD;
- e. day of arrival, ETA and ETD at the intermediate airports;
- f. airport of arrival and ETA;
- g. requested period of validity;
- h. requested traffic rights.

NON-SCHEDULED FLIGHTS

Non-scheduled flights of foreign civil aircraft are divided into the following flights:

- a. civil transport aircraft not landing;
- b. civil transport aircraft landing for non-commercial purposes;

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- c. civil transport aircraft having a seating configuration, excluding the pilot's seat, of 10 or less seats and landing for commercial purposes (air taxi);
- d. civil transport aircraft landing in the Slovak Republic for commercial purposes, other than air taxi flights;
- e. flights for humanitarian purposes, emergency medical service flights, air ambulance flights;
- f. private flights;
- g. training flights;
- h. flights for remuneration other than air transport flights.

A permission is required for flights mentioned under para d. above and all cargo non-scheduled flights.

The application shall be submitted by letter, fax, AFTN or e-mail to the Ministry of Transport, Construction and Regional Development of the Slovak Republik as follows:

- a. for non-scheduled flights of transport aircraft to/from the Slovak Republic for commercial purposes and for flights of transport aircraft which are not registered in the member State of ICAO - at least 3 working days before the intended flight;
- b. for non-scheduled flights of transport aircraft to/from the Slovak Republic for commercial purposes, transporting dangerous goods on board - at least 14 days before the intended flight.

The application request shall include the following information:

- a. air operator certificate;
- b. insurance certificate of liability insurance with respect to damages caused by operation of aircraft to the third parties and of liability insurance with respect to contract of carriage (damage to passengers, their baggage and to cargo);
- c. name and address of aircraft operator and operator's ICAO 3-letter designator;
- d. type of aircraft, registration mark and seating capacity;
- e. MTOM of the aircraft;
- f. flight number (if used);
- g. date of departure, ETD and aerodrome of departure;
- h. date of arrival, ETA and airport of arrival;
- i. purpose of flight, number of passengers and/or nature and quantity of cargo;
- j. name and address of charterer;
- k. in case of cargo charter flights, the names and addresses of the consignee and consignor in the Slovak Republic;
 - l. in the case of Inclusive Tour Charter (ITC) flights, the application shall comprise details concerning the program;
- m. for a series of non-scheduled flights, the application shall comprise the charter contract;

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n. in the case of cargo or mail transportation from an airport situated in a third country, which is not listed in the Attachment 6-F to the Regulation (EU) No 185/2010, the application shall comprise a designation of "cargo or mail air carrier to EU from third country airport (ACC3)".

The applications for permissions of non-scheduled flights of foreign civil aircraft as mentioned under para h) above shall be submitted at least 7 working days before intended flight to:

Transport Authority

Letisko M. R. Stefanika

Address: Bratislava 21
Slovak Republic
82305

Tel: +421 2 4363 8586

Fax: +421 2 4342 4486

E-Mail: clerk@nsat.sk

The application shall include:

- a. name and address of the aircraft operator;
- b. type of aircraft and its registration mark;
- c. insurance certificate of liability insurance with respect to damages caused by operation of aircraft;
- d. place and purpose of flight and its duration;
- e. valid documents issued by relevant aviation authority of the State of registry;
- f. certificate of administrative charges settlement in the amount of 200 EUR (not applicable for ferry flight);
- g. for aerial photography and aerial film previous permission of the Ministry of Defence of the Slovak Republic is necessary.

PRIVATE FLIGHTS

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft. Such information must be transmitted so that public authorities concerned will receive it at least 2 hours in advance of arrival. The landing must be carried out at a previously designated international aerodrome.

STATE AND MILITARY AIRCRAFT FLIGHTS

Prior permission through diplomatic channels is required. Applications shall be submitted to the Ministry of Foreign and European Affairs at the latest 48 hours in advance. Addresses are as follows:

Ministry of Foreign and European Affairs of the Slovak Republic

Diplomatic Protocol

Address: Hlboka cesta 2

**SLOVAKIA
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Bratislava 37
Slovak Republic
83336

Tel: +421 2 5978 3044
+421 2 5978 3041
Fax: +421 2 5978 3099
+421 2 5978 3049

Public Hours: during operational hours 0600-1400 (0500-1300)

Ministry of Foreign and European Affairs of the Slovak Republic
Diplomatic Services

Address: Hlboka cesta 2
Bratislava 37
Slovak Republic
83336

Tel: +421 2 5978 2211
+421 2 5978 2215
Fax: +421 2 5978 2213

Public Hours: 1400-0600 (1300-0500) and SAT, SUN and HOL

The request must include the following information:

- a. purpose of flight;
- b. registration mark, class and type of aircraft;
- c. name, nationality and residence of aircraft owner;
- d. flight route, destination, entry and exit points and intended intermediate landings;
- e. estimated date and time of arrival at and departure from the airport concerned;
- f. specified list of passengers and their functions;
- g. airborne radio equipment and available frequencies;
- h. insurance certificate of liability insurance with respect to damages caused by operation of aircraft to the third parties.

In case of military aircraft flights with diplomatic clearance valid 1 year, the flight notification on overflights (landings) over/in the territory of the Slovak Republic shall be sent at least 24 hours in advance to:

Vojensky utvar 3030

Address: Borovianska cesta 1
Zvolen
Slovak Republic

SLOVAKIA
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96001

Tel: +421 9 6046 3530

+421 9 6046 3500

Fax: +421 9 6046 3599

E-Mail: nzcavo@mil.sk

DANGEROUS GOODS FLIGHTS

The application for approval of transport of dangerous goods shall include at least the following data:

- a. name and address of carrier;
- b. date of departure and airport of departure;
- c. date of arrival and airport of arrival;
- d. type of aircraft and registration mark;
- e. proper commercial shipping name and classification decision with addressee of "UN" number;
- f. certificate that the cover is suitable accordance with ICAO DOC 9284-AN/905 issued by entity accredited by the Slovak National Accreditation Service;
- g. quantity of transported dangerous goods;
- h. name and address of charterer;
- i. name and address of the consignor and consignee of goods;
- j. designation of "cargo or mail air carrier to EU from third country airport (ACC3)", in accordance with the Regulation No 185/2010.

The application for approval of transport of dangerous goods shall be submitted to the Ministry of Transport and Construction of the Slovak Republic.

SCHEDULE AND AIRPORT COORDINATION

Bratislava (M.R. Stefanik) aerodrome is a slot coordinated airport of Level 2 (schedules facilitated airport) in compliance with IATA rules. Coordination of slots is provided by the Slot Coordination Department. Aircraft operator is obliged to submit to Slot Coordination Department the list of all scheduled and non-scheduled flights to/from Bratislava aerodrome and request the airport slots in compliance with IATA deadlines at the following address:

Letisko M. R. Stefanika - Airport Bratislava, a.s. (BTS)

Slot Coordination

Address: Letisko M. R. Stefanika

P.O. Box 160

Bratislava 216

Slovak Republic

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82311

Tel: +421 2 3303 3360

Fax: +421 2 4329 4940

E-Mail: slot@bts.aero

SITA: BTSSC7X

AIRPORT(S) OF ENTRY

Bratislava (M. R. Stefanik), Kosice, Nitra, Piestany, Poprad (Tatry), Prievidza, Sliac, Zilina.

SPECIAL NOTICES

Pilots-in-command of foreign aircraft intending to operate non-scheduled IFR flights over Slovak airspace are requested to fill in Item 18 of the FPL, after RMK, the address of the aircraft operator who will pay charges for the use of air navigation services.

RESTRICTION FOR FLIGHTS WITHIN KOSICE TMA 2

Kosice TMA 2 aircraft has to be equipped with SSR transponder. Kosice TMA 2 shall not be used by state aircraft, except EU and/or NATO member country state aircraft or unless they have received a diplomatic clearance from the Ministry of Foreign Affairs of Hungary.

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AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Civil Aviation Agency under the Government of the Republic of Tajikistan

Address: 14, Ayni Street
Dushanbe
Republic of Tajikistan
734042

Tel: +992 37 2231 130
+992 37 2510 278
+992 37 2231 134

Fax: +992 37 2231 130
+992 37 2211 766

E-Mail: saa@mintrans.tj

Main Air Traffic Management Centre (MATMC)

Address: 32/3, Titova Street
Dushanbe
Republic of Tajikistan
734012

Tel: +992 47 4494 617
+992 48 7011 740

Fax: +992 37 2268 137

E-Mail: atfm@airnav.tj

AFTN: UTDDZDZX (the main kind of communication) - for standard messages about the aircraft movement (FPL, DEP, ARR, CNL, DLA, PCH, CHG and other)

SCHEDULED FLIGHTS

Permission for scheduled flights into the Republic of Tajikistan shall be granted only to the designated airlines of the States with which the intergovernmental agreements on air communication were concluded or initialed, or the relevant documents were signed with the governments or aviation authorities of foreign States.

The international airline shall be allowed for scheduled flights into the territory of the Republic of Tajikistan only under the presence of an operational permission issued by the Civil Aviation Agency under the Government of the Republic of Tajikistan.

The following documents, necessary for receiving the operational permission, shall be submitted by foreign carriers not later than 45 days prior to the beginning of flights to the Civil Aviation Agency under the Government of the Republic of Tajikistan:

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- a. official notification of the government of a foreign State about the designation of the air carrier for the specified route;
- b. air operator's license (with attachments);
- c. a license for air transport services;
- d. aircraft registration certificate;
- e. aircraft airworthiness certificate;
- f. aircraft noise certificate;
- g. permission for the aircraft radio aboard;
- h. insurance certificates for aircraft, aviation personnel and responsibility to third persons;
- i. form "R" signed by the head of the airline - in 4 copies;
- j. slots approved by the landing aerodromes of the Republic of Tajikistan.

For receiving a permission for flights into/from/through the airspace of the Republic of Tajikistan, all operators shall, not later than 30 days, submit a list of repetitive flight plans in 3 copies to the Main Air Traffic Management Centre (MATMC) for the periods:

- summer: from the last Sunday of March till the last Saturday of October;
- winter: from the last Sunday of October till the last Saturday of March.

For landings at the aerodromes of the Republic of Tajikistan an operational permission issued by the Civil Aviation Agency under the Government of the Republic of Tajikistan shall additionally be submitted.

NON-SCHEDULED FLIGHTS

The applications for carrying out non-scheduled flights shall be received within the following terms:

- for carrying out a series of several interrelated non-scheduled flights (4 and more flights) - not later than 15 working days before carrying out the first flight;
- for other kinds of non-scheduled flights - not later than 3 working days before carrying out the flight.

The application shall contain the following data:

- a. name of the airline, ICAO designator and State of aircraft registry;
- b. aircraft identification index (flight number) consisting of not more than 7 symbols;
- c. aircraft type according to the ICAO classification, registration number of the aircraft and MTOW (all information for main aircraft and the reserve one);
- d. aircraft owner, operator, address of the owner;
- e. purpose of flight;
- f. category of flight (charter, business flight);

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- g. flight crew (with indication of citizenship);
- h. passengers (number, citizenship), cargo (its character), consignor and his address;
- i. the date of flight operation and flight schedule (UTC) with indication of points of commercial and technical landings (ICAO location indicators), the points of entry/exit into/from the airspace of the Republic of Tajikistan; the estimated time, flight route in the airspace of the Republic of Tajikistan;
- j. type of navigation and communication equipment;
- k. presence of firearms, ammunition, photographic equipment on board;
- l. form of payment with indication of the payer's address, bank, the account number;
- m. signatures of the applicants, contact data (AFTN, telephone, E-mail).

The following order is established for submission of applications:

- for carrying out non-scheduled flights with landings at the aerodromes of the Republic of Tajikistan by aircraft of a foreign State - from 0200 till 1100 (UTC) daily, except Saturday, Sunday and holidays;
- for carrying out transit non-scheduled flights in the airspace of the Republic of Tajikistan - H24.

Applications shall be submitted in English or in Russian to the Main Air Traffic Management Centre (MATMC).

STATE AIRCRAFT FLIGHTS

Applications for the following flights:

- single flights of the State aviation of foreign States (including flights connected with transportation of official persons);
- single flights of experimental aviation of foreign States (including flights of air balloons, airships and others);

shall be submitted via the diplomatic channels to the State Protocol Department of the Ministry of Foreign Affairs of the Republic of Tajikistan.

The terms for submission of applications are as follows:

- for aircraft, not relating to the civil aircraft - not less than 10 working days before the date of the intended flight;
- for special aircraft (with official delegations on board) - not less than 5 working days;
- in other cases - not less than 5 working days.

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PASSPORT & VISA

Required for passengers and crew members.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

The Main Air Traffic Management Center of Turkmenistan (MATMC)

Address: International Ashgabat Airport
Ashgabat
Turkmenistan
744008

Tel: +993 12 231352

Fax: +993 12 231352

SITA: ASBGCT5

AFTN: UTAAZDZX

Overflying and landing within Turkmenistan requires prior permission. All applications concerning the usage of Turkmenistan airspace shall be forwarded to the MATMC via AFTN or SITA.

When landing on civil aerodromes of Turkmenistan it is necessary to indicate the additional addresses of:

The Central Service of Operation and Control of International Ashgabat airport:

SITA: ASBITT5

AFTN: UTAAZXZX

The administration of the landing aerodromes:

Ashgabat

AFTN: UTAABFXX

Turkmenbashi, Balkanabat

AFTN: UTAKZTZX

Turkmenabat

AFTN: UTAVZTZX

Mary

AFTN: UTAMZTZX

Dashoguz

AFTN: UTATBFXX

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The permission granted for airspace use and for landing on civil aerodromes is valid for 96 hours starting from the originally declared departure time.

The permission number shall be indicated in the field 18 of the FPL.

A permission for the usage of Turkmenistan airspace shall be cancelled with notification of an applicant, if within 30 minutes after the planned departure time indicated in the request (application), the information about the aircraft take-off or change of the time and/or date of a flight operation has not reached MATMC of Turkmenistan.

When an application is submitted by a third party (intermediary), it is necessary to submit additionally a valid legally authenticated document indicating the limits of authority and responsibility of an intermediary which are given to him by the airline (aircraft operator).

If there are changes to any parameter after receiving the permission, the user of Turkmenistan airspace (aircraft operator) must coordinate the planned changes with the MATMC.

SCHEDULED FLIGHTS

The terms and dates for submitting requests and applications are as follows:

For scheduled flights with execution rate of more than 4 flights for the period concerned - not later than 30 days prior to flight operation. The changes to RPL submitted earlier - not later than 14 days prior to flight operation.

NON-SCHEDULED FLIGHTS

The terms and dates for submitting requests and applications are as follows:

- a. For non-scheduled transit flights without landing on civil aerodromes of Turkmenistan with execution rate of not more than 4 flights for the period concerned - not later than 3 working days prior to flight operation.
- b. For non-scheduled flights with landing on civil aerodromes of Turkmenistan with execution rate of not more than 4 flight for the period concerned - not later than 5 working days prior to flight operation.

STATE OR MILITARY AIRCRAFT FLIGHTS

An application for carrying out flights for the following purposes by user of Turkmenistan airspace shall be submitted via the diplomatic communication channels according to the following terms:

- a. carriage of the head and/or members of the government delegation of a foreign State - not later than 5 working days;
- b. carriage of the commercial delegations of foreign States to/from Turkmenistan -not later than 5 working days;
- c. carriage of dangerous goods and goods of military character - not later than 10 working days;
- d. all kinds of flights of State aircraft of foreign States - not later than 10 working days.

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NOTE: The terms shall be increased by 3 working days for the users of Turkmenistan airspace who are not the associated IATA members.

AIRPORT(S) OF ENTRY

Ashgabat, Turkmenbashi.

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PASSPORT & VISA

Foreign nationals and stateless persons need a passport document with an appropriate visa, unless a different entry/exit procedure is stipulated by the laws or international treaties of Ukraine.

The crew members of foreign aircraft arriving in Ukraine shall be in possession of valid national passports with Ukrainian visas, unless bilateral agreements stipulate otherwise.

NOTE: Additional requirements may exist, please contact the appropriate authority to confirm information.

HEALTH

Disembarking passengers coming from areas infected by especially dangerous diseases require a valid certificate of vaccination.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Air Services and Licensing Department

Tel: +380 44 351 52 92

+380 44 351 53 21

Fax: +380 44 351 53 21

E-Mail: rozklad@avia.gov.ua

schedule@avia.gov.ua

SITA: IEVYAPS

AFTN: UKKAYAYF, UKKAOOXX

Public Hours: MON-THU 0700-1600 (0600-1500 summer), FRI 0700-1445 (0600-1345 summer), except SAT, SUN and HOL

Flight Coordination Division - Central Control Service Civil Aviation

Tel: +380 44 351 52 31

+380 44 351 55 51

E-Mail: ckp.intl@avia.gov.ua

cds@avia.gov.ua

SITA: IEVCAPS

AFTN: UKKACAXX

UKKACGXX

Public Hours: MON-THU 0700-1600 (0600-1500 summer), FRI 0700-1445 (0600-1345 summer), except SAT, SUN and HOL

Preliminary Information

Air carrier or its authorized person immediately after departure of a flight from the airport of departure and not later than 30 minutes before landing the aircraft at the airport of Ukraine, provides

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preliminary information on passengers (or import and transit of cargo) on board to the State Border Guard Service of Ukraine and the State Customs Service of Ukraine.

Information has to be provided for each international flight with passengers or cargo on board which is operated to the airports of Ukraine.

Information shall be submitted by transmitting standard IATA message from the airport of departure to SITA address KBPBRXH without digital signature.

Information concerning passengers and crew should include the following:

- a. flight number;
- b. air carrier's code;
- c. time and date of departure;
- d. surname and name of the passenger, sex;
- e. nationality;
- f. date, month and year of birth;
- g. passport number (ID number).

Information concerning cargo should include the following:

- a. flight number;
- b. air carrier's code;
- c. time and date of departure;
- d. air waybill number;
- e. shipper's name and address;
- f. consignee's name and address;
- g. number of pieces;
- h. gross weight (weight/unit);
 - i. name of goods and other items;
 - j. nature of goods;
- k. declared value of shipment (if any).

Information shall be provided from the air waybill.

SCHEDULED FLIGHTS

Scheduled air traffic is governed by international and bilateral or multilateral air agreements and require special permission.

In addition the following documents must be submitted:

- a. the document, confirming State belonging to the aircraft operator;
- b. the document confirming the founders and joint owners of the air company;

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- c. the copy of the certificate of aircraft operator or substituting document;
- d. the copies of registration certificates of the aircraft;
- e. the copy of airworthiness certificate for each aircraft;
- f. the copies of agreements and insurance policies of mandatory type (policies of reinsurance) concerning liability towards passengers, third parties and cargo's owner;
- g. the program of aviation safety and organizationally administrative documents concerning aviation safety, agreed by the State Aviation Administration.

The application must be sent not later than 45 days before beginning of planned flights to the Air Services and Licensing Department.

Night-stop right at Kyiv (Boryspil Intl) during period 0000-0600 LT for the foreign carriers operating scheduled flights can be granted by agreement on this matter between Aviation Authorities of Ukraine and corresponding foreign countries.

NON-SCHEDULED FLIGHTS

Non-scheduled flights to/from Ukrainian airports require prior permission. Requests shall be submitted to the Flight Coordination Division.

The application to carry out non-regular international flights must be submitted by the aircraft operator not later than:

- a. 5 working days - for commercial flights;
- b. 5 working days - for flights of aircraft, which carry out the transportation of cargo for military purpose and dangerous cargos;
- c. 5 working days - for flights with official delegations, and State aircraft flights as well;
- d. 3 working days - for flights to domestic airports of Ukraine;
- e. 3 working days for private flights;
- f. 3 working days for flights without commercial rights;
- g. 1 working day - for flights without commercial rights with landing at international airports of Ukraine, upon carrying out by the aircraft with the capacity up to 15 passengers' seats;
- h. 2 hours - for urgent sanitary and searching-rescue flights.

All requests must include applicable information according to the following form:

- a. name and details of aircraft operator, which carries out the flight (address, telephone, fax);
- b. type of aircraft, maximum take-off weight (MTOW), registration number (callsign);
- c. departure date, flight number, the last airport before entrance into Ukrainian airspace and ETD;
- d. arrival date, international airport of first landing and ETA;
- e. entry point and the route to the first international airport of landing in the Ukraine;

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In case of flight carried out within FIRs of Ukraine:

- a. flight date, flight number, airport of departure and ETD, the airport of arrival and ETA;
- b. route within Ukraine FIRs;
- c. date, return flight number, airport and ETD from Ukraine;
- d. exit point from FIR of Ukraine and route of flight within FIRs of Ukraine;
- e. airport of first landing outside the Ukraine and estimated time of landing;
- f. purpose of flight, number of passengers, status of passengers (if delegation - receiving/sending party, telephone and fax), freight nature and quantity (if charter - freight forwarder/consignee, telephone and fax), for payment or rent;
- g. insurance policy of third person liability;
- h. armament, photo equipment or other military equipment on board;
 - i. additional information;
 - j. surname of the responsible person, contact telephone, faxes.

NOTE: The State Aviation Administration is entitled to require any additional information about planned flight.

PRIVATE FLIGHTS

In case of private flights application should include appropriate items from the form in NON-SCHEDULED FLIGHTS and must include additionally:

- a. what organization issued an invitation for arriving aircraft;
- b. its relation to Civil Aviation of Ukraine;
- c. the aircraft's place of basing;
- d. procedures of all types of service (meteorological service, SAR, ATC, aircraft guarding, aviation safety etc.).

In case of commercial flight operation aircraft operator should submit exemplification of license, that complies with the purpose of visit.

STATE AIRCRAFT FLIGHTS

Application for special permission must be submitted to the Ministry of Foreign Affairs through diplomatic channels not later than 5 working days prior to the date of intended flight. Application should include appropriate items from the form in NON-SCHEDULED FLIGHTS and shall also include the following information:

- a. surname of aircraft captain, approved weather minimums of the aircraft captain, number of crew members;
- b. planned flight level to entry/exit into/from FIRs of Ukraine, cruising speed, height and fly-over time of obligatory reporting points;

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- c. alternative aerodromes;
- d. number of passengers;
- e. necessity of airport hotel, its transport service;
- f. necessity of fuel service and order of onboard meals.

Transit Flights

The application for permission to carry out transit flight related to transportation of State officials, government bodies and delegations headed by them, Ministers of Foreign Affairs and Ministers of Defense, the aircraft operator submits an application through diplomatic channels to Ministry of Foreign Affairs of Ukraine not later than 5 working days before the beginning of planned flight and the application must include the following:

- a. name and details of aircraft operator, which carries out the flight (address, telephone, fax);
- b. type of aircraft, maximum take-off weight (MTOW), registration number (call sign);
- c. flight date, flight number (aircraft identification index), surname of aircraft captain, its meteorological minimum, number of crew members;
- d. airport, departure time (the last airport before the entrance into the Ukraine FIR);
- e. entry/exit point into/from Ukraine FIR;
- f. route of the flight within Ukraine, planned flight level when making entry/exit into/from Ukraine FIR, cruising speed, height and fly over time of obligatory reporting points, alternative aerodromes;
- g. destination airport and time of landing;
- h. purpose of flight, number of passengers, cargo nature, passengers status;
- i. surname of the responsible person, contact telephone, AFTN, fax.

MILITARY AND DANGEROUS GOODS FLIGHTS

In case of transporting cargo of military purpose or dangerous cargo application should include appropriate items from the form in NON-SCHEDULED FLIGHTS and must include additionally:

- a. name of cargo forwarder/consignee, indicating their addresses, telephones, faxes;
- b. information about the cargo: title, nature (including its international classification according to the UNO list), quantity, type of packing and weight of cargo, contract details as to its delivery;
- c. number and date of the permission issued by State Service of Export Control of Ukraine for international transmission of military commodities;
- d. number and date of appropriate writing permission issued by State Service of Export Control of Ukraine to exporter/importer for the right of international transfer of military goods;
- e. liability insurance policy covering third parties.

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EMERGENCY FLIGHTS

In case of urgent medical flights application should include appropriate items from the form in NON-SCHEDULED FLIGHTS and must include additionally:

- a. surname of patient who is conveyed on aircraft;
- b. name, address and telephone number of destination medical point.

SCHEDULE AND AIRPORT COORDINATION

KYIV (BORYSPIL INTL)

Kyiv (Boryspil Intl) is a Level 3 airport according to IATA classification. Slot coordination requests, changes and cancellations shall be submitted via a formalized Slot Clearance Request/Reply message (SCR) according to the valid IATA standards within the following periods:

- Scheduled and charter (on a regular basis) flights, at least 3 working days before the scheduled date of flight.

Slot Coordination

E-Mail: kbp_schedule@kbp.kiev.ua
 sps@kbp.kiev.ua

AFTN: UKBBYDYU

Public Hours: MON-FRI, 0800-1700 LT

- General aviation flights (excluding flights operated according to urgent flight plans), single charter or ad-hoc flights, one day before the scheduled date of flight.

Slot Coordination

E-Mail: kbp_schedule@kbp.kiev.ua
 kbpdc7x@kbp.kiev.ua

AFTN: UKBBYDYU

Public Hours: MON-FRI, 0800-1900 LT

- General aviation flights operated according to urgent flight plans, at least 6 hours before the scheduled time of departure.

Slot Coordination

E-Mail: gosp_cda@kbp.kiev.ua
SITA: KBPOC7X

AFTN: UKBBYDYZ

Public Hours: MON-SUN, H24

The declared capacity and airport operation hours (NAC - Notice Airport Capacity), as well as the planned airport utilization (NAC - Airport Utilization) for the current and forthcoming seasons can be found on the Internet page of Kyiv (Boryspil Intl): <https://kbp.kiev.ua/docs/library/>.

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Flights not having cleared slots or not being operated according to the cleared slots are prohibited. At least 30 minutes before ETA, aircraft crews shall provide Boryspil Operations Control on frequency 131.775MHz with the information related to actual number of the passengers on board, baggage and other pertinent information.

KYIV (ZHULIANY INTL)

Kyiv (Zhuliany Intl) is a Level 2 airport according to IATA classification. Slot coordination requests, change or cancellation of flights (except business aviation and general aviation should be submitted to coordinator at least 3 days before planned flight date as formalized IATA message SMA:

Slot coordination

E-Mail: schedule@airport.kiev.ua
 shypylo@airport.kiev.ua

SITA: IEVOPXH

Public Hours: MON-FRI 0800-1700LT

Slot coordination requests, change or cancellation of business aviation flights or general aviation flights (except urgent flights operation) should be submitted to coordinator not later than 1900LT of planned flight date.

Slot coordination

E-Mail: schedule@airport.kiev.ua
SITA: IEVOPXH

Slot coordination requests, change or cancellation of business aviation flights and general aviation flights that are performed by urgent flights operations should be submitted to coordinator not later than 6 hours before planned time of flight arrival/departure according to approval airport application.

Slot coordination

E-Mail: schedule@airport.kiev.ua
 ievopxh@airport.kiev.ua

SITA: IEVOPXH

Flights not having cleared slots or not being operated according to the cleared slots are prohibited.

AIRPORT(S) OF ENTRY

Cherkasy (Intl), Chernivtsi (Intl), Dnipro (Dnipropetrovsk Intl), Ivano-Frankivsk (Intl), Kharkiv (Osnova), Kherson (Intl), Kryvyi Rih (Lozuvatka), Kyiv (Antonov-2 Intl), Kyiv (Boryspil Intl), Kyiv (Zhuliany Intl), Lviv (Intl), Odesa, Ozerne (Intl), Rivne (Intl), Ternopil (Intl), Vinnytsia (Gavryshivka), Zaporizhzhia (Intl).

First landing of Commonwealth of Independent States (CIS) foreign operators aircraft that arrive in Ukraine is possible only at international airports.

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NATIONAL REGULATIONS AND REQUIREMENTS

Flights of foreign aircraft operators to other aerodromes of Ukraine have to be carried out with Ukrainian navigator on board, excluding aircraft operators of CIS countries.

SPECIAL NOTICES**OPERATIONS OVER THE HIGH SEAS**

For carrying out the activity within the airspace over the High Seas, potentially hazardous to civil aircraft operations, airspace users shall submit an airspace request to Ukraerocenter not later than 10 working days prior to the beginning of activity for timely publication of the appropriate NOTAMs.

Airspace request must include:

- a. date, time of the beginning and completion of activity;
- b. character of the planned activity (aerial work, firings, launch of missiles, military training, flight routes, etc);
- c. geographical limits of the area in WGS-84, high and low levels of activity;
- d. special safety actions that can be applied if necessary;
- e. communication facilities, contact phones, e-mail and AFTN addresses of responsible person or organization.

The airspace request for the activity over the High Seas has to be sent to following Ukraerocenter address:

Ukraerocenter

Address: Boryspil 1
P.O. Box 115
Kyiv Region
Ukraine
08301

Tel: +380 44 351 59 91
+380 44 351 59 90
+380 44 351 59 92

Fax: +380 44 234 03 99
+380 44 351 59 72

E-Mail: nach_zminy@uksatse.aero
zns_shturman@uksatse.aero

AFTN: UKKKZDZX
UKKKYXYX

Public Hours: H24

UZBEKISTAN
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Required.

VISA

Required except for transit passengers who comply with any of the following:

- are on a non-stop transit flight; or
- are in possession of documents giving the right to enter the country of destination, have air tickets with a confirmed departure date within 24 hours and remain within the transit area of the airport; or
- are citizens of a State with which Uzbekistan has signed appropriate interstate agreements.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

International certificate of vaccination against cholera, plague or yellow fever are required when arriving from infected areas.

AIRCRAFT ENTRY REQUIREMENTS**SCHEDULED FLIGHTS**

Scheduled operations are governed by international procedures or bilateral agreements with Uzbekistan.

Requests for permission for regular flights over the territory of the Republic of Uzbekistan shall be submitted to:

Department of Operational Inspection of Foreign Operators of the State Inspection of the Republic of Uzbekistan for Flight Safety Oversight

Address: 73B, Nukususkaya St.
Tashkent
Republic of Uzbekistan
100015

Tel: +998 71 120 3410

Fax: +998 71 254 1482

E-Mail: a.yakovlev@uzcaa.uz

The application for issuing permission for carrying out the air services shall comprise the following data:

- a. air operator certificate with attachments;
- b. aircraft registration certificate;
- c. airworthiness certificate;

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NATIONAL REGULATIONS AND REQUIREMENTS

- d. aircraft radio station licence;
- e. aircraft noise certificate;
- f. insurance policy covering third party.

Regular flight schedules of foreign air carriers should be submitted not later than 30 days prior to the beginning of the flight to:

Commercial Department

Address: Amir Temur av., 41
Tashkent
Republic of Uzbekistan
GSP-100060

Tel: +998 78 140 4610
Fax: +998 78 140 4611
E-Mail: ovs@uzairways.com
SITA: TASDMHY, TASOKHY
AFTN: UTTTUZEL

For regular passenger flights:

Schedule Planning Department

Tel: +998 78 140 4616
Fax: +998 78 140 4716
E-Mail: schedule@uzairways.com
SITA: TASSPHY
AFTN: UTTTUZBU

For regular cargo flights:

Cargo Department

Tel: +998 78 140 2095
Fax: +998 78 140 2092
E-Mail: cargo@uzairways.com
SITA: TASCGRY
AFTN: UTTTUZKR

Central Department of Operational Services (CDOS)

Address: Airport
Tashkent
Republic of Uzbekistan
100167

Tel: +998 78 140 4667 (H24)

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+998 78 140 4674 (H24)
 Fax: +998 78 140 4673 (H24)
 E-Mail: cdos.planing@uzairways.com
 SITA: TASZPHY
 AFTN: UTTTZXZX, UTTTZXZA

The application for the approval of the flight schedule above shall comprise the following data:

- a. Form 'R' signed by manager of airline;
- b. RPL on form Doc 4444 ICAO;
- c. coordinated slots with airports of landings in the Republic of Uzbekistan.

Any changes to submitted schedule shall be addressed to CDOS not later than 3 working days prior to the beginning of flights.

All operators executing scheduled flights overflying the airspace of the Republic of Uzbekistan or landing at airports of the Republic of Uzbekistan shall present flight plan (RPL) on periods:

- summer: last Sunday of March until last Saturday of October;
- winter: last Sunday of October until last Saturday of March

not later than 30 days prior to beginning of flight.

RPL shall be presented according ICAO DOC 4444 in English or Russian language in 2 copies to:

Civil sector of Main Centre of Unified Air Traffic Management System of the Republic of Uzbekistan (ATFMU)

Address: 13, Lokomotivnaya St.
 Tashkent
 Republic of Uzbekistan
 100167

Tel: +998 71 236 1005
 Fax: +998 71 140 2778
 E-Mail: atfmu_uz@uzairways.com
 SITA: TASYCHY
 AFTN: UTTTZDZX (main channel for contacts)
 Public Hours: H24

NON-SCHEDULED FLIGHTS

It is necessary to have a permission for marking non-schedule and transit non-schedule flights. The permission number shall be indicated in the field 18 of the FPL.

Requests for operating non-scheduled flights with landings at airports of Republic of Uzbekistan shall be submitted in English or Russian to CDOS (address see SCHEDULED FLIGHTS).

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Requests for operating non-scheduled flights transit through airspace of Republic of Uzbekistan shall be submitted to ATFMU (address see SCHEDULED FLIGHTS).

Application to operate a single non-scheduled flight by foreign aircraft shall be submitted by operators or an authorized person within the following terms:

- for execution of series of non-scheduled flights (5 and more flights) - not later than 15 working days prior to beginning of flight;
- for execution of series of non-scheduled flights (5 and more flights) - not later than 15 working days prior to beginning of flight;
- for all other non-scheduled flights - not later than 3 working days prior to beginning of flight.

The application shall contain the following information:

- a. name of airline, 3-letter ICAO designation, State of aircraft registration;
- b. marking code of aircraft (flight number) not more than 7 signs;
- c. aircraft type, registration marks, maximum take-off weight (MTOW);
- d. owner and operator of aircraft, owner's address;
- e. purpose of flight;
- f. flight category (charter, extra, business-flight);
- g. number of crew members and their nationality;
- h. number of passengers and their nationality;
- i. freight;
- j. consignor of goods and his address;
- k. date of flight and flight schedule (UTC) with indication of points of commercial and technical landings (in ICAO codes), points and estimated time of entry into/leaving Uzbekistan airspace;
- l. flight route in the airspace of Republic of Uzbekistan;
- m. type of navigation and communication equipment;
- n. presence of arms, ammunition and photo equipment;
- o. method of payment, indicating payer's address, bank and account number;
- p. signature of applicant and phone number;
- q. notes.

Requests on execution of international flights in the airspace of the Republic of Uzbekistan, directed with violation of requirements are rejected.

Issued permissions for single international flights with landings at the airports of the Republic of Uzbekistan are valid during 72 hours from moment of departure indicated in permission, if there is no other period of validity of permission.

UZBEKISTAN
NATIONAL REGULATIONS AND REQUIREMENTS**STATE AIRCRAFT FLIGHTS**

Request for single flights of foreign State aviation aircraft must be sent through diplomatic channels to:

Ministry of Foreign Affairs

Address: Tashkent
Republic of Uzbekistan

- for aircrafts, not later than 10 working days prior to beginning of flight;
- or execution of special flights (with official delegations aboard), not later than 5 working days prior to beginning of flight.

DANGEROUS GOODS FLIGHTS

Dangerous goods transportation must be coordinated via diplomatic channels. The Ministry of Foreign affairs of the Republic of Uzbekistan is responsible authority for dangerous goods transportation approval (address see STATE AIRCRAFT FLIGHTS).

AIRPORT(S) OF ENTRY

Andizhan, Bukhara, Fergana, Karshi, Namangan, Navoi, Nukus, Samarkand, Tashkent (Islam Karimov), Termez, Urgench.



Entry Requirements

State Rules and Procedures - China

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PASSPORT

Required.

VISA

Required, except aliens in immediate transit on connected international flights that hold passenger tickets and stay for no more than 24 hours in China entirely within airport boundaries or stay for no more than time limits in certain regions upon the approval of the State Council. Visas are not required for aliens from 26 countries if they stay in Hainan less than 15 or 21 days in groups and aliens travelling to Zhujiang Delta or Shantou District from Hongkong and Macao for no more than 144 hours in groups.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

Persons when entering shall fill out the Entry Quarantine Declaration Card and declare to the local inspection and quarantine authority at the entry port when public health emergency of international concern occurs.

People coming from a yellow fever infected area are required to present valid certificate of vaccination against yellow fever upon entry.

DISINSECTION REQUIREMENTS

The disinfection, scrubbing, deratization, disinsection or other necessary sanitary measures shall be applied to any aircraft arriving from an infected area, or contaminated by a communicable disease, NBC adverse factors or found to be with rodents and insect vectors harmful to human health.

For aircraft arriving from the yellow fever infected areas, goods shall not be unloaded before disinsection has been conducted unless the unloading is under supervision by the inspection and quarantine authority.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

A foreign civil aircraft is permitted to enter or leave the territory of the P.R. of China only in accordance with the Air Transport Agreement or other relevant documents concluded between the P.R. of China and the Government of the State in which the aircraft nationality is registered, or in accordance with the approval or clearance of the Civil Aviation Administration of China.

SCHEDULED FLIGHTS

Scheduled services and additional flights thereto are governed by bilateral air agreements on routes specified in the agreement. A scheduled flight shall be conducted in accordance with a timetable, which shall be first submitted to the:

Civil Aviation Administration of China (CAAC)

**CHINA, P.R. OF
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Address: 155 Dongsì Street West, Dongcheng District
Beijing
People's Republic of China
100710

Tel: +86 10 6409 1114

Telex: CIVILAIR Beijing

AFTN: ZBBBYAYX

Approval by the airline designated by the Government is the other party of such agreement.

The application for any additional flight shall be filed with the CAA of China at least 5 days before the anticipated flight or within the time limit specified in the agreement.

The flight can be operated only after permission thereof has been obtained.

Any designated foreign airlines shall submit, in duplicate in Chinese or English, an application letter to CAAC for Operating Permit at least 60 days before the inauguration date.

Overflight of a scheduled flight

The application for a scheduled flight overflying the territory of the People's Republic of China shall be submitted to CAAC (AFS/SITA address: ZBBBZGZX, ZBBBCJXX, ZBBBCCXX/ BJSZGCA, BJSCJCA, BJSCCCA) for approval at least 30 workdays in advance, or 60 workdays in advance if it is an inaugural service for a regular flight overflying the territory of the People's Republic of China or if there is a change in the routing within the territory of the People's Republic of China.

Document requirements:

- a. Nationality, the owner and operator of aircraft and their nationality, address;
- b. Flight number, type of aircraft, schedule, departure/arrival aerodrome, date and time (UTC);
- c. Date and time (UTC) of overflying the entry/exit points and routes in detail within the territory of the People's Republic of China;
- d. Effective periods;
- e. Purpose of flight;
- f. Billing address and other information.

NON-SCHEDULED FLIGHTS

Commercial flights

The operation of non-scheduled flights for commercial purposes by a foreign air carrier shall be subject to relevant provisions laid down in the Air Transport Agreement between the P.R. of China and the country to which the carrier belongs. Application for approval of a non-scheduled flight shall be submitted to the CAA of China (SITA address: BJSSKCA, BJSZGCA, BJSCKCA) at least 15 days prior to the estimated date of the flight and the flight can be operated only after approval has been obtained.

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The application shall include the following particulars:

- a. owner and operator of aircraft and their addresses;
- b. type, nationality, registration and identification marks of the aircraft;
- c. call signs (radiotelephony and radiotelegraphy) of the aircraft;
- d. frequency range to be used by radio facilities of the aircraft;
- e. maximum take-off and landing weight, seat configuration and freight capacity;
- f. name, position and nationality of each crew member;
- g. approved weather minima of the pilot-in-command;
- h. initial departure and destination points, operating date, schedules (in UTC) and routes;
- i. purpose of the flight;
- j. number of passengers (name list is required) and/or list of cargo, pieces and weight;
- k. charterer, securer and sponsor;
 - l. charter price, and
- m. other matters.

No foreign air carrier is allowed to operate non-scheduled flights for commercial purposes from one point to another point within the P.R. of China. Non-scheduled flights for non-commercial purposes may land at only one destined point within the P.R. of China unless other special permission has been obtained by the CAA of China.

Non-commercial flights

The application for a foreign civil aircraft to operate non-commercial flights shall be submitted to CAAC (AFS/SITA address: ZBBBZGZX, ZBBBCJXX, ZBBBCKXX/BJSZGCA, BJSCJCA, BJSCKCA) no less than 7 workdays prior to the operation. Document requirements same as for Non-scheduled commercial flights.

PRIVATE FLIGHTS

The application for a foreign civil aircraft to operate private flights shall be submitted to CAAC (AFS/SITA address: ZBBBZGZX, ZBBBCJXX, ZBBBCKXX/BJSZGCA, BJSCJCA, BJSCKCA) no less than 7 workdays prior to the operation. Document requirements same as for Non-scheduled flights.

OVERFLIGHTS OF ALL NON-SCHEDULED AND PRIVATE FLIGHTS

The application for all non-scheduled flights (commercial and non-commercial flights) and private flights shall be submitted to CAAC (AFS/SITA address: ZBBBZGZX, ZBBBCJXX, ZBBBCKXX/BJSZGCA, BJSCJCA, BJSCKCA) no less than 7 workdays prior to the operation.

Application must contain the following information:

- a. owner and operator of aircraft and their nationality, their addresses;

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- b. type of aircraft;
- c. nationality and registration marks of aircraft;
- d. radiotelephony call sign;
- e. nature of the aircraft;
- f. aerodromes of departure and destination, date and time of the operation (UTC);
- g. entry/exit points and detailed routes within the territory of the People's Republic of China;
- h. purpose of flight;
- i. names, duties, nationality of the crew members and approved weather minima of the pilot-in-command;
- j. name list, nationality of passengers and/or cargo carried on board of the aircraft;
- k. billing address and other information.

STATE AIRCRAFT AND SPECIAL FLIGHTS

Applications for a special flight of head of state, head of government or any other VIP, state aircraft, military aircraft or other special flights shall be submitted to the Ministry of Foreign Affairs of the People's Republic of China through diplomatic channel no less than 7 workdays prior to the operation.

Application must contain the following information:

- a. owner and operator of aircraft and their nationality, their addresses;
- b. type of aircraft;
- c. nationality and registration marks of aircraft;
- d. radiotelephony call sign;
- e. nature of the aircraft;
- f. aerodromes of departure and destination, date and time of the operation (UTC);
- g. entry/exit points and detailed routes within the territory of the People's Republic of China;
- h. purpose of flight;
- i. names, duties, nationality of the crew members and approved weather minima of the pilot-in-command;
- j. name list, nationality of passengers and/or cargo carried on board of the aircraft;
- k. name, telephone number of the Chinese sponsor;
- l. name of the ground handling agency;
- m. billing address and other information.

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Overflight of State Aircraft and Special Flight

The application for a special flight of head of State, head of government or any other VIP, state aircraft, military aircraft or other special flight shall be submitted no less than 7 workdays prior to the operation through diplomatic channel to the Ministry of Foreign Affairs of the People's Republic of China.

Document requirements are the same as for Overflights of all Non-scheduled and Private Flights.

AIRPORT(S) OF ENTRY

First landing shall be made at, and final departure from a designated airport where Customs, Quarantine and Frontier Inspection Services are provided.

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PASSPORT

Required.

VISA

Required, except for the following passengers:

a. holders of the following valid documents:

1. Hong Kong Special Administrative Region passport;
2. Hong Kong Document of Identity for Visa Purposes provided that the holder's permitted limit of stay in Hong Kong has not expired;
3. Hong Kong Re-entry Permit;
4. Hong Kong Seaman's Identity Book;
5. British National (Overseas) Passport;
6. Hong Kong Permanent Identity Card;
7. Hong Kong Identity Card bearing an 'R' code issued on or after 2nd January 1999;
8. Travel document bearing one of the following endorsements:
 - (a) Holder's eligibility for Hong Kong permanent Identity Card verified;
 - (b) The holder of this travel document has the right to land in Hong Kong. (Section 2AAA, Immigration Ordinance, Cap. 115, Laws of Hong Kong);
 - (c) Unconditional stay - The holder does not require a visa to re-enter Hong Kong within 12 months of the date of his last departure;
9. United Nation Laissez-Passer (on official UN business in Hong Kong or in transit to and from a third place for official UN business).

b. Non-permanent Hong Kong residents whose permitted limit of stay has not expired.

c. National of Britain (British citizens) coming for a stay not exceeding 180 days.

d. Nationals of the following countries (territories) coming for a stay not exceeding 90 days:

Andorra, Anguilla, Antigua and Barbuda, Argentina, Australia, Austria, Bahamas, Barbados, Belgium, Belize, Bermuda, Botswana, Brazil, Britain (British Overseas Territories citizens, British Overseas citizens, British subjects and British Protected persons), British Antarctic Territory, British Indian Ocean Territory, British Virgin Islands, Brunei Darussalam, Bulgaria, Canada, Cayman Islands, Chile, Colombia, Croatia, Cyprus (Republic of), Czechia, Denmark, Dominica, Ecuador, Egypt, Estonia, Eswatini, Falkland Islands & Dependencies, Faroe Islands, Fiji, Finland, France, Germany, Gibraltar, Greece, Greenland, Grenada, Guyana, Hungary, Iceland, Ireland, Israel, Italy, Jamaica, Japan, Kenya, Kiribati, Korea (Republic of), Latvia, Liechtenstein, Lithuania, Luxembourg, Malawi, Malaysia, Maldives, Malta, Mauritius, Mexico, Monaco, Montserrat, Namibia, Nauru, Netherlands, New Zealand, Norway, Papua New Guinea, Pitcairn Islands, Poland, Portugal, Romania, San Marino, Seychelles, Singapore, Slovakia, Slovenia, Spain, St. Helena, St. Helena Dependencies (Ascension, Tristan

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Da Cunha), St. Kitts-Nevis Anguilla, St. Lucia, St. Vincent and the Grenadines, Sweden, Switzerland, Tanzania, The South Georgia and the South Sandwich Islands, The Sovereign Base Areas of Akrotiri and Dhekelia, Tonga (except holders of Tongan Protected Person passports), Trinidad and Tobago, Turkey, Turks and Caicos Islands, Tuvalu (except holders of travel documents with national status stated as "I-TUVALU"), United States of America, Uruguay, Vanuatu, Venezuela, Zambia and Zimbabwe.

- e. Nationals of the following countries or holders of the following travel documents coming for a stay not exceeding 30 days:

Bahrain, Bolivia, Cape Verde, Costa Rica (Visa exemption is not applicable if holding Costa Rican Provisional passport), Dominican Republic, El Salvador, Guatemala, Honduras, Indonesia, Jordan, Kuwait, Morocco, Oman, Paraguay, Peru, Qatar, Samoa, Saudi Arabia, South Africa, Thailand, Tunisia, Uganda and United Arab Emirates.

- f. Nationals of the following countries (territory) or holders of the following travel documents coming for a stay not more than 14 days:

Albania (see Note 1), Algeria, Benin, Bhutan, Bosnia-Herzegovina, Burkina Faso, Chad, Comoros, Djibouti, Equatorial Guinea, Gabon, Guinea, Haiti, India (see Note 2), Kazakhstan, Lesotho, Macedonia, Madagascar, Mali, Marshall Islands, Mauritania, Micronesia, Mongolia, Montenegro, Mozambique, Niger, Palau, Philippines, Russia, Sao Tome and Principe, Serbia (see Note 1), Suriname, Ukraine, US Trust Territory of Pacific Islands (holders of US Trust Territory passports only) and Vatican City.

NOTE 1: Visa exemption is applicable to holders of biometric passports only.

NOTE 2: Indian nationals are required to apply for and successfully complete pre-arrival registration (PAR) online before they can visit Hong Kong visa free.

- g. Holders of Diplomatic and Official passports of the following countries coming for a stay not exceeding 14 days:

Angola, Armenia, Azerbaijan, Bangladesh, Belarus, Burundi, Cambodia, Cameroon, Congo (Republic of), Ethiopia, Ghana, Kyrgyzstan, Laos, Moldova, Myanmar, Pakistan, Sri Lanka, Tajikistan, Togo, Turkmenistan and Uzbekistan.

- h. The visa waiver concessions of para c. to g. are subject to the following conditions:

1. Onward or return tickets must be held. (Travellers to China or Macao without onward bookings may benefit from the visa waiver concession, provided entry to China or Macao is assured).
2. The passengers must possess adequate means of support.

Visa is always required for the following categories of passengers:

- a. Nationals of Afghanistan, Angola, Armenia, Azerbaijan, Bangladesh, Burundi, Cambodia, Cameroon, Central African Republic, Congo (Democratic Republic of), Congo (Republic of), Cote d' Ivoire, Cuba, Eritrea, Ethiopia, Gambia, Georgia, Ghana, Guinea-Bissau, Iran, Iraq, Korea (People's Republic of), Kyrgyzstan, Laos, Lebanon, Liberia, Libya, Moldova, Myanmar, Nepal, Nicaragua, Nigeria, Pakistan, Palestine, Panama, Rwanda, Senegal, Sierra

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Leone, Solomon Islands, Somalia, South Sudan, Sri Lanka, Sudan, Syria, Tajikistan, Togo, Turkmenistan, Uzbekistan, Vietnam and Yemen.

- b. Holders of Albanian non-biometric passports.
- c. Holders of Costa Rican Provisional passports or “Documento de Identidad Y Viaje” issued by Costa Rican Government.
- d. Holders of Special Peruvian passports.
- e. Holders of Serbian non-biometric passports or Serbian passports issued by the Coordination Directorate in Belgrade.
- f. Holders of Tongan National Passports and Tongan Protected Persons passports.
- g. Holders of travel documents with national status stated as “I-TUVALU”.
- h. Holders of Uruguayan passport issued under Decree 289/90.
 - i. Holders of Vatican Service passports.
 - j. Holders of all “stateless” travel documents.

NOTE 1: Nationals of other countries not mentioned above do not require visas for a visit not exceeding seven days.

NOTE 2: Additional requirements may exist. Please contact the appropriate authority to confirm information.

CREW MEMBER CERTIFICATES

In general, flight crew members who:

- a. are in airline uniform; and
- b. on production of their valid Crew Member Certificate issued by Civil Aviation Department; or
- c. on production of their valid travel document showing occupation in an aircrew grade or capacity or holds an airline identification card, crew card, crew certificate, crew license or similar airline identification document; may be accepted as a genuine flight crew member and accorded temporary admission. Unless exemption is granted, this concession does not apply to the crew of private aircraft, who are to be treated as visitors, nor to those who always need a visa (see listing above).

HEALTH

Strict compliance with the provisions of the International Health Regulations of the World Health Organization is maintained.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Director-General of Civil Aviation

Address: Civil Aviation Department Headquarters (CAD)

HONG KONG, PR OF CHINA
NATIONAL REGULATIONS AND REQUIREMENTS

International Airport

1 Tung Fai Road

Lantau

Hong Kong

Tel: +852 2910 6350

Fax: +852 2910 6351

E-Mail: enquiry@cad.gov.hk

Internet: <http://www.cad.gov.hk>

<http://hkacg.gov.hk> (AIP website)

http://www.cad.gov.hk/english/efiling_home.html (E-filing System)

AFS: VHHHYAYX

Fixed wing aircraft landing in or departing from Hong Kong must first land at and finally depart from the Hong Kong International Airport.

Operators and their handling agents should direct all applications and enquiries concerning the operation of scheduled, non-scheduled and general aviation flights to and from Hong Kong, including additional flights and schedule changes, to:

Air Services and Safety Management Division (ASMD)

Tel: +852 2910 6648

Fax: +852 2877 8542

Public Hours: 0900-1800LT daily, except SAT, SUN, HOL

Processing of Air Services Matters outside Office Hours

Flight applications for normal operations should reach Air Services and Safety Management Division (ASMD) in advance at least 3 working days in advance of the proposed operating date.

Urgent Flight Application of Air Services and Safety Management Division (ASMD)

Operators shall complete a Declaration of Compliance for Flights Operated for Hire or Reward - Form A, and submit it to CAD by email to aic@cad.gov.hk and asdo@cad.gov.hk or by fax to +852 2910 1180 and +852 2877 8542 for the following cases:

- a. medical evacuation flights or urgent commercial flights for the purpose of life saving, search and rescue, handling major accidents or incidents;
- b. other urgent commercial flights by scheduled or non-scheduled operators;
- c. general aviation flights operated for hire or reward.

For other urgent non-scheduled and general aviation flights not operated for hire or reward (e.g. private business flights, ferry flights, etc.) operators shall complete a Declaration of Compliance for Flights not Operated for Hire or Reward - Form B, and submit it to CAD by email to aic@cad.gov.hk and asdo@cad.gov.hk or by fax to +852 2910 1180 and +852 2877 8542.

NOTE: Form A and Form B can be downloaded at:

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– <http://www.cad.gov.hk>

under public forms FAQ 'Applying for Urgent Flights to/from Hong Kong outside office hours';

Urgent Change to Call Sign of ASMD

For a change or alteration of call sign to an approved flight, operators shall contact:

Aeronautical Information Management Center (AIMC)

Tel: +852 2910 6174

Approval/Acceptance Procedures

On completion of the appropriate procedures above (Urgent Flight Application of ASMD), operators shall call the AIMC office to confirm receipt of the necessary message(s). When confirmation is received, the operator may file the flight plan.

Post Application Procedure

Operators shall re-submit their urgent application details, or notify the changes they have requested via email, fax or by e-filing, on the next working day with the necessary documentation, to:

Air Services and Safety Management Division (ASMD)

Fax: +852 2877 8542

E-Mail: asdoo@cad.gov.hk

Internet: http://www.cad.gov.hk/english/efiling_home.html

NOTE: The urgent application procedures detailed above can only be used in unexpected situations on an incidental basis and will not be permitted on a regular basis. The submitted information will be used for record and monitoring purposes. Any abuse of these procedures may result in penalty actions being taken by ASMD.

Slot Clearance Requests

Apart from flight applications as detailed above, operators must have a slot or slots allocated by Hong Kong Schedule Coordination Office (HKSCO) before commencing operations to/from Hong Kong (Intl). Failure to do so may result in non-acceptance of the relevant flight plans.

SCHEDULED FLIGHTS

Scheduled air service to and from Hong Kong by foreign registered aircraft may not be operated except under and in accordance with the provisions of an operating permit which has been granted by the Director-General of Civil Aviation.

The documents required for application are available at:

CAD

Internet: http://www.cad.gov.hk/application/checklist_scheduled_service.zip

The application should be submitted to the Director-General of Civil Aviation at least 1 month before the flight via the e-filing system.

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NON-SCHEDULED FLIGHTS

Any person wishing to use aircraft in Hong Kong for the provision of non-scheduled air services for hire and reward must obtain a permit from the Director-General of Civil Aviation.

The documents required for application are available at:

CAD

Internet: http://www.cad.gov.hk/application/checklist_charter_service.zip

The application should be submitted to the Director-General of Civil Aviation at least 3 working days before the flight via the e-filing system.

For services operated by new or infrequent operators, it is advisable that an application be submitted at least 2 weeks prior to the date of operation.

Operators who propose to operate a series of flights are advised to discuss their proposals with the Director-General of Civil Aviation well in advance of the flights taking place to secure approval in principle.

Conditions governing the Operation of Non-scheduled Air Services

In conformity with Article 5 of the Chicago Convention, applications for non-scheduled air services for the carriage of passengers or cargo will normally be approved if the Director-General of Civil Aviation is satisfied that the applicant has reasonably demonstrated that corresponding scheduled services cannot satisfy a genuine demand by providing the service or capacity required, that such non-scheduled services do not affect the development of scheduled services and, in the case of applications made by airlines based outside Hong Kong, that the aviation authorities of the country or place in which the airline is based would afford no less favorable treatment to a Hong Kong based airline making a similar application.

Notwithstanding any provision to the contrary above, the following passengers or cargo may be carried without charge on non-scheduled air service for which a permit has been issued by Director-General of Civil Aviation:

- a. infants under 2 years of age;
- b. directors or employees of the permit-holder, charterers, or any travel organizer to whom the charterer has resold accommodation on the aircraft, travelling on business;
- c. tour conductors in charge of and conducting a group of not less than 15 persons travelling together, provided that no more than one such person may be carried pursuant to this condition for every 15 members of the groups;
- d. cargo for the sole use of the permit-holder in connection with the services to which the permit relates, or for the sole use of the charterer or of any travel organizer to whom the charterer has resold accommodation on the aircraft, in connection with facilities offered to passengers carried in accordance with the terms of the permit;
- e. authorized representatives of an appropriate national aeronautical authority travelling in the course of their duties;

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- f. (for cargo charter flights only) persons with special skills or knowledge, including security guards, who may be required by the charterer or consignor to accompany the cargo in order to take charge of it or protect it during loading, in-flight, transit, or on arrival at its destination. This category includes such persons being carried on any outward flight for the purpose of accompanying cargo on their return flight or being carried on a return flight after having accompanied cargo on their outward flight.

Permits for non-scheduled services are granted on condition that the holder does not advertise such services for sale direct to the general public.

FLIGHTS NOT OPERATED FOR HIRE OR REWARD

Prior clearance from the Director-General of Civil Aviation is required for non-scheduled flights to or from Hong Kong for purposes other than the carriage of passengers, cargo or mail for hire or reward. Details of such flights should be submitted to the Director-General of Civil Aviation during office hours before the anticipated arrival/departure date of the flight in Hong Kong via the e-filing system.

The following information and documents should be provided:

- a. type of aircraft;
- b. aircraft nationality/registration marks;
- c. name of operator;
- d. name of handling agent;
- e. proposed dates and times of arrival and departure;
- f. confirmation that there are no fare-paying passengers or commercial cargo on board;
- g. completed Declaration of Compliance with the Civil Aviation (Insurance) Order (CAP 448F) Form (DCA 41), available under:
Internet: http://www.cad.gov.hk/application/insurance_declaration.doc;
- h. confirmation that the aircraft meets the requirements for the carriage of radio/navigation aids;
- i. documentary evidence from operator's insurance company to show that the aircraft carries appropriate insurance coverage for any accident, incident or occurrence.

To avoid delay, it is advisable that the above information/documents be submitted at least 3 working days before the arrival/departure date of the flight.

OVERFLIGHTS

For all other flights intending to transit Hong Kong airspace, prior permission is not required except for a flight in one or more of the following categories:

- a. a flight by a State aircraft including military overflying the airspace above the territory of the Hong Kong Special Administrative Region;
- b. a flight by an aircraft carrying munitions of war;

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- c. a flight by an aircraft carrying dangerous goods;
- d. a flight notified as such by Director-General of Civil Aviation.

A request for overflight permission for an aircraft under para a. above must be made via the appropriate diplomatic channels.

A request for overflight permission for an aircraft under b. and c. above must be received at least 11 clear working days prior to the first flight of which the permission is required. Application should be submitted to:

Civil Aviation Department Headquarters

Address: Dangerous Goods Office
 International Airport
 1 Tung Fai Road
 Lantau
 Hong Kong

Tel: +852 2910 6981

 +852 2910 6982

 +852 2910 6986

Fax: +852 2795 8469

DANGEROUS GOODS FLIGHTS

Operators who wish to obtain permission for the carriage of dangerous goods in aircraft should submit their application to the Dangerous Goods Office of the CAD at least 11 clear working days prior to the first flight:

Dangerous Goods Office of the Civil Aviation Department (CAD)

Fax: +852 2795 8469

E-Mail: dgo@cad.gov.hk

All applications must include the following information:

- a. The duly completed application form, which can be obtained from the above office or downloaded from the CAD website:

Civil Aviation Department

Internet: <http://www.cad.gov.hk/english/applications.html>

- b. approval granted by the State of registry of the aircraft for the operator to carry dangerous goods by air;
- c. operator's dangerous goods handling and operational procedures, including emergency procedures involving dangerous goods;
- d. operator's dangerous goods transport documents (e.g. Acceptance Checklists, Shipper's Declaration Form, Notification to Captain, etc.); and
- e. flight schedule for the transport of dangerous goods.

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AIRPORT(S) OF ENTRY

Hong Kong (Intl).

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PASSPORT

Required.

VISA

Required, except from citizens of States covered by a visa abolition agreement.

Transit visas are not required of transit passengers remaining on the terminal area.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

HEALTH

Passengers entering or leaving the D.P.R. of Korea shall be in possession of an international certificate of vaccination against cholera, plague, recurrent fever, typhus and yellow fever.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Director of ATM

General Administration of Civil Aviation

Address: Sunan District
Pyongyang
D.P.R. of Korea

Tel: +850 2 18111999 ext 8108

Fax: +850 2 3814410 ext 4625

E-Mail: gaca@silibank.net.kp

AFTN: ZKKKYHYX

SCHEDULED FLIGHTS

Scheduled flights are governed by international and bilateral or multilateral air agreements and require a permit to operate into or in transit across the Pyongyang FIR.

Applications for permits shall be submitted at least 30 days before the operation of the first flight to the Director of ATM, General Administration of Civil Aviation.

NON-SCHEDULED FLIGHTS

Non-scheduled operations require prior approval. Applications shall be submitted to the Director of ATM, General Administration of Civil Aviation:

- a. at least 5 working days before the flight operation for overflights, non-traffic and technical landings;
- b. at least 7 working days for traffic landings and uplifts.

The application shall include the following information:

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- a. name, address and nationality of operator;
- b. type of aircraft, registration marks and maximum take-off mass;
- c. name, address and business of charterer, if any;
- d. date and time of arrival at, and departure from D.P.R. of Korea;
- e. place or places of embarkation or disembarkation abroad of passengers and or freight, as the case may be;
- f. purpose of flight and number of passengers and/or nature and amount of freight.

STATE AIRCRAFT FLIGHTS

Except where otherwise agreed, all foreign State flights intending to land within or overfly the Pyongyang FIR are to obtain diplomatic clearance from the Ministry of Foreign Affairs, D.P.R. of Korea. Application for clearance shall be submitted at least 15 days prior to the flight and shall include the following information:

- a. name of mission/organization;
- b. liaison officer;
- c. telephone number;
- d. number and type of aircraft;
- e. call sign;
- f. aircraft registration;
- g. full flight itinerary;
- h. route after entering and before leaving Pyongyang FIR;
 - i. date of arrival;
 - j. time of arrival;
 - k. date of departure;
 - l. time of departure;
- m. arrival from;
- n. departing to;
- o. airfield requested;
- p. name of pilot;
- q. number of crew;
- r. number of passengers;
- s. if VIP flight, name of VIP and number of other officials;
- t. purpose of flight;

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- u. photographic and sensory equipment, if any;
- v. nature of freight or cargo carried, if any;
- w. dangerous cargo, if any (e.g. arms, ammunition, explosives, toxic chemicals);
- x. types of services required (type of fuel, APU/GPU, ground handling, etc.);
- y. additional/special requests.

NOTE: Aircraft used in military, customs or police services are considered as State aircraft.

DANGEROUS GOODS FLIGHTS

Dangerous goods may be carried on an aircraft to/from/over D.P.R. of Korea only with the permission of the Flight Safety Standard Department at the General Administration of Civil Aviation. Applications for permission shall be submitted at least 10 days prior to the proposed flight.

AIRPORT(S) OF ENTRY

Wonsan (Kalma), Pyongyang (Sunan).

**MACAO, P.R. OF CHINA
NATIONAL REGULATIONS AND REQUIREMENTS**

PASSPORT

The following non-residents of Macao are entitled to enter and depart from the Macao Special Administrative Region if they possess the documents listed below:

- valid passport;
- one-way or two-way exit permit or other travel documents issued by the authorities of the People's Republic of China;
- Hong Kong Permanent Identity Card or re-entry permit;
- Seaman's Identity Book;
- license or crew certificate (subject to travelling on duty only);
- travel document issued in accordance with Article 28 of the Convention Relating to the Status of Refugees;
- other documents as prescribed by law or international treaties which are applicable to the Macao Special Administrative Region;
- other valid travel documents;
- nationals or citizens of countries or territories which have reached an agreement with the Macao SAR on passport-free entry to and departure from the Macao Special Administrative Region.

VISA

For passengers of following nationalities, visa is not required:

Albania, Andorra, Australia, Austria, Belgium, Bosnia and Herzegovina, Brazil, Brunei, Bulgaria, Canada, Cape Verde, Chile, Croatia, Cyprus Republic, Czech Republic, Denmark, Dominica, Egypt, Estonia, Finland, France, Germany, Greece, Grenada, Hungary, Iceland, India, Indonesia, Ireland, Israel, Italy, Japan, Kiribati, Latvia, Lebanon, Liechtenstein, Lithuania, Luxembourg, Macedonia, Malaysia, Mali, Malta, Mauritius, Mexico, Moldova, Monaco, Mongolia, Montenegro, Morocco, Namibia, Netherlands, New Zealand, Norway, Philippines, Poland, Portugal, Romania, Russia, Samoa, San Marino, Serbia, Seychelles, Singapore, Slovakia, Slovenia, South Africa, South Korea, Spain, Sweden, Switzerland, Tanzania, Thailand, Turkey, United Kingdom, United States of America, Uruguay.

Visas are not required for the following categories of people:

- individuals specified in international treaties;
- holders of a one-way exit permit, two-way exit permit, passport or other travel document issued by the authorities of the People's Republic of China;
- holders of a Hong Kong Identity Card, Hong Kong Permanent Identity Card or re-entry permit;
- Chinese in possession of a valid document for entering and departing from Macao;

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- individuals in possession of a travel document valid only for entering or returning to the Macao Special Administrative Region and preliminarily have their permanent residence status verified or declare possession of Residence Authorization;
- holders of a Seaman's Identity Book;
- holders of a license or crew certificate (subject to travelling on duty only);
- nationals and residents of the countries and regions which have reached an agreement with the Macao Special Administrative Region on passport-free entry to and departure from Macao;
- holders of a diplomatic or consular identity card issued by the Macao or Hong Kong Special Administrative Region Government;
- transit visitors who intend to enter the Macao Special Administrative Region for less than 48 hours for the purpose of travelling onward to another destination via the Macao International Airport;
- holders of a diplomatic passport;
- holders of a Laissez-Passer issued by the United Nations, provided they are travelling on duty;
- non-Portuguese in possession of a travel document issued by the Portuguese authorities;
- holders of a valid non-resident worker's permit or special stay permit;
- individuals entering Macao before the expiry date of the Authorization to Stay (red stamp) which is granted while pending the non-resident worker's permit;
- individuals entering Macao before the expiry date of the Special Authorization to Stay which is granted for study purpose or to the reuniting family of a non-resident worker;
- individuals entering Macao not later than the designated reporting date indicated on the receipt of the Special Authorization to Stay application or extension which is made for study purpose;
- individuals entering Macao before the expiry date of the Extension of Stay which is granted in accordance with Articles 11 and 12 of Administrative Regulation No.5/2003;
- individuals who have proof of having been granted Residence Authorization of the Macao Special Administrative Region;
- individuals entering Macao before the expiry date of the Extended Authorization to Stay (black stamp) which is granted for the purpose of residence application;
- individuals granted Visa and entry permit exemption by the Chief Executive;
- under exceptional circumstances where proper reasons are given, individuals not meeting the legal requirements for entry or stay but granted Authorization to Enter and Stay in the Macao Special Administrative Region through the written instruction of the Chief Executive.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

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AIRCRAFT ENTRY REQUIREMENTS

Operators and their handling agents should direct all applications for operating permit concerning the operation of scheduled and non-scheduled (including general aviation) flights to and from Macao, including additional flights and schedule changes, to the Civil Aviation Authority via the online Flight Application System. Paper application may be accepted if the applicant does not have internet access.

Flight Application System

Internet: <https://fltapp.aacm.gov.mo/login>

Paper Application (by letter, fax or email)

Tel: +853-8796 4104 (direct line)
+853-8796 4122 (direct line)
+853-8796 4135 (direct line)
+853-2851 1213 (general line)

Fax: +853-8796 4115 (direct line)
+853-2833 8089 (general line)

E-Mail: flightauthorization@aacm.gov.mo

SCHEDULED FLIGHTS

The Air Navigation Regulations of Macao require that scheduled flights to and from Macao by foreign registered aircraft shall be operate under and in accordance with the provisions of an operating permit which has been granted by the President of Civil Aviation Authority.

An application for the operating permit must be submitted to the President of Civil Aviation Authority at least 15 working days before the anticipated commencement date of the scheduled air services.

The information and documents required for the application of an operating permit are available online at:

Internet: <http://www.aacm.gov.mo/verify.php?id=78&pageid=78>

The application should be submitted online together with the required documents to the:

Flight Application System

Internet: <https://fltapp.aacm.gov.mo/login>

After authorization being granted, operator should send the respective Flight Plans to Macao Tower, Guangzhou ACC, Zhuhai APP and Hong Kong ACC.

NON-SCHEDULED FLIGHTS

Non-scheduled flights in Macao and all non-scheduled flights to and from Macao for reasons other than carriage of passengers, cargo or mail for hire or reward must obtain following certificate from the President of the Civil Aviation Authority.

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Applications for non-scheduled air services for the carriage of both passengers and cargo will normally not be considered.

Operators who propose to operate series of non-scheduled flights are advised to discuss their proposals with the Civil Aviation Authority well in advance of the flights taking place to secure approval in principle.

An application for the permit must be submitted to the President of Civil Aviation Authority at least 3 working days before the anticipated operation date of the non-scheduled air services.

The information and documents required for the application of a permit for non-scheduled air services are available online at:

Internet: <http://www.aacm.gov.mo/verify.php?id=79&pageid=79>

The application should be submitted online together with the required documents:

Flight Application System

Internet: <https://fltapp.aacm.gov.mo/login>

After authorization has been granted, the operator shall send the respective flight plan to Macao Tower, Guangzhou ACC, Zhuhai APP and Hong Kong ACC.

COMPULSORY THIRD PARTY INSURANCE

All civil aircraft, whether operating commercial or non-revenue flights, are required to have a Combined Single Limit (CSL) insurance meeting the following requirements:

Group Classification Aircraft MTOW as stipulated in the Manufacturer’s Airplane Flight Manual	Combined Single Limit for Third Party Liability for any one accident/incident/occurrence to be not less than MOP
2 000 kg or less	15 000 000
2 001 kg - 6 000 kg	45 000 000
6 001 kg - 25 000 kg	120 000 000
25 001 kg - 100 000 kg	500 000 000
100 001 kg and above	900 000 000

Any aircraft not complying with these insurance requirements will not be allowed to land or take off in Macao. However, this does not apply to an aircraft in emergency.

Operators are reminded that documentary proof is required from the insurance company concerned.

DOCUMENTS FOR INSPECTION

The pilot in command of an aircraft shall, within a reasonable time after being requested to do so by an authorized person, hold the following documents:

- a. the certificates of registration and airworthiness in force in respect of the aircraft;

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- b. the licenses of its flight crew;
- c. such other documents as the aircraft is required by Airport Authority, like journey log book, for instance.

USE OF LEASED AIRCRAFT

In cases where the applicant intends to use aircraft of another State of registry or of another operator, whether under wet or dry lease arrangements, the following additional requirements will apply:

- a. The applicant shall produce a copy of the aircraft lease agreement, or evidence that:
 - 1. such leasing arrangements would not be equivalent to allowing the lessor airline access to traffic rights not otherwise available to that airline; and
 - 2. the financial benefit to be obtained by the lessor airline would not be related to the profit or loss of the operation of the proposed flight.
- b. The President of Civil Aviation Authority must be satisfied with the arrangements made for the allocation between the Aeronautical Authorities concerned of the responsibilities under ICAO Annex 6 and the continuing airworthiness of the aircraft.

DANGEROUS GOODS FLIGHTS

Operators who wish to obtain:

- general permission for carriage of dangerous goods in aircraft; or
- permission for carriage of particular consignment of dangerous goods on a flight or series of flights

should submit their application by post or fax to AACM. Any application for the permission must reach AACM at least 10 working days prior to the first flight for which it is required.

AIRPORTS OF ENTRY

Macao (Intl).

MONGOLIA
NATIONAL REGULATIONS AND REQUIREMENTS

PASSPORT

Required.

VISA

Required, except where bilateral agreements have been reached between the government of Mongolia and that of the other country.

NOTE: Additional requirements may exist. Please contact the appropriate authority to confirm information.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

International flights in the airspace of Mongolia shall be carried out only based on permission to operate international flights, granted by the Civil Aviation Authority of Mongolia (CAAM). Forms shall be submitted to the:

Flight Planning and Permit Section of Air Traffic Flow Management Division

Tel: +976 11 282101
+976 11 282014
+976 11 282016
+976 11 282029
+976 11 282213

Fax: +976 70049981

E-Mail: fpd@mcaa.gov.mn

SITA: ULNUGOM

AFTN: ZMUBYAYX

The permission for international flights is valid for 72 hours after the beginning of flight operation.

The permission for special flight is valid for 24 hours after the beginning of flight operation.

Tactical Planning Section of Air Traffic Flow Management Division

Tel: +976 11 281602

Fax: +976 70049680

E-Mail: tpu@mcaa.gov.mn

SITA: ULNKKOM

AFTN: ZMUBZGZX

SCHEDULED FLIGHTS

Application of scheduled flights shall be submitted for approval not later than 45 days before the beginning of the flights to the Air Traffic Flow Management Division of CAAM.

The application shall include the following information:

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- a. full name of the airline;
- b. billing address of an airline and AFTN, SITA address, telephone and fax number;
- c. flight number consisting of a 3-letter ICAO code and digital value;
- d. main and alternative route;
- e. aircraft type;
- f. aircraft equipment (ACAS/TCAS II);
- g. days of operation;
- h. full name of departure aerodrome, ICAO location indicator and departure time in UTC;
- i. entry points and estimated entry time in UTC;
- j. exit points and estimated exit time in UTC;
- k. full name of destination aerodrome, ICAO location indicator and ETA in UTC;
- l. airways/route number;
- m. period of flight operations according to winter or summer schedules valid from (date of start flights) until (date of end flights);
- n. remarks.

Additionally the following supplementary documentation shall be submitted to the Air Traffic Flow Management Division if foreign airline applying for international schedule flight for the first time:

- a. certificate of MCAR's No. 129;
- b. air operator certificate;
- c. aircraft registration certificate;
- d. airworthiness certificate;
- e. aircraft insurance certificate;
- f. information on aircraft equipment;
- g. relevant clarification from related unit of Air Transport Economic Regulations and Foreign Relations of CAAM;
- h. appointment letter from the competent authority.

In case of any changes to the flight operation, the operator shall inform the Air Traffic Flow Management Division via AFTN addresses ZMUBYAYX, ZMUBZGZX, Email and SITA addresses ULNUGOM, ULNKKOM.

When it deemed necessary to insert 2-4 changes into scheduled flights schedule of approved international overflight and landing and take-off/arrival and departure, the airline shall submit for approval the new application of revised and additional/extra flight schedule at least 7 working days prior to the beginning of the flight operation to Air Traffic Flow Management Division.

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When it deemed necessary to insert more than 5 or long term changes into scheduled flights schedule of approved international overflight and landing and take-off/arrival and departure, the airline shall submit for approval the new application of revised and additional/extra flight schedule at least 14 working days prior to the beginning of flight operation, overflight request to Air Traffic Flow Management Division and landing/take-off flight request to Coordinate Schedules Council.

When it deemed necessary to make single change to scheduled flights schedule of approved international overflight and landing and take-off/arrival and departure, a prior request shall be submitted by the airline to Air Traffic Flow Management Division.

NON-SCHEDULED FLIGHTS

The application shall include the following information and must be sent to the Air Traffic Flow Management Division of CAAM at least 2 working days (1 working day or 6 hours in case of extra charge) prior to the beginning of flight operation:

- a. name of airline;
- b. operator;
- c. billing address;
- d. nationality of aircraft;
- e. call sign;
- f. registration of aircraft;
- g. type of aircraft;
- h. MTOW/landing weight;
- i. purpose of flight;
- j. category of flight (charter, additional, VIP and other);
- k. date of flight;
 - l. departure aerodrome/ETD;
- m. destination aerodrome/ETA;
- n. entry point/ETO;
- o. exit point/ETO;
- p. flight route;
- q. aircraft equipment (ACAS/TCAS II) Yes/No;
- r. aircraft equipment (GPWS);
- s. RVSM approval Yes/No;
- t. types of RNP/RNAV;
- u. flight crew;
- v. passengers;

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- w. form of payment;
- x. dangerous goods;
- y. remarks.

The following supplementary documentation shall be submitted to the Air Traffic Flow Management Division:

- a. pilot license for flight crew;
- b. medical certificate for flight crew;
- c. air operator certificate (may not be required for aircraft owned by an individual or private company operating non-commercial flights);
- d. aircraft registration certificate;
- e. airworthiness certificate;
- f. aircraft insurance certificate;
- g. information on aircraft equipment;
- h. for VIP flight carrying letter from the "State Special Security Department";
- i. when carrying dangerous goods appropriate disclosure from Aviation Safety Oversight and Regulation Department of CAAM.

Request for non-scheduled domestic flight can be submitted by the airline 2 hours prior to the flight operation to Air Traffic Flow Management Division of CAAM.

OTHER FLIGHTS

Requests for international landing, take-off and overflights in connection with medical emergency, flights for humanitarian purpose and flights using another aircraft in case of failure, flights for spare parts delivery and navigation aid or flight check shall be submitted to the Air Traffic Flow Management Division 30 minutes prior to the beginning of flight operation.

Requests for VIP and special overflights shall be submitted at least 2 working days prior to the beginning of flight operation via the diplomatic channels through the Ministry of Foreign Affairs of Mongolia.

AIRPORT(S) OF ENTRY

Dornod (Choibalsan), Ulaanbaatar (Chinggis Khaan Intl).



Emergency



Emergency

Emergency Procedures - Eastern Europe

**EASTERN EUROPE
CONTINGENCY PLANS - EASTERN EUROPE**

CONTINGENCY PLAN FOR KAZAKHSTAN FIRS

In the event of a disruption of air traffic service and/or related support service in the relevant airspace or potential disruption, safety measures are planned and implemented, on provision of alternative facilities and service types based on existing capabilities.

CONTINGENCY ATS ROUTE NETWORK

ATS Contingency Routes

In the event of disruption of the ATC services provided by ACCs of the Kazakhstan, contingency routes will be specified to ensure safety of flight and to facilitate limited flight operations commensurate with the prevailing conditions.

The contingency routes and flight levels assigned for each contingency route as follows:

Contingency Route Structure

Contingency Route (CR)	ATS Route	Direction	Flight Level	FIR
CR-1	ARISA-G3-URL-A368- SARIN	E-bound W-bound	FL290, FL320, FL330, FL360, FL370, FL400, FL410 and above (in accordance with the flight direction)	UAAA UACN UATT
CR-2	GASBI-G161-MA-SAV-G155-DINVO-G13- KZO-A356-NT-B412-TIPSA-G270-RULAD	E-bound W-bound	FL290, FL320, FL330, FL360, FL370, FL400, FL410 and above (in accordance with the flight direction)	UAAA UAI UATT
CR-3	LAGMO-A303-PVL-A241-KST-G111-TI-TUR	E-bound W-bound	FL290, FL320, FL330, FL360, FL370, FL400, FL410 and above (in accordance with the flight direction)	UACN
CR-4	AZABI-A87-TIROM	N-bound S-bound	FL300, FL310, FL340, FL350, FL380, FL390 (in accordance with the flight direction)	UATT
CR-5	ODIVA-B824-URL-G3-ARISA	N-bound S-bound	FL300, FL310, FL340, FL350, FL380, FL390 (in accordance with the flight direction)	UAI UATT

**EASTERN EUROPE
CONTINGENCY PLANS - EASTERN EUROPE**

Contingency Route Structure (continued)

Contingency Route (CR)	ATS Route	Direction	Flight Level	FIR
CR-6	ASLOK-A777-KST-R482-LANOR	N-bound S-bound	FL300, FL310, FL340, FL350, FL380, FL390 (in accordance with the flight direction)	UACN UAIL
CR-7	MAMIR-B350-NI-GET-A369-BEBLU	N-bound S-bound	FL300, FL310, FL340, FL350, FL380, FL390 (in accordance with the flight direction)	UAAA UACN

NOTE: All other international ATS routes will be suspended.

PILOT AND OPERATOR PROCEDURES

Flight Planning

Flight planning requirements detailed in Kazakhstan AIP continue to apply during contingency operations, except where modified by the ATS route and requested flight levels detailed in this plan.

Pilot Operating Procedures

During the flight operation in airspace, where procedures related to the disruption of ATS were introduced, the aircraft crews must:

- a. perform the flight under IFR at a specified flight level, along the route provided for in this Contingency Plan, if other conditions are not agreed with the ATS unit;
- b. perform the flights as close as possible to the centerline of the airways (route);
- c. conduct a continuous listening on the operating frequency of the ATS unit in whose area of responsibility they are located and the emergency frequency of 121.5 MHz;
- d. transmit, without confirmation, the estimated overflight time of points through the obligatory message and report their overflight;
- e. aircraft navigation and anticollision lights shall be displayed;
- f. except in cases of emergency or for reasons of flight safety, pilots are to maintain during their entire flight the last assigned flight level, speed and SSR transponder code. If no transponder code has been assigned, aircraft shall squawk code A2000;
- g. conduct entry to the FIR with a time interval of at least 10 minutes at same flight level;
- h. pilots must attempt to establish radio communication with adjacent ATS units;

EASTERN EUROPE CONTINGENCY PLANS - EASTERN EUROPE

- i. pilots are to contact the next adjacent ACC as soon as possible, and in any event not less than ten (10) minutes before the estimated time of arrival over the relevant exit point from the affected airspace in order to obtain clearance for entering the adjacent FIR concerned;
- j. change the flight level (altitude) of the flight only in exceptional cases (emergency situation, dangerous weather conditions, TCAS command execution);
- k. before changing the flight level, transfer intentions, then, without changing the flight level, turn the aircraft to the right to 30 degrees from the axis of the route and after 20km, bring it to the previous course with simultaneous altitude change to the chosen flight level. When changing the flight level, report own call sign, location, release and occupation of the assigned flight level;
- l. in the event that ATS cannot be provided at destination aerodrome, for landing shall be used alternate aerodrome or other aerodrome, chosen by pilots during the flight.

Interception of Civil Aircraft

Pilots need to be aware that a contingency routing requiring aircraft to operate off normal traffic flows may result in interception by military aircraft.

Pilots are to comply with instructions given by the pilot of the intercepting aircraft. In such circumstances, the pilot of the aircraft being intercepted shall broadcast information on the situation.

If circumstances lead to the closure of the airspace and no contingency routes are available, aircraft will be required to remain clear of the contingency affected airspace.

Pilots shall continuously guard the VHF emergency frequency 121.5MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where Secondary Surveillance Radar (SSR) is used for ATS purposes. Transponders should be set on the last discrete code assigned by ATC or select code A2000 if no code was assigned.

COMMUNICATION PROCEDURE

The main communication facility is the use of VHF radio communication facilities, auxiliary - HF radio communication or other possible communication channels.

If communications are lost unexpectedly on the normal ATS frequencies, pilots should try the next appropriate frequency, that is, the next normal handover frequency or to the last frequency where two-way communication had been established. In the absence of communication with ATC, the pilot should continue to make routine position reports on the assigned frequency.

CONTINGENCY PLAN FOR ULAANBAATAR FIR

In the event of disruption of the ATS provided by Ulaanbaatar ACC, contingency routes will be introduced to ensure safety of flight and to facilitate limited flight operations commensurate with the prevailing conditions.

**EASTERN EUROPE
CONTINGENCY PLANS - EASTERN EUROPE**

CONTINGENCY ATS ROUTE NETWORK
ATS Contingency Routes

Existing ATS routes form the basis of the contingency routes to be used, and a flight level assignment scheme introduced to minimize potential points of conflict and to limit the number of aircraft operating simultaneously in the system under reduced air traffic services. Additional contingency routes will be introduced as and when circumstances require, such as in the case of volcanic ash clouds forming.

The contingency routes and flight levels assigned for each contingency route as follows:

Contingency Route Structure

Contingency Route (CR)	ATS Route	Direction	FL Assignment	Unit providing service (Sector)	Communication lines
CRUB-1	A310 POLHO-MOD- UN-UH-TAY- AN-BAGAT- SERNA	NW-bound	FL217, FL236, FL256, FL276, FL301, FL321, FL341, FL361, FL381, FL401	Dornod (Central)	VHF, HF (5680kHz), ADS-B, ADS- B/CPDLC
CRUB-2	A575-B208 DARNO- MU(B208)-DA- LAM-EMAND- EPKUT-TO- SOG-BAVUT- NIXAL	SE-bound	FL226, FL246, FL266, FL291, FL311, FL331, FL351, FL371, FL391, FL411	Muren (Gobi)	VHF, HF (5680kHz), ADS-B, ADS- B/CPDLC
CRUB-3	B330 NIGOR-AL- TAN-URGAM- SILUS-TE- KOR-MORIT	Two-way	FL226, FL246, FL266, FL291, FL311, FL331, FL351, FL371, FL391, FL411 FL217, FL236, FL256, FL276, FL301, FL321, FL341, FL361, FL381, FL401	Altai (Gobi)	VHF, HF (5680kHz), ADS-B, ADS- B/CPDLC

**EASTERN EUROPE
CONTINGENCY PLANS - EASTERN EUROPE**

Contingency Route Structure (continued)

Contingency Route (CR)	ATS Route	Direction	FL Assignment	Unit providing service (Sector)	Communication lines
CRUB-4 From UDA DEP and ARR	R372 UDA-AMUTA to Russian Air- space	Two-way	FL217, FL236, FL256, FL276, FL301, FL321, FL341 FL226, FL246, FL266, FL291, FL311, FL331, FL351	Dornod (Central)	VHF, HF (5680kHz), ADS-B, ADS- B/CPDLC
CRUB-5 From UDA DEP and ARR	A575 UDA-ANIKU- SND-INTIK to Chinese Air- space	Two-way	FL217, FL236, FL256, FL276, FL301, FL321, FL341 FL226, FL246, FL266, FL291, FL311, FL331, FL351	Dornod (Central)	VHF, HF (5680kHz), ADS-B, ADS- B/CPDLC

PILOT AND OPERATOR PROCEDURES

Filing of Flight Plans

Flight planning requirements for the Ulaanbaatar FIR are to be followed in respect to normal flight planning requirements.

Repetitive Flight Plans (RPLs) will not be accepted during the time that the contingency plan is activated. Airline operators are required to file flight plans in accordance with the contingency flight planning procedures.

Overflight Approval

Aircraft operators must obtain normal over flight approval from the Civil Aviation Authority of Mongolia (CAAM), prior to operating flights through the Ulaanbaatar FIR.

Pilot Operating Procedures

Aircraft overflying the Ulaanbaatar FIR shall follow the following procedures:

- a. All aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned a flight level in accordance with the flight level allocation scheme applicable to the route(s) being flown as shown in the table above.

**EASTERN EUROPE
CONTINGENCY PLANS - EASTERN EUROPE**

- b. Flights are to file a flight plan (FPL) using the Contingency Routes according to their airport of departure and destination;
- c. Pilots are to keep a continuous watch on the communication lines and transmit in English position information and estimates in line with normal ATC position reporting procedures;
- d. Pilots are to maintain during their entire flight time within Ulaanbaatar FIR, the flight level last assigned by the last ACC responsible prior to the aircraft entering the Ulaanbaatar FIR, and under no circumstances change this level and Mach Number, except in cases of emergency and for flight safety reasons. In addition, the last SSR transponder assigned shall be maintained or, if no transponder has been assigned, transmit on SSR code 2000;
- e. Aircraft are to reach the flight level last assigned by the responsible ACC at least 10 minutes before entering the Ulaanbaatar FIR or as otherwise instructed by the ATC unit in accordance with the Obstacle Clearance Altitude within Mongolia;
- f. Pilots are to include in their last position report prior to entering the Ulaanbaatar FIR, the estimated time over the entry point of the Ulaanbaatar FIR and the estimated time of arrival over the relevant exit point of the Ulaanbaatar FIR;
- g. Pilots are to contact the next adjacent ACC as soon as possible, and at the latest, 10 minutes before the estimated time of arrival over boundary point;
- h. Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of Ulaanbaatar FIR, pilots are to climb or descend well to the right of the center line of the contingency route, and if deviating outside the Ulaanbaatar FIR, to inform immediately the ACC responsible for that airspace. Pilots are to make blind broadcast on 121.5MHz of containing following:
 - aircraft call sign;
 - aircraft position;
 - flight levels being vacated and crossed; and
 - other relevant information.
- i. Not all operational circumstances can be addressed by this Contingency Plan and pilots are to maintain a high level of alertness when operating in the contingency airspace and take appropriate action to ensure safety of flight.

Interception of Civil aircraft

Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off normal traffic flows, could result in an intercept by military aircraft.

If circumstances lead to the closure of Mongolian airspace and no contingency routes are available aircraft will be required to route around Mongolian airspace.

Pilots need to continuously guard the VHF emergency frequency 121.5MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes. Transponders should be set on a discrete code assigned by controller or select code 2000 if controller has not assigned a code.

EASTERN EUROPE CONTINGENCY PLANS - EASTERN EUROPE

Communication Procedures

When operating within the contingency airspace of the Ulaanbaatar FIR, pilots should use normal radio communication procedures where ATS are available. These will be in accordance with the communication procedures in this Plan or as otherwise notified by NOTAM.

If communications are lost unexpectedly on the normal ATS frequencies, pilots should try the next applicable frequency, e.g. if en-route contact is lost then try the next appropriate frequency, that is, the next normal handover frequency. Pilots should also consider attempting to contact ATC on the last frequency where two-way communication had been established. In the absence of no communication with ATC, the pilot should continue to make routine position reports on the assigned frequency, and also broadcast positions on the specified contingency frequency.

CONTINGENCY PLAN FOR DUSHANBE FIR

GENERAL

The Contingency Plan in the event of disruption or potential disruption of air traffic services in the airspace of the Republic of Tajikistan has been developed in accordance with ICAO Annex 11 requirements for provision of safe and orderly flow of international air traffic in the event of disruption of air traffic services and in preserving the availability of major world air routes within the air transportation system in such circumstances.

The Plan will be activated in the event of circumstances leading to deviations from normal ATS practice and caused by man-made or natural emergencies, military activity, acts of unlawful interference with civil aviation and also other cases of partial or total disruption of ATS.

Airspace users will be notified of contingency arrangements by NOTAM.

This Plan does not reflect arrangements in regard to arriving and departing aircraft. These operations may be temporarily suspended, and any aerodrome within FIR may declare reactivation of operations after safety provision has returned to normal.

In the event of a contingency situation the existing airways to be used.

PROCEDURES TO BE CARRIED OUT BY PILOTS

Aircraft overflying Dushanbe FIR must adhere to the following rules:

- a. all flights shall be conducted in accordance with the Instrument Flight Rules (IFR);
- b. while completing the flight plans, standard air routes, the established entry/exit points into/out of Dushanbe FIR shall be used;
- c. pilots should exercise caution while monitoring the appropriate frequencies, and report aircraft position according to the standard procedures of ATS message transmission;
- d. the last FL and Mach number assigned by the controller, responsible for aircraft entry into Dushanbe FIR, must be maintained while operating within Dushanbe FIR; these values must not be changed in any circumstances, except for emergency situations or for reason of flight safety. The assigned SSR transponder code must also be maintained, if no SSR code has been assigned, code 2000 must be set;

EASTERN EUROPE CONTINGENCY PLANS - EASTERN EUROPE

- e. at first contact while entering Dushanbe FIR the estimated time of the exit from Dushanbe FIR shall be reported;
- f. pilots shall contact the next adjacent ACC as soon as possible, but not later than 10 minutes before the estimated time of FIR boundary crossing;
- g. whenever emergencies or flight safety reasons make impossible to maintain the assigned flight level while overflying Dushanbe FIR, aircraft must climb or descend well to the right of the centre line of the Contingency Route. When aircraft deviates outside Dushanbe FIR, the ATS unit responsible for that airspace shall immediately be informed about it. Details of any flight level change including aircraft identification, aircraft position and route, vacated flight level, intended flight level, flight level passed and current flight level must be broadcast on 133.1 MHz;
- h. 15-minute longitudinal separation interval must be maintained between aircraft flying at the same cruising level;
 - i. pilots shall continue to transmit aircraft position as usual according to ATS standard procedure, irrespective of whether two-way radio communication is available or not;
 - j. it is not recommended to the flight crews to change the flight level or speed during the flight; the flight level change shall be carried out only after reporting it or obtaining the instruction from the appropriate ATS unit;
- k. if unable to establish communication with ATS controller, the flight crew shall maintain the established frequency as long as possible and continue the attempts to establish contact on the reserve frequencies, including the emergency one;
 - l. during period of uncertainty when probability of the airspace closure is high, the flight crews must be ready to possible changes of the flight direction. ATS controllers advise contingency routes to the flight crews.

Not all circumstances can be covered by means of this Contingency Plan, and the flight crews must maintain high level of alertness while operating flights within Contingency airspace and take appropriate measures to provide flight safety.

COMMUNICATION PROCEDURES

In case of the Contingency circumstances pilots shall use normal radio communication procedures, where ATS is available. When ATS is restricted or is not provided within this part of airspace, communication will be carried out in accordance with the procedures in this Plan, unless otherwise notified by NOTAM.

If communications are lost unexpectedly on the normal ATS frequencies, primary, reserve, high, pilots shall follow the last ATS unit instruction (clearance). Pilots must not change FL, flight speed until the contact with the appropriate ATS unit is established. If communications are lost unexpectedly on the normal ATS frequencies, primary, reserve, high, pilots shall follow the last ATS unit instruction (clearance). Pilots must not change FL, flight speed until the contact with the appropriate ATS unit is established.

**EASTERN EUROPE
CONTINGENCY PLANS - EASTERN EUROPE**

Pilots shall continue attempt to establish contact with ATS unit on the last frequency where two-way communication has been interrupted. Pilots shall continue to make position reports on the primary frequency and on the specific frequency.

CONTINGENCY PLAN FOR UZBEKISTAN FIRS

GENERAL

In the case of a complete cessation of ATS within the Uzbekistan FIRs (UTTR, UTSD, UTSC, UTNR), in order to reduce restrictions on the performance of international transit flights through Uzbekistan airspace, reserve routes (RRs) are introduced. The reserve routes are designed taking into account the maximum use of the existing network of ATS routes, communication, navigation and surveillance systems. In order to maintain the safety of flights, separate flight levels are allocated to the reserve routes.

RESERVE ROUTES

In the event of termination of ATS, provided by the ACC of the Republic of Uzbekistan, in order to ensure the safety and regularity of flights, reserve air traffic routes (RR) are established, which ensure a minimum number of conflict situations in the airspace of the Republic of Uzbekistan.

RRs are established on the basis of regular routes, and the vertical separation system ensures a minimum number of conflict situations in the airspace and reduces traffic capacity due to ATC restrictions. The separation system provides flights at the FL290 and above.

Priority in the use of flight levels is provided to the aircraft, performing international flights to a greater range and performing special flights (search and rescue, state aircraft, aircraft engaged in medical aid flights, transporting humanitarian aid, etc.)

Airlines performing international flights can independently choose alternative routes outside the restricted area, after preliminary coordination of the flight plan with ATS units along the flight route.

Reserve routes and applied flight levels for each route are set as follows:

Contingency Route Structure

Route Name (RR)	Description Route	Direction	Flight Level	FIR
RR-1	AMDAR-TMD-ODIVA	E-bound W-bound	FL300, FL310, FL340, FL350, FL380, FL390 (in accordance with the flight direction)	UTSC UTSD UTTR
RR-2	AMDAR-BUPOR-NAKUK- KUNAS	E-bound W-bound	FL300, FL310, FL340, FL350, FL380, FL390 (in accordance with the flight direction)	UTSC UTSD UTNR

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CONTINGENCY PLANS - EASTERN EUROPE**

Contingency Route Structure (continued)

Route Name (RR)	Description Route	Direction	Flight Level	FIR
RR-3	SUBAB-USOLO-TMD-KUNAS	E-bound W-bound	FL290, FL320, FL330, FL360, FL370, FL400, FL410 (in accordance with the flight direction)	UTTR UTNR
RR-4	AMDAR-USERU-UMKAS	E-bound W-bound	FL300, FL310, FL340, FL350, FL380, FL390 (in accordance with the flight direction)	UTSC UTSD UTTR

FLYING PROCEDURES

Flight Planning

In case of unforeseen circumstances, the requirements for flight planning are retained in accordance with the AIP of the Republic of Uzbekistan, with the exception of changes to the route part and the requested flight level.

Overflight clearance

Airlines must obtain permission from the aviation authorities of the Republic of Uzbekistan to use airspace, which introduced procedures related to the violation of ATS. During the validity of this Contingency Plan, the responsible ATS units issue a permit to enter the FIR, subject to the operator's receipt of the airspace permit, which introduces procedures related to the violation of ATS.

Flight Procedures

When flying in the FIR of the Republic of Uzbekistan, in which procedures related to the violation of ATS are introduced, the aircraft crews must:

- maintain a continuous listening watch to the operating frequency of the responsible ATS unit;
- transmit reports, without confirmation on the operating frequency and/or emergency frequency (121.5 MHz);
- in the event of an emergency or threat to the safety of flight, report without confirmation at the referred-to frequencies, the current situation, the beginning and end of climb, descent and/or deviation from the designated route;
- if possible, maintain a time interval of at least 10 minutes of the ahead flying aircraft at the same flight level in the airspace of the Republic of Uzbekistan;
- not less than 10 minutes before the exit point from the airspace, where an unforeseen circumstance occurred related to the violation of the ATS, establish communication with the control center, to obtain permission to enter the control zone;

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- in the event of an emergency and/or in order to ensure the safety flight, if it is impossible to maintain the assigned flight level, without changing the flight level, turn the aircraft to the right 30 degrees from the RR axis and, after 20km (10NM), take it to the previous track with simultaneous change in altitude to the chosen flight level (altitude), but in all cases not lower than the lower safe flight level (altitude) in the flight area, with mandatory information at the FIR frequency (including the emergency frequency). After going beyond the airspace, in which ATS restrictions apply, immediately report to the ATS unit, in the area of responsibility, about changing the flight level.

COMMUNICATION PROCEDURES

In the event of a radio communication failure with the ATS unit at the operating frequency, the aircraft crews should attempt to establish a radio communication at standby, emergency frequencies, frequencies of adjacent control points. In any case, in the absence of radio communication, the aircraft crews continue to transmit position messages at the assigned frequency.

**EASTERN EUROPE
SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES**

Ref Regional Supplementary Procedures, ICAO DOC 7030 - EUR, Chapter 9

EMERGENCY DESCENT PROCEDURES

ACTION BY PILOT-IN-COMMAND

1. When an aircraft operated as a controlled flight experiences sudden decompression or a malfunction requiring an emergency descent, the aircraft shall, if able:
 - a. Initiate a turn away from the assigned route or track before commencing the emergency descent;
 - b. advise the appropriate air traffic control unit as soon as possible of the emergency descent;
 - c. Set transponder Code to 7700 and select the Emergency Mode on the automatic dependent surveillance/controller-pilot data link communications (ADS/CPDLC) system, if applicable;
 - d. turn on exterior lights;
 - e. watch for conflicting traffic both visually and by reference to ACAS (if equipped), and
 - f. coordinate its further intentions with the appropriate ATC unit.
2. The aircraft shall not descend below the lowest published minimum altitude which will provide a minimum vertical clearance of 300m (1000ft) or in designated mountainous terrain 600m (2000ft) above all obstacles located in the area specified.

**EASTERN EUROPE
RADIO COMMUNICATION FAILURE PROCEDURES EUROPE**

Ref Regional Supplementary Procedures ICAO DOC 7030 - EUR and SERA.8035

ACTION IN THE EVENT OF AIR GROUND COMMUNICATION FAILURE

As soon as it is known that two-way communication has failed, ATC shall maintain separation between the aircraft having the communication failure and other aircraft based on the assumption that the aircraft will operate in accordance with VMC or IMC.

VISUAL METEOROLOGICAL CONDITIONS

A controlled flight experiencing communication failure in VMC shall:

1. set transponder to Code 7600;
2. continue fly in VMC;
3. land at the nearest suitable aerodrome, and
4. report its arrival time by the most expeditious means to the appropriate ATS unit.

INSTRUMENT METEOROLOGICAL CONDITIONS

A controlled flight experiencing communication failure in IMC, or where it does not appear feasible to continue in VMC shall:

1. set transponder to code 7600;
2. maintain for a period of 7 minutes the last assigned speed and level or the minimum flight altitude, if the minimum flight altitude is higher than the assigned level. The period of 7 minutes commences:
 - a. if operating on a route without compulsory reporting points or if instructions have been received to omit position reports:
 - at the time the last assigned level or minimum flight altitude is reached; or
 - at the time the transponder is set to Code 7600, whichever is later; or
 - b. if operating on a route with compulsory reporting points and no instruction to omit position report has been received:
 - at the time the last assigned level or minimum flight altitude is reached; or
 - at the previously reported pilot estimate for the compulsory reporting point; or
 - at the time of a failed position report over a compulsory reporting point, whichever is later.

NOTE: The period of 7 minutes is to allow the necessary air traffic control and coordination measures.

3. thereafter, adjust level and speed in accordance with the filed flight plan;

NOTE: With regard to changes to level and speed, the filed flight plan, which is the flight plan as filed with an ATS unit by the pilot or a designated representative without any subsequent changes, will be used.

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RADIO COMMUNICATION FAILURE PROCEDURES EUROPE**

4. if being radar vectored or proceeding offset according to RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

NOTE: With regard to the route to be flown or the time to begin descend to the arrival aerodrome, the current flight plan, which is the flight plan, including changes, if any, brought about by subsequent clearances, will be used.

5. proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination airport and, when required to ensure compliance with para 6 below, hold over this aid or fix until commencement of descent;
6. commence descent from the navigational aid or fix specified in para 5 above at, or as close as possible to, the expected approach time last received and acknowledged or, if no expected approach time has been received and acknowledged, at or as close as possible to, the estimated time of arrival resulting in the current flight plan;
7. complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and
8. land, if possible, within 30 minutes after the estimated time of arrival specified in para 6 above or the last acknowledged expected approach time, whichever is later.

NOTE: Pilots are reminded that the aircraft may not be in an area of secondary surveillance radar coverage.

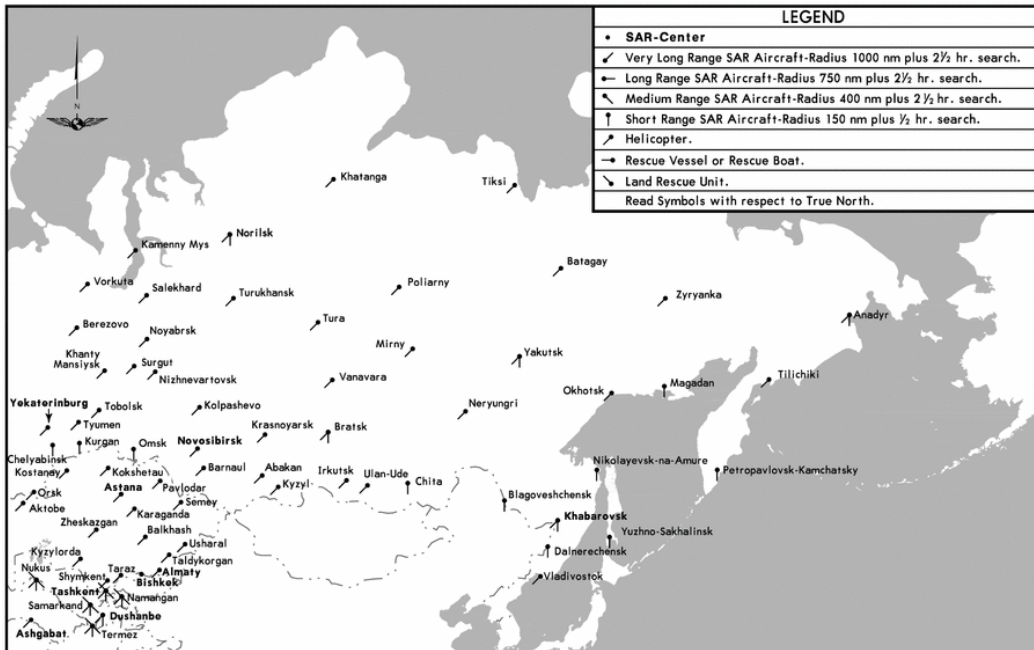
**EASTERN EUROPE
SEARCH AND RESCUE FACILITIES**

EASTERN EUROPE - EURASIA REGION (WESTERN PART)



EASTERN EUROPE
SEARCH AND RESCUE FACILITIES

EASTERN EUROPE – EURASIA REGION (EASTERN PART)





Emergency

State Rules and Procedures -
Eastern Europe

ARMENIA

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

See RADIO COMMUNICATION FAILURE PROCEDURES EUROPE, supplemented as follows:

ONE-WAY COMMUNICATION FAILURE

If the aircraft's radio is completely unserviceable, the aircraft crew should receive the required information on the flight and instructions of the ATC units by continuously monitoring LOM and/or LMM frequencies of the landing aerodrome, or for enroute flights, VORDME frequency of the airport Yerevan (Zvartnots).

UNLAWFUL INTERFERENCE PROCEDURE

In emergency situations, during using the transponder in eastern mode, the crew shall set mode "EMERGENCY-BEDSTVIE", which is permanently monitored in Yerevan FIR.

EQUIPMENT TO BE CARRIED ON ALL INTERNAL AND CERTAIN FLIGHTS

On all flight with single-engine and that multi-engine aircraft not capable to maintain the prescribed minimum safe altitude in the event of engine failure, the following emergency equipment shall be carried:

- a. an ELT with frequency of 121.5 MHz;
- b. 2 signal flares of the day and night type;
- c. signal sheet (1x1 m) in a reflecting color;
- d. a knife;
- e. an electric hand torch.

BELARUS
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

See RADIO COMMUNICATION FAILURE PROCEDURES EASTERN EUROPE, supplemented as follows:

BREST AIRPORT

In case of radio communication failure after take-off the pilot-in-command shall operate according to the approach procedure and land at departure aerodrome. In this case the pilot-in-command has the right to land under meteorological conditions below minimum. Therewith LOM frequency listening watch is necessary for obtaining the ATC controller's instructions and information.

If landing at departure aerodrome is impossible due to meteorological conditions or other reasons, the pilot-in-command after missed approach has the right:

- to proceed to the destination aerodrome climbing according to departure procedure to the flight level as indicated in the flight plan; or
- to proceed to the alternate aerodrome at the flight level, selected by the crew, not below the minimum safe altitude.

In case of radio communication failure while climbing the pilot-in-command shall maintain the last assigned flight level for 7 minutes, then climb to the flight level for according to the flight plan and proceed to the destination aerodrome.

In case of radio communication failure after the entry into TMA the pilot-in-command shall continue the flight at last assigned flight level towards navigation aid (LOM) of the destination aerodrome. Descending for approach shall be commenced not earlier than the ETA, therewith landing shall be carried out not later than 30 minutes after ETA. If, in case of radio communication failure at the moment of arrival, the landing aerodrome meteorological conditions are below minimum, the pilot-in-command has the right to carry out landing under current conditions.

Flight crew can use mobile services (ATS Supervisor - Tower controller, FIS):

+375 162 972213; +375 162 972204

HOMIEL AIRPORT

If unable to establish communication with an ATS unit on the allocated frequency, a pilot shall make attempts to establish communication on other frequency (standby frequency of the ATS sector, under the control of which the aircraft is; adjacent ATS sectors). If these attempts also fail, the pilot shall attempt to establish communication with other aircraft or other control units as in accordance with the flight route and on emergency frequency (121.5MHz). If this actions failed to restore communication, the pilot must:

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ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

- a. transmit a message about his position and intended actions twice on the allocated frequency preceded by a phrase "TRANSMITTING BLIND", indicating the call sign of the control unit to which the message is addressed;
- b. carry out landing at the aerodrome of departure;
- c. watch the instructions and information of ATS units via the communication channels and on LOM (VOR) frequency of the aerodromes located along the flight route and at the aerodrome of landing.

If meteorological conditions at the aerodrome of landing are below minimum at the moment of arrival, the pilot-in-command has the right to carry out landing under these conditions.

HRODNA AIRPORT

Same procedure as for Brest airport.

MAHILIOU AIRPORT

Same procedure as for Homiel airport.

The flight crew can call Tower on phone number +375 22 299508 or 299552 for transmitting messages.

MINSK (MINSK-2) AIRPORT**Arrival Procedure**

If available call phone number +375 172 192531 and listen to navigation aids voice frequencies.

RNAV 1 approved aircraft

If STAR was assigned and acknowledged by the flight crew

- a. continue with assigned STAR;
- b. set transponder to code 7600, after 2 minutes start descending in accordance with vertical restrictions specified on chart;
- c. execute approach and land.

If STAR was assigned, acknowledged by the flight crew and vectoring was initiated

- a. continue flight on assigned heading, maintaining last assigned and acknowledged altitude;
- b. set transponder to code 7600, after 2 minutes start descending and proceed to IAF in accordance with vertical restrictions specified on chart;
- c. execute approach and land.

If STAR was not assigned

- a. continue flight according to flight plan;
- b. set transponder to code 7600, after 2 minutes start descending in accordance with vertical restrictions specified on chart;

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- c. execute approach and land.

RNAV 1 not approved aircraft

- a. maintain last assigned and acknowledged altitude/flight level;
- b. set transponder to code 7600;
- c. proceed to Minsk-2 VORDME 'MNS';
- d. hold over VORDME 'MNS' descending to 4000ft;
- e. proceed to turning point descending to 3000ft;
- f. execute turn final intercept LOC, approach and land.

If landing is not possible, climb on landing track to 3000ft, turn left/right to VORDME 'MNS' and follow own decision.

If in case of radio communication failure at the moment of arrival the landing aerodrome meteorological conditions are below minimum, the pilot-in-command has the right to carry out landing under current conditions.

Departure Procedure

- a. set transponder to code 7600. If available call phone number +375 172 192531;
- b. attempt to land at the aerodrome of departure.

If unable to land at the Aerodrome of Departure

- a. continue assigned and acknowledged SID;
- b. after reaching the last assigned flight level, continue further climb according to flight plan level in 3 minutes.

If being vectored

- a. set transponder to code 7600;
- b. continue on assigned heading and flight level for 3 minutes, then proceed direct to SID final point climbing to flight plan level.

VICIEBSK AIRPORT

Same procedure as for Brest airport.

EQUIPMENT TO BE CARRIED BY AIRCRAFT ON DOMESTIC FLIGHTS

On all flight with single-engine and that multi-engine aircraft not capable to maintain the prescribed minimum flight level altitude in the event of engine failure, the following emergency equipment shall be carried on board:

- a. Signalling equipment:
 1. ELT;

BELARUS
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

2. two signal flares of the day and night type;
 3. eight red signal cartridges and flare pistol;
 4. signal sheet (minimum 1 x 1m) in a reflecting colour;
 5. signal mirror;
 6. electric hand torch.
- b. Survival equipment:
1. compass;
 2. knife;
 3. sleeping bag with a waterproof inner lining and a rescue blanket (Astron) for each person;
 4. four boxes of matches in a waterproof container;
 5. a hank of rope;
 6. a cooking stove with fuel and the corresponding pots.
- In winter it is necessary to have additionally:
1. a saw for snow or a snow shovel;
 2. candles burning for about 2 hours for each person. Minimum stock of candles must be rated for 40 hours of burning;
 3. a tent (tents) for all persons on board. If there are boats on board the tent (tents) are not needed.

BULGARIA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

See Jeppesen Emergency-Chapter” Radio Communication Failure Procedures Europe”, supplemented as follows:

PLOVDIV AIRPORT**Arrival Procedure**

Set transponder to Code 7600.

Approach clearance has been given and acknowledged

Continue flight in accordance with the cleared procedure.

Approach clearance has not been given

- Proceed to VORDME ‘PDV’ or LCTR ‘PD’ at 7000ft.
- Hold for minimum 7 minutes. Execute an approach procedure at your discretion.

Departure Procedure

- Set transponder to Code 7600.
- Maintain the last assigned level for 2 minutes, then climb to the cruising level as stated in the current flight plan.

**CZECH
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**
GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

See RADIO COMMUNICATION FAILURE PROCEDURES EUROPE.

DESIGNATED NAVIGATIONAL AIDS

The following radio navigational aids have been designated for aircraft experiencing radio communication failure in IMC:

Brno (Turany)	VOR 'BNO'
Caslav	NDB 'CF'
Karlovy Vary	Lctr 'L'
Kunovice	NDB 'KNE'
Namest	NDB 'LA'
Ostrava (Mosnov)	VORDME 'OTA'
Pardubice	NDB 'PK'
Prague (Ruzyne)	VORDME 'OKL'
Prague (Vodochody)	Lctr 'V'

ESTONIA

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

In VMC: ICAO Procedure.

In IMC: ICAO Procedure supplemented as follows:

TALLINN (LENNART MERI) AIRPORT

Aircraft having phone on board, call:

Operational Supervisor

Tel: +372 625 8254

and if possible stay on line until instructed by ATC.

Arrival Procedure

Inbound Clearance received and acknowledged

- a. Squawk Mode A, code 7600.
- b. Clearance limit for the inbound clearance issued by ACC is normally runway-in-use, then:
 1. maintain the last received and acknowledged level;
 2. follow the specified route to VEMOX (RWY 08) or MOKEX (RWY 26); and
 3. proceed in accordance with Item f).
- c. If the clearance limit for the inbound clearance is another than runway-in-use, then:
 1. maintain the last received and acknowledged level;
 2. follow the specified route to this limit and proceed direct to VEMOX (RWY 08) or MOKEX (RWY 26); thereafter
 3. proceed in accordance with Item f).
- d. If EAT received and acknowledged, then:
 1. join holding on arrival to clearance limit as unter b) or c);
 2. on EAT leave holding; thereafter
 3. proceed in accordance with Item f).
- e. If communication failure is experienced on radar approach, then:
 1. maintain the last received and acknowledged level;
 2. proceed direct to VEMOX (RWY 08) or MOKEX (RWY 26); thereafter
 3. proceed in accordance with Item f).

ESTONIA

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

- f. At VEMOX (RWY 08) or MOKEX (RWY 26) commence descent, if required, in the holding pattern, thereafter complete a normal instrument approach procedure.

No Inbound Clearance received and/or acknowledged

- a. Squawk Mode A, code 7600.
- b. Maintain the last received and acknowledged level, then
 1. proceed via the relevant TMA entry point; and
 2. direct to VEMOX (RWY 08) or MOKEX (RWY26).
- c. At VEMOX (RWY 08) or MOKEX (RWY 26) commence descent, if required, in the holding pattern, thereafter complete a normal instrument approach procedure.

TARTU AIRPORT

If communication failure is experienced on radar approach:

- a. Squawk A7600;
- b. Maintain the last level received and acknowledged. Proceed direct to point NIVER (RWY 08), ERULI (RWY 26) or UM (RWY 26 ILS or NDB);
- c. Arriving to point NIVER (RWY 08), ERULI (RWY 26) or UM, descent shall be made in hold, if required. Thereafter a normal instrument approach shall be made.

If performing RNAV approach, follow published procedure on Jeppesen charts for RNP RWY 08 and RWY 26.

Aircraft having phone on board, call:

Tartu TWR

Tel: +372 730 9211

and if possible, stay on line until instructed by ATC.

GEORGIA**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

See RADIO COMMUNICATION FAILURE PROCEDURES EASTERN EUROPE.

**KAZAKHSTAN
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

EMERGENCY**DISTRESS AND URGENCY SIGNALS**

Distress and Urgency Signals as listed in Jeppesen Emergency-Chapter "INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)" under the paras 2.5.1.1 and 2.5.2.1 are not used.

CHANGE OF FLIGHT LEVEL

If any threat to flight safety at assigned level (dangerous meteorological phenomena, failures of equipment, etc.) the pilot-in-command changes the flight level (altitude) independently with an immediate report to the appropriate ATC unit. In this case, the pilot-in-command shall:

- before changing the flight level, turn away normally to the right 30° from the airway centerline; and
- after flying 10NM resume the previous heading simultaneously changing the altitude in accordance with the level selected; and
- report to the ATC unit about flight maneuver execution.

In case of emergency, descending shall be carried out immediately after turning away within flight manual limits. After reaching new flight level (altitude) the pilot-in-command shall return the aircraft to the airway in coordination with ATC unit.

COMMUNICATIONS FAILURE

After communication failure in the Kazakhstan airspace, continue flight in accordance with the flight plan, taking at the same time all measures to re-establish radio communication. For this purpose, use the channels of ACC, APP, supplementary radio stations and on-board radio stations of other aircraft.

Failing to recover two-way communication and the aircraft radio receivers are working fine, obtain the necessary flight information and the ATC instructions. For this purpose, continuously monitor the radio communication channels of ground radio stations of the ACC and APP controllers, as well as the frequency of non-directional radio beacon and the VOR (DVOR) omnidirectional radio beacon of landing aerodrome or the nearest aerodrome along the route located in the ATS area.

Crossing the state border without radio communication is prohibited, except for cases when radio communication failure occurs in flight under the direct control of ATC units of the Republic of Kazakhstan or after obtaining the clearance to cross the state border.

In the case of radio communication failure during descent, descend to the last assigned flight level (height) assigned by ATC. Continue flight to the landing aerodrome at this level (height) with further approach to the aerodrome according to current flight plan.

**KAZAKHSTAN
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

In the case of radio communication failure after take-off, continue flight according to current flight plan and land at the departure aerodrome. In this case, it is allowed to land in meteorological conditions below the operating aerodrome minimum.

If a landing to an arriving aerodrome is impossible after balked landing or missed approach, proceed to the alternate aerodrome according to the SID schemes climbing to the lowest safe flight level. Alternatively proceed to the alternate aerodrome to backward direction of flight path the return flight shall be carried out at the nearest opposite lower flight level stated in the flight plan or to the alternate aerodrome in the direction of flight path on the flight level stated in the flight plan.

If an aircraft returns to the departure aerodrome or diverts to an alternate aerodrome located to backward direction of flight path the return flight shall be carried out at the nearest opposite lower flight level stated in the flight plan and not lower than the lowest safe flight level.

In the case of radio communication failure while IFR flight performing and transition from IFR to VFR is not possible, the aircraft:

- a. in airspace where procedural separation is being applied, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
- b. in airspace where an ATS surveillance system is used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:
 - the time the last assigned level or minimum flight altitude is reached, or
 - the time the transponder is set to Code 7600, or
 - the aircraft's failure to report its position over a compulsory reporting point, whichever is later and thereafter adjust level and speed in accordance with the filed flight plan.
- c. when being radar vectored or having been directed by ATC to proceed offset using area navigation (RNAV) without a specified limit rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;
- d. proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome. Then it shall hold over this aid or fix until commencement of descent taking into account the provisions of para e. below if necessary;
- e. commence descent from the navigation aid or fix at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
- f. complete a normal instrument approach procedure as specified for the designated navigation aid or fix;
- g. lands, if possible, within 30 minutes after the estimated time of arrival or the last acknowledged expected approach time, whichever is later.

KAZAKHSTAN
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

In the case of communication failure with the TWR controller while executing a missed approach, switch to other frequency with the RDR or APP controller and follow his instructions.

If the aircraft has not appeared and has not landed within 30 minutes for landing, all limitations for other aircraft at the aerodrome are removed.

ALMATY AIRPORT

In case of radio communication failure:

- set up code 7600;
- use the emergency frequency of 121.5MHz, radio contact with other aircraft and ATS units;
- guard the frequency of Almaty VORDME 'ATA' 116.4MHz or NDB/MKR 'A' 763kHz for information and controller instructions;
- if a landing is not possible proceed to the destination aerodrome in accordance with the conditions issued by ATC, or at the specially prescribed level for aircraft without radio contact: FL140 or FL150, FL240 or FL250 depending on the direction of flight;
- carry out approach according to the approach procedure;
- during the flight at night, identify the aircraft position by switching on landing lights periodically or flashing of aircraft lights.

KYRGYZSTAN
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**GENERAL**

In general, the Emergency, Unlawful Interference, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATION FAILURE

In VMC:

- a. continue the flight under VMC, carry out landing at the nearest suitable aerodrome and report its arrival to ATC unit;
- b. terminate the flight under IFR as in accordance with the requirements of the present rules if it deemed expedient.

In IMC: ICAO Procedure.

LATVIA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

See RADIO COMMUNICATION FAILURE EASTERN EUROPE, supplemented as follows:

RIGA AIRPORT

If communication failure occurs during STAR execution, but approach clearance is not received, maintain the last received and acknowledged level (altitude) until the IAF, then proceed to holding patterns Riga 18 or Riga 36 and carry out an instrument approach to the runway-in-use.

If communication failure occurs during missed approach proceed to the missed approach holding patterns REKBI or TETRI, complete at least one holding pattern at 5000ft, then commence an approach for landing in accordance with the approach procedure for Riga VORDME 'RIA'.

If radio communication fails with RIGA APPROACH, pilots are to contact RIGA TOWER for new instructions.

EMERGENCY LOCATOR TRANSMITTER (ELT)

One ELT able to transmit simultaneously on 121.5MHz and 406.0MHz shall be carried.

**LITHUANIA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

See RADIO COMMUNICATION FAILURE PROCEDURES EUROPE.

MOLDOVA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

ICAO Procedures.

EMERGENCY

For aircraft experiencing in-flight radio communications failure, the following ATS unit telephone numbers are available:

ATS Unit

+373 2252 5935

+373 7849 4006 (GSM)

MONGOLIA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

In VMC: ICAO Procedure.

In IMC:

- a. Unless otherwise authorized by ATC, pilot-in-command of an aircraft that has two-way radio communications failure when operating under IFR in IMC flight conditions shall continue the flight in accordance with paragraph b. until reaching the clearance limit, at which time the pilot-in-command shall:
 1. if the clearance limit is a fix from which an approach begins, commence descent or instrument approach procedure:
 - as close as possible to the expected further clearance time if one has been received;
or
 - if an expected further clearance time has not been received, as close as possible to the estimated time of arrival as calculated and advised to ATC.
 2. if the clearance limit is not a fix from which an approach begins:
 - leave the clearance limit at the expected further clearance time if one has been received or if none has been received, upon arrival over the clearance limit;
 - proceed to a fix from which an approach begins;
 - commence descent, or descent and approach, as close as possible to the estimated time of arrival as calculated and advised to ATC.
- b. The pilot-in-command shall, following a two-way radio communications failure when operating under IFR in IMC flight conditions, continue the flight:
 1. along the following routes:
 - (a) along the route assigned in the last ATC clearance received;
 - (b) if being radar vectored, along direct route from the point of radio failure to the fix, aid, or route specified in the vector clearance;
 - (c) in the absence of an assigned route, along the route as expected to be assigned by ATC in a further clearance;
 - (d) in the absence of an assigned route or a route expected to be assigned by ATC in a further clearance, along the route filed in the flight plan.
 2. at the highest of the following altitudes or flight levels for the route segments to be flown:
 - (a) the altitude or flight level assigned in the last ATC clearance received;

**MONGOLIA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

- (b) the minimum flight altitude;
 - (c) the altitude or flight level as expected to be assigned by ATC in a further clearance.
- c. Maintaining a listening watch on the appropriate ATIS frequency.

POLAND

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

In VMC: ICAO Procedure.

In IMC: ICAO Procedure.

COMMUNICATION FAILURE WITHIN UNCONTROLLED AIRSPACE

In the cases when maintaining two-way communication within uncontrolled airspace is required, if communication failure occurs:

- a. if the aircraft flies in visual meteorological conditions, the pilot shall take the following actions:
 1. set the transponder to Code 7600;
 2. continue to fly in visual meteorological conditions;
 3. report its arrival by the most expeditious means to the appropriate ATS unit; or
- b. if the aircraft flies in instrument meteorological conditions or when the conditions are such that it does not appear likely that the pilot will complete the flight in accordance with a), the pilot shall take the following actions:
 1. set the transponder to Code 7600;
 2. proceed according to the current flight plan to the designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with 3), will hold over this aid until commencement of descent;
 3. complete a normal instrument approach procedure as specified for the designated navigation aid or fix.

When the circumstances indicate that the aircraft which lost communication probably directs to one of the alternate aerodromes listed in the filed flight plan, then the unit(s) operating on the alternate aerodrome(s) and any other ATS units which might be interested in changing the flight are informed on the circumstances of communication failure and are asked to try to establish communication with this aircraft at the time when the aircraft may be probably located within the communication coverage.

POWIDZ AIRPORT**Arrival Procedure**

In the case of communications failure during an IFR flight conducted within Powidz MATZ, the pilot shall:

- a. set the transponder to code 7600;

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- b. for 2 minutes after setting the 7600 code, continue flight on the assigned heading and at the last assigned and confirmed altitude;
- c. without changing the altitude, fly along the shortest route to the IAF of the IAP specified previously by ATC;
- d. if the communications failure occurred before the type of approach was specified by ATC, arrive at the last assigned altitude at the IAF of the most convenient approach procedure, chosen by the pilot;
- e. after reaching the IAF, commence descent and execute an instrument approach procedure for the specified (chosen) navigation aid;
- f. after stabilizing within the final approach segment, observe the TWR for light signals;
- g. after receiving a green signal, land immediately and vacate the runway at the first available taxiway and wait for an aerodrome services vehicle;
- h. after receiving a red signal or when landing cannot be performed, follow a published missed approach procedure and continue flight to the IAF in order to execute another IAP.

Departure Procedure

If a flight was to be carried out to another aerodrome and the communications failure occurred within the Powidz MATZ, the pilot shall take action to return to the departure aerodrome and:

- a. set the transponder to code 7600;
- b. for 2 minutes after setting the 7600 code, continue flight on the assigned heading and at the last assigned and confirmed altitude;
- c. without changing the altitude, fly along the shortest route to the IAF of the IAP previously by ATC;
- d. if the communications failure occurred before the type of approach was specified by ATC, arrive at the last assigned altitude at the IAF of the most convenient approach procedure, chosen by the pilot;
- e. after reaching the IAF, commence descent and execute an IAP for the specified (chosen) navigation aid;
- f. after stabilizing within the final approach segment, observe the TWR for light signals;
- g. after receiving a green signal, land and vacate immediately the runway at the first available taxiway and wait for an aerodrome services vehicle;
- h. after receiving a red signal or when landing cannot be performed, follow a published missed approach procedure and continue flight to the IAF in order to execute another IAP.

Approach with the Use of Precision Approach Radar

After the pilot has been permitted to omit the readback of ATC instructions, the breaks in transmissions shall be not greater than 5 seconds.

POLAND
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

In the case of a break greater than 5 seconds, the pilot shall check radio contact with the PAR controller. If communications failure has been found, the pilot shall execute a missed approach procedure or another procedure as instructed previously by ATC and establish radio contact with Powidz APP.

If multiple attempts to establish radio contact, on all available frequencies, with the PAR controller, Powidz APP or Powidz TWR have failed, the pilot shall:

- a. set the transponder to code 7600;
- b. continue flight according to the conditions specified in the missed approach procedure or another procedure as instructed previously by ATC;
- c. after reaching the appropriate obstacle clearance, adjust the altitude and conduct flight by the shortest route to the IAF for the most convenient approach procedure of their choice;
- d. after reaching the IAF, commence descent and execute the IAP established for the designated (chosen) radio navigation aid;
- e. after stabilizing within the final approach segment observe the TWR for light signals;
- f. after receiving a green signal, land and vacate the runway immediately at the first available taxiway and wait for an aerodrome services vehicle;
- g. after receiving a red signal or when landing cannot be performed, follow a published missed approach procedure and continue flight to the IAF in order to execute another instrument approach procedure.

NOTE: In cases where for operational reasons only the precision approach procedure using PAR may be executed at Powidz aerodrome and the flight cannot be performed under VMC, the pilot shall perform flight to the alternate aerodrome specified in the flight plan and attempt to establish radio contact with the relevant ATC units.

Aircraft Taxiing for Take-off

If the communications failure occurs during taxiing for take-off, the pilot shall:

- a. stop the aircraft;
- b. wait for an aerodrome services vehicle.

Aircraft on the Runway

If communications failure occurs when the aircraft is on the runway, the pilot shall:

- a. immediately vacate the runway at the first available taxiway and stop the aircraft;
- b. wait for an aerodrome services vehicle.

**ROMANIA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

See RADIO COMMUNICATION FAILURE PROCEDURES EASTERN EUROPE.

RUSSIA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

This information also applies to Tajikistan and Turkmenistan, as covered by common aeronautical publications. Accordingly, each of the above States is to be substituted for the term “Russia(n)” in the following text, as appropriate.

GENERAL

In general, the Emergency, Unlawful Interference, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

UNLAWFUL INTERFERENCE PROCEDURE

Turkmenistan

When the flight crew subjected to an attack, the pilot-in-command must, if possible, switch on signals about the attack and distress signals, report aircraft call sign, position, flight altitude and heading and must act in accordance with special instructions.

EMERGENCY

In case of emergency requiring execution of emergency landing during transit flights through the Russian Federation airspace, the following aerodromes can be used for landing: Mirny, Norilsk (Alykel), Poliarny, Salekhard.

CHANGE OF FLIGHT LEVEL

When encountering hazards to flight safety at the assigned altitude (flight level) (dangerous meteorological phenomena, failures of equipment, etc.), the pilot shall have the right to change the altitude (flight level) independently with immediate reporting to the appropriate ATC unit.

In this case, the pilot shall, without changing the altitude (flight level), turn away, to the right 30 degrees from the airway axis and, after 16.2NM (30km), resume the former flight heading with simultaneous change of altitude to the selected level and report to the ATC unit. In emergency, the descent shall be carried out immediately after turning away. Upon reaching the new flight level, the pilot shall, after receiving clearance from the ATC unit, enter the airway.

SPECIAL EMERGENCY PROCEDURES FOR RUSSIA

Bratsk Airport

Emergency landing procedure

If emergency landing is necessary after take-off, a procedure turn shall be executed and landing on runway on back course shall be carried out, or the flight shall be conducted according to the approach procedure, depending on the pilot-in-command's decision.

Emergency approach procedure

If emergency descent is necessary to execute out-of-turn approach, the pilot-in-command shall carry out racetrack maneuver descending to the required height along the approach route at a distance 50km from VORDME with a mandatory report to ATC. If unable to carry out emergency

RUSSIA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

landing on runway, it is necessary to use northern part of the runway strip adjoining runway with dimensions 3160x50m.

Irkutsk Airport***Emergency landing procedure***

When a threat to flight safety arises at assigned flight level, the pilot has the right to change flight level at his own discretion with immediate reporting it to ATS unit providing a direct control over the air traffic. In this case the pilot must make, without changing flight level, a turn-away to the right through 30° from the route centerline and on passing (20km) set on the same course with simultaneous changing the altitude to selected flight level.

Emergency approach procedure

In emergency cases descending shall be carried out immediately from the moment of starting the turn-away within the restrictions of the Aeroplane Flight Manual.

Kaliningrad (Khrabrovo) Airport***Emergency landing procedure***

In case of emergency situation on board, requiring immediate landing, during take-off phase from V_1 (decision speed), the pilot can execute emergency landing using one of the two options depending on takeoff conditions and aircraft landing mass having reported execution of emergency landing to ATS unit:

- Option 1: Execute procedure turn and back course approach;
- Option 2: Execute racetrack approach procedure.

Novosibirsk (Tolmachevo) Airport***Emergency take-off procedure***

During take-off on heading 072° the initial turn shall be carried out at 1.1NM (2km) from runway departure threshold (2.2NM (4km) DME).

In case of aircraft emergency after take-off (during missed approach) and if unable to carry out the established approach procedures, the pilot shall carry out procedure turn and land on runway with reciprocal heading.

During take-off on heading 072° a turn-away to the left shall be made on track 350°, then turn right onto track 252° or depending on a distance from the runway turn to left shall be made on track 170° with subsequent turn onto track 250°.

During take-off on heading 252° a right hand procedure turn shall be made for approach-to-land on heading 072°.

RUSSIA

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Emergency approach procedure

Emergency landing shall be carried out on the runway-in-use on the runway-in-use heading or on the reciprocal heading depending on the arisen situation. Grass field, located north of RWY 07/25 and directly adjoining it, is available for landing on grass with retracted landing gear.

Omsk (Tsentralny) Airport***Emergency approach procedure***

The pilot shall:

- a. proceed to LOM at the last assigned flight level (altitude);
- b. from LOM proceed according to the approach pattern to the holding area ALPHA descending to FL100. If required, descending to FL100 may be carried out according to the holding pattern;
- c. after reaching FL100 proceed to ALPHA;
- d. after crossing ALPHA fly 2.69NM (5km) without descending according to aerodrome circuit height;
- e. then proceed according to the approach pattern.

COMMUNICATIONS FAILURE**GENERAL**

The pilot shall switch on the distress signal and, using all available facilities, take measures to reestablish communication with ATC unit directly or by means of other aircraft. In such cases, if necessary, the emergency frequency may be used.

The pilot shall in all cases continue to transmit the established position reports, its actions, flight conditions using all available onboard radio communication facilities for commands reception.

- a. In the event of radio communication failure directly after take-off, the pilot shall carry out the approach according to the established pattern and land at the departure aerodrome.

If unable to land at the departure aerodrome after take-off (due to meteorological conditions or of the aircraft mass exceeds the landing mass and fuel jettisoning is impossible, etc.), the pilot has the right:

- proceed to the destination aerodrome according to conditions assigned by ATS unit;
 - proceed to the alternate aerodrome at the flight level assigned by the ATS unit or at proximate lower flight level (in accordance with vertical separation rules), but not below minimum safe flight level. If the flight is carried out at lower (safe) flight level, it is necessary to proceed to the alternate aerodrome at proximate upper flight level.
- b. In the event of radio communication failure during climbing to the assigned flight level (altitude), the pilot has the right to land at the departure aerodrome according to the established descending and approach-to-land pattern. If unable to land at the departure aerodrome, the

RUSSIA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

pilot shall make a decision to proceed to the destination aerodrome or to the alternate aerodrome.

- c. In the event of radio communication failure after climbing to the assigned flight level (altitude) by the ATS unit, aircraft shall proceed to the destination aerodrome or to the alternate aerodrome located along the flight path at this flight level (altitude) and return to the departure aerodrome at proximate lower flight level. If the flight is carried out at minimum safe flight level, it is necessary to proceed to the departure aerodrome at proximate upper flight level.
- d. In the event of radio communication failure during descending, the pilot shall reach and maintain the flight level (altitude) earlier established by the ATS unit and proceed to the landing aerodrome at this flight level (altitude) with subsequent approach according to the established pattern.

If unable to land at the destination aerodrome, the pilot has the right to make a decision to proceed to the alternate aerodrome at minimum safe flight level or at one of especially established for flights without radio communication flight levels FL140, FL150 or FL240, FL250 depending on flight direction.

- e. In the event of radio communication failure during flight at altitude below the minimum safe flight level, the flight shall be carried out at the earlier established by the ATS unit flight level.
- f. The return to the departure aerodrome shall be carried out along the route of flight before radio communication failure except cases when entry into TMA is carried out along corridors which don't coincide with exit corridors. In this case the pilot shall carry out flight according to the aeronautical information documents.
- g. In the event of radio communication failure the pilot shall carry out descent and approach to the basic or alternate aerodrome according to the data indicated in the aeronautical information documents, with maximum circumspection. If these data for the alternate aerodrome are absent in the aeronautical information documents, it is permitted to carry out descent for approach from abeam NDB of the alternate aerodrome.
- h. During flight without radio communication at night, the pilot shall, as possible, indicate aircraft position by periodically switching on of onboard landing lights or by onboard lights flashing.
- i. Crossing the State border of Russia by aircraft when entering Russian airspace without radio communication is prohibited, except cases when radio communication failure took place in flight (when there is a permission for conducting a flight, obtained in accordance with international agreements and conventions of Russia).

NOTE:

In case of the aircraft getting into emergency situation the ATC controller is allowed, by pilot's request, to issue flight levels in metre (feet) values corresponding to the numerical value of a flight level and to issue a flight altitude in feet values corresponding to the numerical value of a flight altitude in metre measurement.

RUSSIA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**RADAR FAILURE**

The minimum time intervals of longitudinal separation for IFR flights without using the ATS surveillance system are established as follows:

- a. between aircraft flying in the same direction at the same flight level (altitude):
 - 10 minutes when under area control service and/or under approach control service;
 - 3 minutes when performing approach maneuvers;
- b. when crossing flight level (altitude) of the same direction occupied by another aircraft:
 - 10 minutes at the moment of crossing;
- c. when crossing the opposite flight level (altitude) occupied by another aircraft:
 - 20 minutes at the moment of crossing;
- d. between aircraft flying along the crossing routes (when the angles of crossing are from 45° to 135° and from 225° to 315°) at the same flight level (altitude):
 - 15 minutes at the moment of crossing.

**COMMUNICATION FAILURE PROCEDURES FOR FLIGHTS WITHIN MURMANSK
AND MAGADAN OCA****Communication Failure prior to entering Murmansk/Magadan OCA**

If operating with a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared oceanic entry point, level and speed and proceed in accordance with the received and acknowledged oceanic clearance. Any level or speed changes required to comply with the oceanic clearance shall be completed before the oceanic entry point.

If operating without a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the oceanic entry point, level and speed according to the last received and acknowledged ATC clearance and maintain these flight parameters until establishing communication with ATC and receiving a new clearance.

Communication Failure prior to exiting Murmansk/Magadan OCA

The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance, including level and speed until establishing communication with ATC and receiving a new clearance.

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In case of radio communication failure proceed according to COMMUNICATIONS FAILURE GENERAL supplemented as follows:

Abakan Airport

Commence descending for approach after crossing LOM (VORDME) not earlier the ETA in accordance with out-of-sequence approach procedure provided that landing shall be carried out not later than 30 minutes after ETA.

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ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**Anadyr (Ugolny) Airport**

In case of radio communications failure during IFR flight when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case the pilot shall maintain assigned flight level till joining radio navigation fix of planned landing aerodrome and commence descending at EAT or as close as possible to EAT indicated in the FPL. Approach-to-land shall be carried out according to IFR with respect to procedure established for specified navigation facility. Landing shall be carried out not later than 30 minutes after ETA.

Arkhangelsk (Talagi) Airport

While entering Arkhangelsk TMA, the pilot shall continue at last assigned level towards LOM. Descending for approach shall be commenced after crossing LOM not earlier the ETA in accordance with out-of-sequence approach procedure provided landing shall be carried out not later than 30 minutes after ETA.

In case of radio communication failure after take-off [if at height (200m)] and communication with 'Arkhangelsk Approach' is not established, the pilot shall continue climbing to aerodrome traffic circuit height and fly in accordance with the instrument approach pattern and land depending on meteorological conditions and aircraft landing weight or proceed to the alternate aerodrome.

If required on a pilot's decision, aircraft may proceed along the route to the alternate aerodrome indicated in the FPL for the flight without radio communication at one of the flight levels FL140, FL150 or FL240, FL250 established for the flights without radio communication depending on flight direction.

In case of radio communication failure during climbing to flight level (altitude) the pilot shall maintain at last altitude (flight level) assigned by ATC to TMA exit and then climb to assigned flight level according to FPL.

In case of radio communications failure during IFR flight when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case the pilot shall maintain assigned flight level until passing radio navigation fix of destination aerodrome and commence descending at EAT or as close as possible to EAT indicated in the FPL. Approach-to-land shall be carried out according to IFR with respect to procedure established for specified navigation facility. Landing shall be carried out not later than 30 minutes after ETA.

Barnaul (Mikhaylovka) Airport

While entering Barnaul CTA, the pilot shall continue at last assigned level to radio navigation fix of RWY 06/24 active direction (NDB/MKR RWY 06, LOM RWY 24, LMM RWY 24, VORDME), enter holding over navigation facility descending to FL50. At the ETA or as close as possible to the ETA carry out established approach-to-land procedure.

Landing shall be carried out not later than 30 minutes after ETA.

If unable to land after missed approach pilot shall proceed to alternate aerodrome climbing according to the departure pattern to the minimum safe flight level or FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction.

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In case of radio communication failure after take-off [if at height (200m)] and communication with 'Barnaul Tower' is not established, the pilot shall continue climbing to aerodrome traffic circuit height and fly in accordance with the instrument approach pattern and land. If the pilot can not land (due to aircraft landing weight or meteorological conditions) the pilot has the right to:

- proceed to the destination aerodrome climbing to the altitude (flight level) according to the departure pattern;
- proceed to the alternate aerodrome at minimum safe flight level or levels FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction;
- enter the holding area over LOM and hold at minimum safe flight level until fuel dumping obtaining aircraft landing mass, then land.

In case of radio communication failure while climbing to the flight level (altitude), the pilot shall proceed at last assigned and cleared flight level to the exit corridor boundary and after passing the boundary climb to assigned flight level (altitude) according to FPL.

In case of radio communications failure during IFR flight when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL or departure aerodrome. While proceeding to the destination aerodrome, pilot shall maintain assigned flight level till joining the aerodrome radio navigation facility and commence descending not earlier than EAT indicated in the FPL. Approach-to-land shall be carried out according to established instrument approach procedures. Landing shall be carried out not later than 30 minutes after ETA.

Begishevo Airport

In case of radio communication failure after the entry into Begishevo TMA the pilot shall continue the flight towards LOM at last assigned flight level cleared by ATC. After joining LOM the pilot shall enter rectangular approach pattern and after passing LOM in 30 sec carry out descending according to rectangular approach pattern to aerodrome circuit height and land not later than 30 minutes after ETA.

During approach-to-land at final the aircraft shall identify itself and request landing by means of flashing and then by switching on landing lights and by signal flares of any color.

If unable to land, the pilot shall reach the nearest minimum safe flight level of the same direction or FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction for proceeding to the alternate aerodrome.

Belgorod Airport

In case of radio communication failure after take-off the pilot shall carry out the flight in accordance with the instrument approach procedure and land depending on meteorological conditions at the departure aerodrome.

If the pilot can not land (due to landing weight or meteorological conditions), aircraft shall proceed to the destination aerodrome climbing according to departure pattern to the last assigned flight altitude.

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If unable to carry out landing at the departure aerodrome or destination aerodrome, aircraft shall proceed along the route to the alternate aerodrome indicated in the FPL for the flight without radio communication at lower safe flight level or at FL140, FL150 or FL240, FL250 established for the flights without radio communication depending on flight direction.

In case of radio communications failure during IFR flight when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case the pilot shall maintain assigned flight level till joining radio navigation fix of planned landing aerodrome and commence descending at EAT or as close as possible to EAT indicated in the FPL. Approach-to-land shall be carried out according to IFR with respect to procedure established for specified navigation facility. Landing shall be carried out not later than 30 minutes after ETA.

Bratsk Airport

In case of communication failure the flight shall be carried out along the rectangular route of the approach procedure of the runway-in-use. Fuel dumping shall be carried out in the holding area on the segment from downwind turn to base turn. Initial turn shall be executed at a distance of not less than 20km from airport and at FL060 or above. If aircraft carrying out approach needs to dump fuel in emergency or other abnormal situation, the flight crew shall inform the ATS unit about it.

Bryansk Airport

If required on a pilot's decision, aircraft may proceed after passing LOM along the route to the alternate aerodrome indicated in the FPL for the flight without radio communication at one of the flight levels FL140, FL150 or FL240, FL250 established for the flights without radio communication depending on flight direction.

In case of radio communications failure during IFR flight when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case the pilot shall maintain assigned flight level till joining radio navigation fix of planned landing aerodrome and commence descending at EAT or as close as possible to EAT indicated in the FPL. Approach-to-land shall be carried out according to IFR with respect to procedure established for specified navigation facility. Landing shall be carried out not later than 30 minutes after ETA.

If a flight to the destination aerodrome is not connected with crossing the State border of Russia, the pilot shall carry out landing at the nearest alternate aerodrome outside Moscow TMA. In this case aircraft shall proceed at one of FL140, FL150 or FL240, FL250 established for flights without radio communication depending on flight direction.

Cheboksary (Senyaly) Airport

In case of radio communication failure after entry into Cheboksary CTR the pilot continues its flight at last assigned flight level cleared by TWR controller towards LOM. Descending from LOM shall be commenced at the ETA or as close as possible to this time. Thereafter pilot shall carry out approach as out-of-sequence approach procedure.

If unable to land at Cheboksary (Senyaly) proceed to alternate airport of Kazan at FL70 or of Nizhny Novgorod (Strigino) at FL100 along departure routes to NIGAS or NAMER and along routes to LOM of Kazan aerodrome or Nizhny Novgorod (Strigino), and carry out further descent

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and the instrument approach procedures based on the respective navigational aid. Landing shall not be carried out not later than 30 minutes after ETA.

In case of radio communication failure after take-off [if at height (200m)] and communication with 'Cheboksary Tower' is not established, the pilot shall continue climbing to aerodrome traffic circuit height and fly in accordance with the instrument approach pattern and land at Cheboksary (Senyaly) depending on meteorological conditions and aircraft landing weight or proceed to the alternate aerodrome (Kazan or Nizhny Novgorod (Strigino)) at FL70 or FL100 along departure routes to NIGAS or NAMER.

If unable to land, aircraft shall proceed to the holding area for the required time. Exit out of the holding area shall be carried out along the routes of the approach procedure or proceed at FL100 to the alternate aerodrome Kazan, or at FL100 to the alternate aerodrome Nizhny Novgorod (Strigino) via NIGAS or NAMER and carry out further descending and approach-to-land according to established procedures.

If required on a pilot's decision, after passing Cheboksary CTR boundary aircraft may proceed along the route to the alternate aerodrome indicated in the FPL for the flight without radio communication at one of the flight levels FL140, FL150 or FL240, FL250 established for the flights without radio communication depending on flight direction.

In case of radio communication failure during climbing to flight level (altitude) the pilot shall proceed at altitude (flight level) assigned by ATC to NDB of Cheboksary CTR exit corridor and after passing Cheboksary CTR boundary climb to altitude (flight level) according to FPL.

In case of radio communication failure during IFR flight when it is not possible to change to visual flight, aircraft shall proceed to the destination aerodrome according to the flight plan. In this case the pilot shall maintain the assigned flight level till crossing radio navigation fix of the flight planned aerodrome of landing and commence descending at ETA or as close as possible to this time indicated in the flight plan. Approach shall be carried out by reference to instruments according to procedure established for this navigation facility. Landing if possible shall be carried out within 30 minutes after ETA.

Chelyabinsk (Balandino) Airport

In case of radio communication failure the pilot shall continue to proceed according to flight plan and shall take all possible measures for reestablishing radio communication.

Return to the departure aerodrome or flight to the alternate aerodrome shall be carried out at a proximate lower flight level depending on new flight direction or at one of especially established for flights without radio communication flight levels FL140, FL150 or FL240, FL250 depending on flight direction.

In case of radio communication failure during IFR flight when it is not possible to change to VFR flight, aircraft shall proceed to the aerodrome according to the flight plan. In this case the pilot shall maintain the assigned flight level till crossing radio navigation fix.

Aircraft shall commence descending from the radio navigation fix at ETA following approach patterns established for that fix. Landing if possible shall be carried out within 30 minutes after ETA.

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If unable to land after missed approach pilot shall reach the minimum safe flight level of the holding area and proceed to alternate aerodrome at minimum safe flight level or FL140, FL150 or FL240, FL250 depending flight direction.

In case of radio communication failure after take-off the pilot shall proceed according to approach pattern and depending on meteorological conditions land at departure aerodrome or alternate aerodrome.

In case of radio communication failure while climbing to the flight level (altitude), the pilot shall proceed at the last assigned altitude to exit corridor NDB (point) and after crossing NDB (point) climb to the assigned flight level.

Cherepovets Airport

In case of radio communication failure the pilot shall:

- take measures to restore the lost radio communication, using emergency frequency 121.5MHz, try to establish contact to other aircraft and to Vologda ACC;
- carry out STAR and approach procedure strictly along the established pattern;
- continue the transmission of the established reports.

Elista Airport

In case of radio communication failure after take-off [if at height (200m)] and communication with 'Elista Krug' is not established, the pilot shall continue climbing to aerodrome traffic circuit height and fly in accordance with the instrument approach pattern and land depending on meteorological conditions and aircraft landing weight.

If unable to carry out landing at Elista aerodrome or destination aerodrome, aircraft shall proceed to alternate aerodrome indicated in the flight plan at one of the flight levels FL140, FL150 or FL240, FL250 established for the flights without radio communication depending on flight direction.

In case of radio communications failure during IFR flight when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case the pilot shall maintain assigned flight level till joining radio navigation fix of planned landing aerodrome and commence descending at EAT or as close as possible to EAT indicated in the FPL. Approach-to-land shall be carried out according to IFR with respect to procedure established for specified navigation facility. Landing shall be carried out not later than 30 minutes after ETA.

Gelendzhik Airport

In case of radio communication failure in the holding area, leave the holding area and carry out landing as follows:

- KUTON - proceed 1min to Gelendzhik VORDME 'GNV' - heading to final turn - descend to height (600m) - if necessary left holding over final approach point;
- LIMAS - proceed 1min to Gelendzhik VORDME 'GNV' - heading to final turn - descend to height (600m) - if necessary left holding over final approach point;

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- Gelendzhik NDB 'GN' (Gelendzhik VORDME 'GNV') - proceed 1min on heading 278° - turn to heading 188° - descend to height (1000m) - turn left on final approach track.

Izhevsk Airport

In case of radio communication failure during IFR flight when it is not possible to change to visual flight, aircraft shall proceed to the destination aerodrome according to the flight plan. In this case the flight crew shall maintain the assigned flight level till crossing radio navigation fix.

Aircraft shall commence descending from radio navigation fix at the estimated time or as close as possible to this time according to the approach procedures based on this radio navigation facility.

Landing, if possible, shall be carried out within 30 minutes after ETA.

Communication failure after take-off

In case of radio communication after take-off a pilot-in-command must execute the flight in accordance with the approach procedure and depending on meteorological conditions execute approach at the aerodrome of departure or proceed to the nearest alternate aerodrome.

If the aircraft did not land or has not been detected within 30 minutes stipulated for landing, all restrictions at the aerodrome for all other aircraft are cancelled.

Kaliningrad (Khrabrovo) Airport

In case of radio communication failure, the pilot can use the mobile communication:

TWR controller

Tel: +7 4012 579936

APP controller

Tel: +7 4012 579931

Flight Control Officer

Tel: +7 921 850 0968

+7 4012 579930

Arrival**RNAV 1-approved aircraft**

- If STAR was assigned and acknowledged by flight crew, set SSR transponder to code 7600 and continue the flight in accordance with flight plan following the assigned STAR, then execute (ILS or VOR) approach and landing. Descent shall be executed in accordance with vertical restrictions specified on the chart.
- If STAR was assigned and acknowledged by flight crew and vectoring was initiated, 2 minutes after setting SSR transponder to code 7600, continue the flight on the last assigned heading at the last assigned and acknowledged height (FL). Then proceed directly to IF and execute (ILS or VOR) approach and landing. Descent shall be executed in accordance with vertical restrictions specified on the chart.

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- c. If STAR was not assigned, set SSR transponder to code 7600 and continue the flight in accordance with flight plan, then execute (ILS or VOR) approach and landing. Descent shall be executed in accordance with vertical restrictions specified on the chart.

Non-RNAV 1-approved aircraft

Set SSR transponder to code 7600.

Maintain last assigned and acknowledged FL (height).

- Proceed to LMM 'K', enter holding area over LMM 'K' and hold descending in accordance with the published procedure, then execute ILS approach and land on RWY 06.
- Proceed to LOM 'KR', enter holding area over LOM 'KR' and hold descending in accordance with the published procedure, then execute ILS approach and land on RWY 24.

If unable to land at the destination aerodrome, pilot has the right to make the decision to proceed to the alternate aerodrome at FL specially established for flights without radio communication - FL140, FL150 or FL240, FL250 depending on flight direction.

Departure

Set SSR transponder to code 7600.

- Continue to fly along the assigned and acknowledged SID. 2 minutes after setting SSR transponder to code 7600 climb to FL indicated in flight plan. After terminating SID, proceed according to flight plan.
- If radar vectoring was applied, for the next 2 minutes after setting SSR transponder to code 7600 continue flight on assigned heading, then proceed to CTA exit point climbing to FL indicated in flight plan. After leaving CTA proceed according to flight plan.

Communication failure after missed approach***RNAV 1-approved aircraft***

Set SSR transponder to code 7600.

Execute repeated approach in accordance with published RNAV (GNSS) procedures.

Non-RNAV 1-approved aircraft

Set SSR transponder to code 7600.

Execute repeated approach in accordance with published RNAV (GNSS) procedures:

- RWY 06: proceed via LMM 'K';
- RWY 24: proceed via LOM 'KR'.

If unable to land at the destination aerodrome, pilot has the right to make the decision to proceed to the alternate aerodrome at FL specially established for flights without radio communication - FL140, FL150 or FL240, FL250 depending on flight direction.

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Kazan Airport

In case of radio communication failure after take-off, the pilot shall continue climbing to aerodrome traffic circuit altitude and fly in accordance with the instrument approach pattern and land at Kazan aerodrome depending on meteorological conditions and aircraft landing weight.

If unable to carry out landing at the departure aerodrome or destination aerodrome, aircraft may proceed along the route to the alternate aerodrome indicated in the FPL for the flight without radio communication at one of the flight levels FL140, FL150 or FL240, FL250 established for the flights without radio communication depending on flight direction.

In case of radio communication failure during climbing to flight level (altitude) the pilot shall maintain at last altitude (flight level) to NDB of departure corridor and after passing NDB climb to assigned flight level according to FPL.

If decision has been made to return to the departure aerodrome or alternate aerodrome which is located in direction reverse to proceeding route, the flight should be operated at the nearest to assigned flight level (which should not be lower than minimum safe altitude) or at one of the flight levels FL140, FL150 or FL240, FL250 established for the flights without radio communication depending on flight direction.

In case of radio communication failure after entry into Kazan CTA, the pilot shall continue at last assigned flight level cleared by ATC towards NDB/MKR. Descending for approach shall be commenced after crossing NDB/MKR not earlier the ETA in accordance with out-of-sequence approach procedure provided that landing shall be carried out not later than 30 minutes after ETA.

In case of radio communications failure during IFR flight when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case the pilot shall maintain assigned flight level till joining radio navigation fix of planned landing aerodrome and commence descending at EAT or as close as possible to EAT indicated in the FPL. Approach-to-land shall be carried out according to IFR with respect to procedure established for specified navigation facility. Landing shall be carried out not later than 30 minutes after ETA.

Khabarovsk (Novy) Airport

Prior to entry of Khabarovsk CTA, pilot shall continue to proceed to the holding area towards the LOM of the runway-in-use at last assigned flight level as cleared by ATC.

Then according to the holding pattern, aircraft shall reach FL120 and conduct an out-of-sequence approach.

Furthermore pilot shall:

- take all possible measures for reestablishing radio communication by means of all available communication facilities and channels;
- set SSR transponder to code 7600;
- continue reporting position and flight altitude as established;
- designate aircraft during approach-to-land by switching on onboard landing lights according to current international rules.

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In case of radio communication failure the flight crew must:

- set transponder code 7600;
- monitor Krasnoarmeysk NDB 'KR' for information and controller's instruction;
- use mobile communication to coordinate actions: +7 861-263-68-77.

Radio communication failure after take-off

In case of making the decision to return to departure airport:

- a. after take-off from RWY 05R turn right, climbing to (900m), proceed to the holding area over Krasnodar VORDME 'KND'. After entering the holding area over Krasnodar VORDME 'KND' burn out fuel, if necessary, then carry out the approach to RWY 05R according to one of the following procedures:
 - VOR X or VOR W or VOR Y, or
 - ILS X or ILS Y, or
 - RNAV (GNSS) or GLS.
- b. after take-off from RWY 23L turn left, climbing to (900m), proceed to the holding area over Krasnodar VORDME 'KND'. After entering the holding area over Krasnodar VORDME 'KND' burn out fuel, if necessary, then carry out the approach to RWY 23L according to one of the following procedures:
 - VOR X or VOR W or VOR Y, or
 - ILS X or ILS Y, or
 - RNAV (GNSS) or GLS.

In case of making the decision to proceed to the destination aerodrome, continue the flight according to the departure route assigned by the ATS unit, maintaining height restrictions published for SID climbing to the flight level indicated in the flight plan.

Radio communication failure climbing to flight level

In case of making the decision to return to the departure airport:

- a. continue the flight according to the departure route assigned by the ATS unit, maintaining the last flight level (height) to SID termination point;
- b. after passing SID termination point execute 180° turn and proceed according to one of the STAR routes (4M, 4F for RWY 05R, 4G, 4P for RWY 23L), maintaining height restrictions published for STAR and proceed to the holding area over Krasnodar VORDME 'KND'/Krasnoarmeysk NDB 'KR';
- c. after entering the holding area over Krasnodar VORDME 'KND'/Krasnoarmeysk NDB 'KR' burn out fuel, if necessary, then carry out approach-to-land on RWY according to one of the following procedures:

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- VOR X or VOR W or VOR Y, or
- ILS X or ILS Y, or
- RNAV (GNSS) or GLS.

In case of making the decision to proceed to the destination aerodrome, continue the flight according to the departure route assigned by the ATS unit, maintaining height restrictions published for SID, climb to the flight level indicated in the flight plan.

Radio communication failure on arrival route

The flight crew shall continue the flight according to the assigned STAR route (4M, 4F for RWY 05R, 4G, 4P for RWY 23L) on the last flight level assigned by the ATS unit, maintaining height restrictions published for STAR and enter the holding area over Krasnodar VORDME 'KND'/Krasnoarmeysk NDB 'KR'.

After entering the holding area over Krasnodar VORDME 'KND'/Krasnoarmeysk NDB 'KR' burn out fuel, if necessary, then carry out approach to RWY according to one of the following procedures:

- VOR X or VOR W or VOR Y, or
- ILS X or ILS Y, or
- RNAV (GNSS) or GLS.

Krasnoyarsk (Yemelyanovo) Airport

In the event of radio communication failure the flight crew must:

- set transponder code 7600;
- take measures to re-establish radio communication using the emergency frequency 121.5 MHz, radio communication with other aircraft and ATS units;
- approach procedure shall be executed according to the established communication failure procedures;
- monitor LOM frequency for ATC instructions and information;
- proceed to the alternate aerodrome in case of unsuitable meteorological conditions at Krasnoyarsk (Yemelyanovo) aerodrome.

In case of radio communication failure, the pilot can use the following telephone number:

Flight Control Officer of Aerodrome Control Center of Krasnoyarsk ATS Center: +7 391 252 65 24.

Lipetsk Airport

In case of radio communication failure during IFR flight when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case the pilot shall maintain the assigned flight level till joining radio navigation facility of the planned landing aerodrome and initiate descending at ETA or as close as possible to ETA indicated in the FPL.

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Approach-to-land shall be carried out according to IFR with respect to procedure established for specified navigation facility.

In case of radio communication failure after take-off [if at height (200m)] and communication with 'Lipetsk Tower' is not established, the pilot shall continue climbing to aerodrome traffic circuit height and carry out the flight according to the instrument approach pattern and land at Lipetsk depending on meteorological conditions and landing weight. The pilot has the right to carry out landing under meteorological conditions below the minimum. If unable to land, proceed to the alternate aerodrome chosen when making a decision for departure at flight levels according to FL140, FL150 or FL240, FL250, established for flights without radio communication depending on flight direction.

Magadan (Sokol) Airport

In case of radio communication failure the pilot shall:

- take all possible measures for reestablishing radio communication by means of all available communication facilities and channels;
- switch on the distress signal;
- carry out approach-to-land according to the established pattern (establish heading 104°/284° after join RWY 10 LOM/RWY 28 NDB/MKR and proceed 3.8NM (7km) without descent, then commence descending);
- monitor LOM frequency for ATC instructions;
- proceed to alternate aerodrome in case of unsuitable meteorological conditions at Magadan (Sokol) aerodrome.

In the event of radio communication failure after take-off, the pilot shall carry out aerodrome circling and land at departure aerodrome.

Makhachkala (Uytash) Airport

After entry into Makhachkala CTA the pilot shall continue towards LMM at last assigned flight level cleared by an ATC controller.

Descending from LMM shall be commenced at ETA or as close to this time as possible to FL110 without leaving descending pattern area.

QFE shall be set at transition level FL110 and descending shall be continued according to the established pattern. Landing shall be carried out not later than 30 minutes after ETA.

In case of radio communication failure after take-off [if at height (200m)] and communication with 'Makhachkala Krug' is not established, the pilot shall continue climbing to aerodrome traffic circuit height and carry out the flight according to the instrument approach pattern and land at Makhachkala (Uytash) depending on meteorological conditions and landing weight. If unable to land, proceed to the alternate aerodrome (Astrakhan or Mineralnyye Vody) at flight levels according to FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction.

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If unable to land immediately at Makhachkala, the aircraft shall hold in the holding specified for this runway direction.

In case of radio communications failure during IFR flight when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case the pilot shall maintain assigned flight level till joining radio navigation fix of planned landing aerodrome and commence descending at ETA or as close as possible to ETA indicated in the FPL. Approach-to-land shall be carried out according to IFR with respect to procedure established for specified navigation facility. Landing shall be carried out not later than 30 minutes after ETA.

Mineralnyye Vody Airport***Radio communication failure after take-off or missed approach***

In case of radio communication after take off [if at height (200m)] and communication with 'Mineralnyye Vody Krug' is not established, the pilot shall continue climbing to (600m) and fly according to the instrument approach procedures and land at Mineralnyye Vody depending on meteorological conditions and landing weight.

If unable to land at Mineralnyye Vody, then after carrying out the aerodrome traffic circuit and passing VOR (NDB/MKR) at (600m) or after missed approach the pilot shall proceed:

- to the destination aerodrome climbing to altitude (flight level), indicated in the flight plan, along the route as in accordance with the flight plan and land at the destination aerodrome with the minimum deviations from the time indicated in the flight plan;
- to the alternate aerodrome, chosen when making a decision for departure, at lower safe flight level or at flight level specially established for a flight without radio communication depending on flight direction FL140 - FL150 or FL240 - FL250 along departure route climbing to the indicated flight level;
- to the holding area over TERLO for fuel burning (dumping) along SID routes TERLO 1V, TERLO 1W or TERLO 3V, TERLO 3W depending on runway-in-use climbing to FL70. After passing TERLO join the holding area and continue to fly in the holding area for the time necessary for fuel burning (dumping). After fuel burning (dumping) fly along STAR route TERLO 2V, TERLO 2W for landing on RWY 12, STAR route TERLO 4V, TERLO 4W for landing on RWY 30 and land at Mineralnyye Vody.

Radio communication failure during climbing to altitude (flight level)

Pilot shall maintain the last flight level (altitude) assigned and acknowledged until CTA exit point. After that pilot shall proceed:

- to the destination aerodrome climbing to altitude (flight level), indicated in the flight plan, along the route as in accordance with the flight plan and land at the destination aerodrome with the minimum deviations from the time indicated in the flight plan;
- to return to the departure aerodrome of Mineralnyye Vody at the same direction lower flight level nearest to the assigned one, the altitude shall be not below safe flight altitude, or at flight level specially established for a flight without radio communication depending on flight direction FL140, FL150 or FL240, FL250. After passing Mineralnyye Vody VOR 'MNW' (NDB/MKR 'MD')

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proceed to TERLO. After passing TERLO join the holding area, descent to FL70 and continue to fly in the holding area for the time necessary for fuel use (dumping). After fuel use (dumping) fly along STAR route TERLO 2V, TERLO 2W for landing on RWY 12, STAR route TERLO 4V, TERLO 4W for landing on RWY 30 and land at Mineralnyye Vody.

Radio communication failure after the entry into CTA or during arrival without radio communication

Pilot shall maintain the last flight level assigned and acknowledged, or at flight level, indicated in the flight plan, towards Mineralnyye Vody VOR 'MNV' (NDB/MKR 'MD'). After passing Mineralnyye Vody NDB/MKR 'MD' proceed to TERLO. After passing TERLO join the holding area, descent to FL70 and continue to fly in the holding area for the time necessary for fuel burning (dumping). Fly along STAR route TERLO 2V, TERLO 2W for landing on RWY 12, STAR route TERLO 4V, TERLO 4W for landing on RWY 30 and land at Mineralnyye Vody.

Moscow (Vnukovo) Airport

In case of radio communication failure, the pilot can:

- use the mobile communication

Flight Control Officer (Moscow TMA Control Center)

Tel: +7 495 956 87 33
+7 495 436 25 36
+7 916 043 35 90

Flight Control Officer (Moscow ACC)

Tel: +7 495 956 87 34
+7 495 436 26 62
+7 916 043 36 16

- monitor LOM frequency for ATC instructions.

Radio communication failure after take-off

In case of radio communication failure after take-off [if at height (600m)] and communication with "Vnukovo-Radar" on frequency 126.0MHz is not established, continue climbing according to SID to the initially cleared height.

After passing SID significant point:

- When the decision to land at Moscow (Vnukovo) has been made, proceed to the holding area over Skurygino NDB 'DR' along the following routes:
 - BITSA - climb to FL70 - SF 1W - Cherusti NDB 'SF' - turn LEFT - Larionovo NDB 'MF' - MF 1W - BITSA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
 - BITSA - climb to FL70 - NOGTI 1W - NOGTI - turn LEFT - Larionovo NDB 'MF' - MF 1W - BITSA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';

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- Klimovsk NDB 'LO' - climb to FL70 - FV 1W - Venev NDB 'FV' - Sukhotino NDB 'IN' - Skurygino NDB 'DR';
- Klimovsk NDB 'LO' - climb to FL70 - RELTO 3W - RELTO - turn RIGHT - Venev NDB 'FV' - Sukhotino NDB 'IN' - Skurygino NDB 'DR';
- Klimovsk NDB 'LO' - climb to FL70 - TIKBI 3W - TIKBI - turn RIGHT - Venev NDB 'FV' - Sukhotino NDB 'IN' - Skurygino NDB 'DR';
- Kamenka NDB 'WZ' - climb to FL70 - SUGIR - Sukhotino NDB 'IN' - Skurygino NDB 'DR';
- BADNI - climb to FL70 - ROLUN 1W - ROLUN - turn LEFT - Sukhotino NDB 'IN' - Skurygino NDB 'DR';
- BADNI - climb to FL70 - SODRU 2W - SODRU - turn LEFT - Sukhotino NDB 'IN' - Skurygino NDB 'DR';
- Ivanovskoye NDB 'UM' - climb to FL70 - OBELU 1W - OBELU - turn LEFT - Karmanovo NDB 'BG' - Gagarin NDB 'FK' - FK 1W - Ivanovskoye NDB 'UM' - ARSEP - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- Ivanovskoye NDB 'UM' - climb to FL70 - BELAG 1W - BELAG - turn LEFT - Karmanovo NDB 'BG' - Gagarin NDB 'FK' - FK 1W - Ivanovskoye NDB 'UM' - ARSEP - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- Ivanovskoye NDB 'UM' - climb to FL70 - BG 1W - Karmanovo NDB 'BG' - turn LEFT - Gagarin NDB 'FK' - FK 1W - Ivanovskoye NDB 'UM' - ARSEP - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- DEDUM - climb to FL70 - TIMIG 1W - TIMIG - turn LEFT - Bogdanovo NDB 'BD' - Savelovo NDB 'SW' - Ivanovskoye NDB 'UM' - ARSEP - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- DEDUM - climb to FL70 - NE 1W - Nerl NDB 'NE' - turn LEFT - Bogdanovo NDB 'BD' - Savelovo NDB 'SW' - Ivanovskoye NDB 'UM' - ARSEP - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- OKLIT - climb to FL70 - TIMIG 2W - TIMIG - turn LEFT - Bogdanovo NDB 'BD' - Savelovo NDB 'SW' - Ivanovskoye NDB 'UM' - ARSEP - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- OKLIT - climb to FL70 - NE 2W - Nerl NDB 'NE' - turn LEFT - Bogdanovo NDB 'BD' - Savelovo NDB 'SW' - Ivanovskoye NDB 'UM' - ARSEP - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR'.

After entering the holding area over Skurygino NDB 'DR' for fuel burning, if necessary, proceed according to STAR DR 01A, DR 19A, DR 06A, DR 24A and execute approach to land according to the established procedure at Moscow (Vnukovo) aerodrome.

- b. When the decision to proceed to the destination aerodrome has been made, continue the flight according to SID as per flight plan.

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Radio communication failure during climbing to flight level (height)

In case of radio communication failure during climbing to flight level (height) the pilot must proceed at last assigned flight level (height) to NDB on Moscow TMA boundary along the established route. After passing this NDB:

- a. When the decision to land at Moscow (Vnukovo) has been made, proceed at last assigned flight level (height) to the holding area over Skurygino NDB 'DR' along the following routes:
 - Karmanovo NDB 'BG' - Gagarin NDB 'FK' - FK 3W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
 - BELAG - Karmanovo NDB 'BG' - Gagarin NDB 'FK' - FK 3W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
 - OBELU - Karmanovo NDB 'BG' - Gagarin NDB 'FK' - FK 3W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
 - Nerl NDB 'NE - Bogdanovo NDB 'BD' - BD 1W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
 - TIMIG - Bogdanovo NDB 'BD' - BD 1W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
 - NOGTI - Larionovo NDB 'MF' - MF 1W - BITSA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
 - Cherusti NDB 'SF' - Larionovo NDB 'MF' - MF 1W - BITSA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
 - RELTO - Aksinyino NDB 'AO' - Klimovsk NDB 'LO' - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
 - TIKBI - Aksinyino NDB 'AO' - Klimovsk NDB 'LO' - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
 - Venev NDB 'FV' - Oktyabrskiy NDB 'FE' - FE 1W - Klimovsk NDB 'LO' - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
 - SUGIR - Sukhotino NDB 'IN' - Skurygino NDB 'DR';
 - ADETI - turn LEFT - SUGIR - Sukhotino NDB 'IN' - Skurygino NDB 'DR';
 - ROLUN - turn LEFT - SUGIR - Sukhotino NDB 'IN' - Skurygino NDB 'DR';
 - SODRU - turn LEFT - SUGIR - Sukhotino NDB 'IN' - Skurygino NDB 'DR'.

After entering the holding area over Skurygino NDB 'DR' burn out fuel, if necessary, proceed according to STAR DR 01A, DR 19A, DR 06A, DR 24A and execute approach to land according to the established procedure at Moscow (Vnukovo) aerodrome.

- b. When the decision to proceed to the destination aerodrome has been made, continue climbing to flight level (height) indicated in the flight plan along SID.

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Radio communication failure after entry into Moscow TMA

In case of radio communication failure after entry into Moscow TMA the pilot shall continue flight at last assigned and acknowledged flight level towards the holding area over Skurygino NDB 'DR' along the following arrival routes:

- Bogdanovo NDB 'BD' - BD 1W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- Bogdanovo NDB 'BD' - BD 2W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- Bogdanovo NDB 'BD' - BD 3W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- NAMIN - LEDOR - NAMIN 1W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- NAMIN - LEDOR - NAMIN 2W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- NAMIN - LEDOR - NAMIN 3W - OKLIT - TURUG - Vnukovo VORDME 'WVK' - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- NAMIN - LEDOR - NAMIN 4W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- Gagarin NDB 'FK' - FK 1W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- Gagarin NDB 'FK' - FK 2W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- Gagarin NDB 'FK' - FK 3W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- Gagarin NDB 'FK' - FK 4W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- Gagarin NDB 'FK' - FK 5W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- SODRU - SODRU 1W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- SUGIR - SUGIR 1W - UMBEG - GOTMA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- Sukhotino NDB 'IN' - Skurygino NDB 'DR';
- Oktyabrskiy NDB 'FE' - FE 1W - Klimovsk NDB 'LO' - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- Oktyabrskiy NDB 'FE' - FE 2W - BITSA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- TIKBI - TIKBI 1W - Klimovsk NDB 'LO' - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- TIKBI - TIKBI 2W - BITSA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- RELTO - RELTO 1W - Klimovsk NDB 'LO' - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- RELTO - RELTO 2W - BITSA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';
- Larionovo NDB 'MF' - MF 1W - BITSA - Kamenka NDB 'WZ' - Skurygino NDB 'DR';

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– Larionovo NDB ‘MF’ - MF 2W - UMBEG - GOTMA - Kamenka NDB ‘WZ’ - Skurygino NDB ‘DR’.
Then join the holding area over Skurygino NDB ‘DR’ and further descend to FL60.

Leaving the holding area and landing shall be carried out according to the established arrival routes for each landing direction (DR 01A, DR 19A, DR 06A, DR 24A) and the approach procedures.

Radio communication failure after missed approach

In case of radio communication failure after missed approach the pilot must carry out missed approach procedure climbing to (600m) to Skurygino NDB ‘DR’:

- a. After entering the holding area over Skurygino NDB ‘DR’ burn out fuel, if necessary, proceed according to STAR DR 01A, DR 19A, DR 06A, DR 24A and execute approach to land according to the established procedure at Moscow (Vnukovo) aerodrome.
- b. If unable to land at Moscow (Vnukovo) proceed to the alternate aerodrome:
 - Moscow (Domodedovo) aerodrome climbing to FL70 along SID via Klimovsk NDB ‘LO’ (LO01E, LO19E, LO06E, LO24E), carry out descending and the established approach procedure for Moscow (Domodedovo) runway-in-use;
 - Moscow (Sheremetyevo) aerodrome climbing to FL70 along SID via DEDUM (DEDUM 01D, DEDUM 19D, DEDUM 06D, DEDUM 24D) carry out descending and the established approach procedure for Moscow (Sheremetyevo) runway-in-use;
 - the alternate aerodrome outside Moscow TMA, chosen when making the decision for departure, at the lower safe flight level or a flight level especially established for a flight without radio communication depending on flight direction FL140, FL150 or FL240, FL250 along SID route climbing to the indicated flight level;
 - the destination aerodrome climbing the flight level indicated in the flight plan along departure route in accordance with the ATC clearance.

Murmansk Airport

After entry into TMA the pilot shall continue flight towards LOM at last assigned and cleared level. Descending from LOM and approach for landing shall be executed according to wide rectangular approach pattern at ETA or as close as possible to it.

In case of radio communication failure after take-off pilot shall continue climbing to aerodrome traffic circuit height and fly according to instrument approach pattern and, depending on meteorological conditions and landing weight, land or proceed to alternate aerodrome.

If deemed necessary, by pilot’s decision the aircraft may proceed to the alternate aerodrome indicated in FPL by using flight levels FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction.

In case of radio communication failure during IFR flight when it is impossible to change to visual flight, aircraft shall proceed to destination aerodrome according to FPL. Pilot shall maintain assigned flight level till crossing radio navigation facility of flight planned aerodrome of landing and commence descending at ETA or as close as possible to time indicated in FPL. Approach

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shall be carried out according to established instrument procedures. Landing if possible shall be carried out within 30 minutes after ETA.

Nalchik Airport

After entry into Nalchik CTA the pilot shall continue flight towards LOM 'NF' at last assigned and cleared level. Descending from LOM 'NF' shall be commenced at ETA or as close as possible to it, to aerodrome traffic circuit height of (500m) along the tight rectangular pattern with further approach-to-land. If unable to land proceed to the alternate aerodromes of Mineralnyye Vody or Vladikavkaz (Beslan) at FL80 or FL70 along departure routes to MARAT or ODRIK respectively, and then along the routes to LOM 'NF' of Mineralnyye Vody or Vladikavkaz (Beslan) and carry out further descending according to established instrument approach procedures. Landing shall be carried out not later than 30 minutes after ETA.

In case of radio communication failure after take-off [if at height (200m)] and communication with 'Nalchik Approach' is not established, pilot shall continue climbing to aerodrome traffic circuit height and fly according to the instrument approach pattern and land, depending on meteorological conditions and landing weight or proceed to the alternate aerodromes Mineralnyye Vody or Vladikavkaz (Beslan) at FL80 or FL70 along departure routes to MARAT or ODRIK.

If unable to land immediately, aircraft must proceed to the holding area over LOM 'NF' climbing to FL60 and hold there for 10 minutes. Thereafter leave holding area along the approach procedure or proceed to the alternate aerodromes of Mineralnyye Vody or Vladikavkaz (Beslan) climbing to FL80 to MARAT or FL70 to ODRIK where descending and approach-to-land shall be carried out according to established procedures.

If deemed necessary, by pilot's decision the aircraft may proceed to the alternate aerodrome indicated in FPL by using flight levels FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction.

During climbing to flight level (altitude) the pilot shall proceed at last assigned flight level (altitude) to CRP of exit from CTA corridor, and after passing CRP climb to assigned flight level indicated in FPL.

In case of radio communication failure during IFR flight when it is impossible to change to visual flight, aircraft shall proceed to destination aerodrome according to FPL. Pilot shall maintain assigned flight level till crossing radio navigation fix of flight planned aerodrome of landing and commence descending at ETA or as close as possible to time indicated in FPL. Approach shall be carried out according to established instrument procedures. Landing if possible shall be carried out within 30 minutes after ETA.

Nikolayevsk Na Amure Airport

In case of radio communication failure after take-off [if at height (200m)] and communication with 'Nikolayevsk Tower' is not established, the pilot shall continue climbing to aerodrome traffic circuit height and fly in accordance with the instrument approach pattern and land depending on meteorological conditions and aircraft landing weight or proceed to the alternate aerodrome.

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If required on a pilot's decision, aircraft may proceed along the route to the alternate aerodrome indicated in the FPL at one of the flight levels established for the flights without radio communication depending on flight direction. Landing shall be carried out not later than 30 minutes after EAT.

In case of radio communication failure during climbing to flight level (altitude) the pilot shall maintain at flight level (altitude) assigned by ATC.

In case of radio communication failure during IFR flight, when it is impossible to change to visual flight, aircraft shall proceed to destination aerodrome according to FPL. In this case the pilot shall maintain assigned flight level until passing navigation fix of destination aerodrome and commence descending at EAT or as close as possible to EAT indicated in the FPL. Approach-to-land shall be carried out according to IFR with respect to procedure established for specified navigation facility. Landing shall be carried out not later than 30 minutes after EAT.

In case of radio communication failure during approach, aircraft shall proceed towards Nikolayevsk na Amure LOM at last assigned (altitude) flight level. After passing LOM aircraft shall descend to transition level, then according to published procedure.

Nizhny Novgorod (Strigino) Airport

In case of radio communication failure after entering Nizhny Novgorod CTR the pilot shall continue at last assigned flight level to NDB when approaching on runway heading 179° or 359°. When approaching on heading 179° make left turn according to STAR established for RWY 18L. When approaching on heading 359° make right turn according to the approach pattern on heading 359°.

After crossing NDB aircraft shall proceed at assigned flight level and runway landing heading for 30 seconds after that descend to the calculated height of turn then proceed according to approach pattern. Descent from NDB shall be commenced not earlier and not later than 30 minutes after the estimated time.

In case of radio communication failure after take-off pilot shall follow aerodrome traffic circuit and carry out landing at the departure aerodrome.

If unable to land after missed approach proceed to the destination aerodrome via SID at height (flight level) assigned by ATC.

Aircraft shall proceed to the alternate aerodrome (selected when making the decision to depart) at the lower safe flight level or at one of the flight levels FL140, FL150 or FL240, FL250 established for the flights without radio communication depending on flight direction.

In case of radio communication failure during climbing to flight level (altitude) the pilot shall maintain at last assigned altitude (flight level) to NDB of exit corridor and after passing NDB climb to assigned flight level according to FPL.

In case of radio communication failure during IFR flight when it is impossible to change to visual flight, aircraft shall proceed to destination aerodrome according to FPL. Pilot shall maintain assigned flight level till crossing radio navigation facility of the planned aerodrome of landing and commence descending at ETA or as close as possible to time indicated in FPL. Approach shall be carried out according to established instrument procedures. Landing if possible shall be carried out within 30 minutes after ETA.

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In case of radio communication failure within TMA the pilot shall:

- take all possible measures for reestablishing radio communication by means of all available communication facilities and channels;
- switch on the distress signal;
- if radio communication failed to be restored, identify oneself by periodically switching on lights by night;
- continue to transmit the established reports about aircraft position, flight altitude and actions taken;
- monitor LOM frequency for ATC instructions;
- assess meteorological conditions and the possibility to change to VFR flight and make a decision to continue or finish the flight;
- if unable to change to VFR flight, proceed to destination aerodrome according to IFR at assigned flight level, proceed to LOM, execute holding procedure descending to aerodrome traffic circuit height, carry out landing;
- during approach on final turn or after passing LOM, identify oneself and request landing by flashing lights and then by switching on landing lights.

In case of radio communication failure after take-off, the pilot shall carry out landing at the aerodrome of departure. If due to meteorological conditions it is impossible to carry out landing proceed to alternate aerodrome chosen when making decision for departure at one of the flight levels FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction.

Omsk (Tsentralny) Airport

In case of radio communication failure after take-off [if at height (200m)] and communication with 'Omsk Radar' is not established, the pilot shall continue climbing to aerodrome traffic circuit height and fly in accordance with the instrument approach pattern and land depending on meteorological conditions and aircraft landing weight or proceed to the alternate aerodrome.

If unable to land, aircraft shall proceed to the holding area ALPHA climbing to FL100 and hold in the holding area for fuel dumping. Exit out of the holding area shall be carried out along the routes of the approach procedure.

If required on a pilot's decision, aircraft may proceed along the route to the alternate aerodrome indicated in the FPL for the flight without radio communication at one of the flight levels FL140, FL150 or FL240, FL250 established for the flights without radio communication depending on flight direction. Landing shall be carried out not later than 30 minutes after ETA.

In case of radio communication failure during climbing to flight level (altitude) the pilot shall maintain at last assigned altitude (flight level).

In case of radio communication failure during IFR flight when it is not possible to change to visual flight, aircraft shall proceed to the destination aerodrome according to the flight plan. In this case

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the pilot shall maintain the assigned flight level till crossing radio navigation fix of the flight planned aerodrome of landing and commence descending at ETA or as close as possible to this time indicated in the flight plan. Approach shall be carried out by reference to instruments according to procedure established for this navigation facility. Landing if possible shall be carried out within 30min after ETA.

Orenburg Airport

After entry into the Orenburg CTA the pilot shall continue flight at last assigned and acknowledged flight level and then proceed according to STARs towards active runway LOM. Descending from LOM shall be commenced not earlier than ETA using out-of-sequence approach pattern from holding area above LOM and landing shall be carried out not later than 30 minutes after ETA.

NOTE: The flight in the holding pattern over active runway LOM and out-of-sequence exit from it shall be carried out according to standard pattern.

If unable to land after missed approach aircraft shall proceed to the alternate aerodrome climbing to minimum safe altitude according to SID chart or at one of the flight levels FL140, FL150 or FL240, FL250 established for the flights without radio communication depending on flight direction.

In case of radio communication failure after take-off a pilot shall carry out aerodrome traffic circuit flight and land at the aerodrome of departure.

Ostafyevo Airport

Return to the departure aerodrome or a flight to the alternate aerodrome shall be carried out at the nearest lower flight level depending on the new flight direction or at flight levels FL140, FL150 or FL240, FL250 specially established for a flight without radio communication depending on flight direction.

In case of radio communication failure under IFR, when it is not possible to change to a visual flight, the aircraft shall proceed to the destination aerodrome in accordance with the flight plan. In this case the pilot shall maintain the assigned flight level until passing the radio navigation fix of the aerodrome.

Descending from the radio navigation fix shall be commenced at the estimated time or as close as possible to this time according to the approach procedures established for this radio navigation fix. Landing, if possible, shall be carried out within 30 minutes after the ETA.

If unable to land after missed approach pilot shall repeat approach or proceed to the alternate aerodrome.

When proceeding to the alternate aerodrome the pilot shall reach the nearest minimum safe flight level or FL140, FL150 or FL240, FL250 depending on flight direction.

In case of radio communication failure after take-off, a pilot must carry out a flight according to the approach procedure and depending on the meteorological conditions carry out landing at the departure aerodrome or proceed to the nearest alternate aerodrome.

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In case of radio communication failure during climb to a flight level (altitude), a pilot shall proceed at last assigned altitude to NDB (point) of the exit corridor and after passing NDB (point) climb to the assigned flight level.

Perm (Bolshoe Savino) Airport

After entry into the Perm approach area the pilot shall continue flight at last assigned and acknowledged flight level towards LOM on landing heading 211° or LOM on landing heading 031°. Descending from LOM shall be commenced at ETA or close as possible thereto. Landing shall be carried out not later than 30 minutes after ETA.

After take-off the pilot shall continue climbing straight ahead to height (200m), then carry out right turn for RWY 21 (left turn for RWY 03) rollout on downwind heading climbing to height (700m) for RWY 21, to height (600m) for RWY 03 in order to execute flight in accordance with approach procedure at Perm (Bolshoe Savino) aerodrome.

If unable to land the pilot has the right to:

- proceed to the destination aerodrome climbing in the departure pattern to assigned altitude (flight level);
- proceed to the alternate aerodrome chosen when making decision for departure at one of the flight levels FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction.

In case of radio communication failure during IFR flight, when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case maintain the last assigned level until crossing navigational fix of the flight planned aerodrome of landing and commence descent at ETA or close thereto. Approach shall be carried out according to established procedures. Landing if possible shall be carried out not later than 30 minutes after ETA.

NOTE: Listening watch of controller's instructions on the radio communication channel via LOM shall be carried out on LOM frequency 705KHz regardless of landing direction.

Petropavlovsk-Kamchatsky (Yelizovo) Airport

In case of radio communication failure after take-off [if at height (200m)] and communication with 'Petropavlovsk Krug' is not established, the pilot shall continue climbing and carry out the flight according to the instrument approach procedure.

If unable to land, aircraft shall proceed to the holding pattern over Khalaktyrka NDB 'HY' for fuel dumping. Fuel dumping is possible from the start of outbound leg to the start of inbound leg.

In case of communication failure before the entry into Petropavlovsk-Kamchatsky CTR or during arrival the pilot shall continue according to the last assigned flight level by ATC.

- in the direction of LOM 920 'LW' along the STARs:
MK, GANKA, BAKEN, KULOD, then into the holding pattern over Khalaktyrka NDB 'HY';
- in the direction of Khalaktyrka NDB 'HY' along the STARs:

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TUPAN, PIRUT, SIPVA, RINOT, ORVAS, SAMIK.

After the entry into the holding pattern over Khalaktyrka NDB 'HY' at the assigned flight level, not earlier than ETA, commence descending to FL80 and execute approach in accordance with the published procedures, landing must be executed not later than 30 minutes after ETA.

In cases when execution of landing at Petropavlovsk-Kamchatsky (Yelizovo) is impossible (due to meteorological conditions or other reasons), the pilot can continue the flight to the alternate aerodrome after missed approach using standard instrument departure routes 4D.

Ramenskoye Airport

In case of radio communication failure, the pilot can:

- use the mobile communication

Flight Control Officer (Moscow TMA Control Center)

Tel: +7 495 956 87 33
+7 495 436 25 36
+7 915 091 50 90

Flight Control Officer (Moscow ACC)

Tel: +7 495 956 87 34
+7 495 436 26 62
+7 916 043 36 16

- monitor LOM frequency for ATC instructions.

Radio communication failure after take-off

In case of radio communication failure after take-off [if at height (200m)] and communication with 'Gordy Krug' on frequency 125.25Mhz is not established, the pilot shall:

- continue to fly according to SID climbing to FL60 at LOM 'RT';
- when the decision to land at Ramenskoye aerodrome has been made, proceed to the holding area over Ramenskoye LOM 'RT'. After entering the holding area, complete at least one holding pattern, burn out fuel and descend to a height of (900m) in the holding area. After leaving the holding area, carry out approach to land at Ramenskoye aerodrome according to the established procedure;
- when the decision to proceed to the destination aerodrome has been made, continue to follow the flight plan SID route climbing to the flight level indicated in the flight plan.

Radio communication failure during climbing to flight level (height)

In case of communication failure during climbing to flight level (height) continue the flight according to the established SID maintaining the last flight level (height) assigned by ATC till passing the NDB (CRP) on Moscow TMA boundary. After passing the NDB (CRP):

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- a. When the decision to land at Ramenskoye aerodrome has been made, proceed to the holding area over OKREM maintaining the last assigned flight level (height) along one of the following routes:
- Cherusti NDB 'SF' - Larionovo NDB 'MF' - MF 4R - DIGBA - Ramenskoye NDB 'RT' - OKREM;
 - Venev NDB 'FV' - Oktyabrskiy NDB 'FE' - FE 2R - NENLI - OKREM;
 - SUGIR - Sukhotino NDB 'IN' - IN 2AR - ROSKU - Ramenskoye NDB 'RT' - OKREM;
 - Karmanovo NDB 'BG' - Gagarin NDB FK - FK 2R - BANSU - Ramenskoye NDB 'RT' - OKREM;
 - Nerl NDB 'NE' - Bogdanovo NDB 'BD' - BD 2R - BANSU - Ramenskoye NDB 'RT' - OKREM.

After entering the holding area over OKREM, complete at least one holding pattern, burn out fuel in the holding area and then descend to FL60. After leaving the holding area proceed to Ramenskoye LOM 'RT' descending to a height of (900m). After passing LOM 'RT' carry out approach to land at Ramenskoye aerodrome according to the established procedure.

- b. when the decision to proceed to the destination aerodrome has been made, continue to follow the flight plan SID climbing to the flight level indicated in the flight plan.

Communication failure after entry into Moscow TMA

The pilot shall maintain the last flight level assigned and acknowledged to the holding area over OKREM along one of the following routes:

- Larionovo NDB 'MF' - MF 4R - DIGBA - Ramenskoye NDB 'RT' - OKREM;
- Oktyabrskiy NDB 'FE' - FE 2R - NENLI - OKREM;
- Oktyabrskiy NDB 'FE' - FE 4R - ROSKU - Ramenskoye NDB 'RT' - OKREM;
- Sukhotino NDB 'IN' - IN 2AR - ROSKU - Ramenskoye NDB 'RT' - OKREM;
- Gagarin NDB 'FK' - FK 2R - BANSU - Ramenskoye NDB 'RT' - OKREM;
- Bogdanovo NDB 'BD' - BD 2R - BANSU - Ramenskoye NDB 'RT' - OKREM.

After entering the holding area over OKREM, pilot shall complete at least one holding pattern, burn out fuel and descend to FL60 in the holding area. After leaving the holding area, proceed to Ramenskoye NDB 'RT' descending to a height of (900m). After crossing NDB 'RT', carry out approach to land at Ramenskoye aerodrome according to the established procedure.

Communication failure after missed approach

Pilot shall proceed to Ramenskoye NDB 'RT' climbing to a height of (900m), enter the holding area over NDB 'RT', complete at least one holding pattern and then:

- a. When the decision to carry out approach at Ramenskoye aerodrome has been made, leave the holding area and carry out approach to land at Ramenskoye aerodrome according to the established procedure.

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- b. If unable to land at Ramenskoye aerodrome, proceed to:
- the alternate aerodrome of Moscow (Domodedovo) climbing to FL70 along departure route via ROSKU (ROSKU 3A) - Domodedovo VORDME 'DMD' , carry out descent and approach according to the procedure established for the appropriate landing heading;
 - the alternate aerodrome of Moscow (Vnukovo) climbing to FL70 along departure route via ROSKU (ROSKU 3A) - Domodedovo VORDME 'DMD' - Klimovsk NDB 'LO', carry out descent and approach according to the procedure established for the appropriate landing heading;
 - the alternate aerodrome of Moscow (Sheremetyevo) climbing to FL70 along departure route via BANSU (BANSU 3A) - Maryino NDB 'RW' - RUGEL - BESTA, carry out descent and approach according to the procedure established for the appropriate landing heading;
 - an alternate aerodrome outside the Moscow TMA, chosen when making the decision for departure, at the lower safe altitude or at the flight level specially established for a flight without radio communication depending on the flight direction FL140, FL150 or FL240, FL250 along SID route climbing to the assigned flight level;
 - the destination aerodrome climbing to the flight level indicated in the flight plan, in accordance with the ATC clearance.

Sabetta Airport

In case of radio communication failure after take-off the flight shall be carried out according to the procedure of repeated approach for RWY 04.

If unable to carry out landing at the aerodrome of departure (due to weather conditions or if aircraft mass exceeds landing mass and there are no conditions for fuel dumping and etc.), the pilot-in-command has the right to:

- a. proceed to the destination aerodrome in accordance with the instructions issued by an ATS unit (flight control unit);
- b. proceed to the alternate aerodrome at the flight level assigned by ATS unit (flight control unit) or at the nearest lower flight level (in accordance with the rules of vertical separation), but not below the lower (safe) flight level. In case when the flight is carried out at the lower (safe) flight level, it is necessary to proceed to the alternate aerodrome at the nearest upper flight level.

Samara (Kurumoch) Airport

In case of radio communication failure, the pilot can:

- use the mobile communication

Flight Control Officer

Tel: +7 846 279 18 60
+7 846 278 47 96
+7 846 278 47 95

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+7 846 255 62 71

- monitor the airport LOM frequency for information and controller's instructions.

Saransk Airport

In case of radio communication failure during IFR flight, when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case maintain the last assigned level until passing navigational fix of the flight planned aerodrome of landing and commence descent at ETA. Approach shall be carried out according to established procedures. Landing if possible shall be carried out not later than 30 minutes after ETA.

Saratov (Tsentralny) Airport

In case of radio communication failure after take-off [if at height (200m)] and communication with 'Saratov Radar' is not established, the pilot shall continue climbing to aerodrome traffic circuit height and fly in accordance with the instrument approach pattern and land at Saratov (Tsentralny) aerodrome depending on meteorological conditions and aircraft landing weight or proceed to the alternate aerodrome at FL60 along departure route.

If deemed necessary, by pilot's decision the aircraft may proceed to the alternate aerodrome indicated in FPL by using flight levels FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction.

In case of radio communication failure during climbing to flight level (altitude) the pilot shall proceed to the NDB or compulsory reporting point of departure corridor at last assigned altitude by ATC and after passing NDB or compulsory reporting point of departure corridor climb to assigned flight level.

In case of radio communication failure during IFR flight and when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case the pilot shall maintain the last assigned flight level until passing radio navigation fix of the flight planned aerodrome of landing and commence descending at ETA or close to it, indicated in FPL. Approach shall be carried out by established procedures. Landing, if possible shall be carried out within 30 minutes after ETA.

Surgut Airport

In case of radio communication failure after entry into Surgut CTR, CTA the pilot shall continue the flight towards LOM at last assigned flight level cleared by ATC unit. After passing LOM descend in holding pattern to FL50.

Leave the holding area at ETA or as close as possible to it.

Thereafter execute instrument approach procedure via LOM with preliminary descending to transition level FL40 and proceed according to approach pattern.

Landing must be carried out not later than 30 minutes after ETA.

In case of radio communication failure after take-off and communication with 'Surgut Krug' is not established, the pilot shall continue climbing to aerodrome traffic circuit height and carry out approach according to rectangular traffic pattern and land at Surgut aerodrome depending on

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meteorological conditions and aircraft landing weight or proceed along the departure route to ANIKI and then to the alternate aerodrome of Yekaterinburg (Koltsovo) climbing to FL140 or FL240 along departure route to KARPO and then to alternate aerodrome of Novosibirsk (Tolmachevo) climbing to FL150 or FL250, or proceed to the destination aerodrome if the flight is not connected with crossing the Russian State border climbing to the flight level assigned by ATC or indicated in the FPL, where descent and approach for landing shall be carried out according to pattern established for the aerodrome concerned.

If unable to land, pilot shall proceed to the holding area over LOM established for the runway-in-use climbing to FL40 and hold there for 15 minutes. Thereafter the aircraft shall leave the holding area according to the approach pattern or proceed to the alternate aerodromes of Yekaterinburg (Koltsovo) or Novosibirsk (Tolmachevo) climbing to flight levels FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on chosen alternate aerodrome or alternate aerodrome indicated in FPL at the same flight level where descending and approach for landing shall be carried out in accordance with pattern established for the aerodrome concerned.

In case of radio communications failure during climbing to flight level (altitude) the pilot shall proceed at last altitude (flight level) assigned by ATC.

In case of radio communication failure during IFR flight and when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case the pilot shall maintain the last assigned flight level till crossing radio navigation fix of the flight planned aerodrome of landing and commence descending at ETA or close to it, indicated in FPL. Approach shall be carried out by established procedures. Landing, if possible shall be carried out within 30 minutes after ETA.

If flight to destination aerodrome is not connected with the crossing of the State border of Russia, the pilot shall carry out landing at the nearest alternate aerodrome using flight level FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction.

Tomsk (Bogashevo) Airport

If unable to land at Tomsk (Bogashevo), diversion to the alternate aerodrome shall be carried out at the nearest lower flight level (but not lower than the safe flight level) depending on the flight direction, or at flight levels FL140, FL150 or FL240, FL250 established for flights without radio communication depending on flight direction.

In case of radio communications failure during climbing to the flight level (height) the pilot shall proceed at last height (flight level) assigned by ATC.

In case of radio communication failure during IFR flight when it is impossible to change to visual flight, aircraft shall proceed to destination aerodrome according to FPL. Pilot shall maintain assigned flight level till crossing radio navigation fix of flight planned aerodrome of landing and commence descending at ETA or as close as possible to time indicated in FPL.

Approach-to-land shall be carried out according to established instrument approach procedures. Landing shall be carried out not later than 30 minutes after ETA.

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Ufa Airport

In case of radio communication failure after entry into Ufa CTA, the pilot shall continue flight at last assigned and cleared level towards LOM of runway-in-use. After crossing LOM not earlier than ETA aircraft shall carry out approach and landing according to published patterns. Landing shall be carried out not later than 30 minutes after ETA.

If deemed necessary, by pilot's decision the aircraft may proceed to the alternate aerodrome indicated in FPL by using flight levels FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction.

In case of radio communication failure after take-off [if at height (200m)] and communication with 'Ufa Krug' is not established, the pilot shall continue climbing and proceed in accordance with the instrument approach pattern and land at Ufa aerodrome depending on meteorological conditions and aircraft landing weight or proceed to the alternate aerodrome [Orenburg, Samara (Kurumoch), Kazan, Izhevsk, Yekaterinburg (Koltsovo), Chelyabinsk (Balandino)] at one of the flight levels FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction.

If unable to land after missed approach pilot shall proceed to the destination aerodrome climbing according to SID pattern to flight level (altitude) assigned by FPL.

In case of radio communication failure during climbing to flight level (altitude) the pilot shall proceed at last assigned altitude by ATC to the exit corridor and after passing the exit corridor climb to assigned flight level according to FPL.

Ulyanovsk (Vostochny) Airport

In case of radio communication failure after entry into CTR, the pilot shall continue flight at last assigned and cleared level towards LOM of landing heading 020°/200°. Descend from LOM to FL60 without leaving holding area shall be commenced at ETA or close as possible to it.

After that pilot shall:

- execute instrument approach at Ulyanovsk (Vostochny) aerodrome following rectangular approach traffic pattern descending beforehand towards LOM of landing heading 020°/200° to transition level of FL50;
- fly to alternate aerodrome of Samara (Kurumoch), Kazan or in accordance with FPL at one of flight levels FL140, FL150 or FL240, FL250 depending on flight direction.

In case of radio communication failure after take-off [if at height (200m)] and communication with 'Vostochny-Tower' is not established, the pilot shall continue climbing to aerodrome traffic circuit height and fly in accordance with the instrument approach pattern and land at Ulyanovsk aerodrome depending on meteorological conditions and aircraft landing weight or proceed to the alternate aerodrome (Samara (Kurumoch) or Kazan) at one of the flight levels FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction.

If unable to land at Ulyanovsk (Vostochny) airport, the aircraft shall follow instrument approach pattern established for this runway direction without descending (at the aerodrome traffic circuit height) until passing LMM. After that the pilot shall proceed to the destination aerodrome or to the

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alternate aerodrome of Samara (Kurumoch) or Kazan along departure routes from Ulyanovsk CTR climbing to flight level according to FPL.

If deemed necessary, by pilot's decision the aircraft may proceed to the alternate aerodrome indicated in FPL by using flight levels FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction.

In case of radio communication failure during climbing to flight level (height) the pilot shall proceed at last assigned height (flight level) to the NDB of exit corridor and after passing NDB of exit corridor climb to assigned flight level according to FPL.

In case of radio communication failure during IFR flight and when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case the pilot shall maintain the last assigned flight level till crossing radio navigation fix of the flight planned aerodrome of landing and commence descending at ETA or close to it, indicated in FPL. Approach shall be carried out by established procedures. Landing, if possible shall be carried out within 30 minutes after ETA.

If the flight to the destination aerodrome is not connected with crossing the State border of Russia, the pilot shall carry out landing at the nearest alternate aerodrome. In this case aircraft shall proceed at one of flight levels FL140, FL150 or FL240, FL250 depending on flight direction.

Vladikavkaz (Beslan) Airport

In case of radio communication failure after entry into CTA, the pilot shall continue the flight at last assigned by ATC unit controller flight level towards NDB/MKR. Descend from NDB/MKR to FL70 shall be commenced at ETA or close as possible to it without leaving the holding area. Then carry out approach-to-land descending beforehand to transition level FL60 or, if unable to land proceed to alternate aerodrome (Nalchik, Mineralnyye Vody) at the last assigned flight level.

In case of radio communication failure after take-off [if at a height (300m)] and communication with 'Vladikavkaz Krug' is not established, the pilot-in-command shall continue climbing to aerodrome traffic circuit height (900m), proceed according to approach pattern and, depending on meteorological conditions and landing weight, carry out landing or proceed to alternate aerodromes Nalchik or Mineralnyye Vody at FL70.

If unable to land, aircraft shall proceed to the holding area over NDB/MKR climbing to FL60 and hold for 10 minutes, then exit holding area according to approach patterns.

While climbing to the flight level (altitude) the pilot shall proceed at last assigned flight level (altitude) or, if deemed necessary use one of the flight levels FL140, (FL150) or FL240, (FL250) established for flights without radio communication depending on flight direction.

In the event of radio communication failure during IFR flights, when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome in accordance with FPL. In this case the pilot shall maintain assigned level till joining aerodrome of planned landing radio navigation fix and commence descent at ETA or as close as possible to ETA indicated in FPL. Aircraft shall carry out instrument approach according to the established procedures.

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Vladivostok (Knevichi) Airport

After the entry into TMA the pilot shall continue to proceed to the holding area at the last assigned flight level towards LOM. Descending from LOM shall be commenced at ETA or as close as possible to ETA up to transition level FL80 without exit from the holding area. Thereafter pilot shall carry out descending and approach in accordance with the pattern established for specified facility.

In case of radio communication failure after take-off (if at height (200m) or at assigned height) and communication with 'Vladivostok Radar' is not established, the pilot shall continue climbing to aerodrome traffic circuit height and fly in accordance with the instrument approach pattern and land at Vladivostok (Knevichi) aerodrome depending on aircraft landing weight.

The pilot shall proceed climbing to the altitude (flight level) assigned by Tower controller according to the procedures of proceeding to the aerodrome of first landing.

The pilot shall proceed climbing to the altitude (flight level) assigned by Tower controller according to the procedures of proceeding to the alternate aerodrome (selected while making the decision for departure) at one of flight levels FL140, FL150 or FL240, FL250 established for the flights without communication depending on flight direction.

If unable to land, aircraft should hold over the aerodrome in the holding area (by two 180°-turns) at FL90. Thereafter the pilot shall carry out descending and approach procedure according to the pattern established for specified navigation facility.

While climbing to the flight level (altitude) the pilot shall proceed at the last assigned altitude (flight level) to the compulsory reporting point of the exit corridor and after crossing climb to assigned flight level in accordance with FPL.

In case of radio communication failure during IFR flight when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. The pilot shall maintain assigned level till joining radio navigation fix of the flight planned aerodrome and commence descent at ETA or as close as possible to ETA indicated in the FPL. Approach shall be carried out according to established procedures. Landing, as far as possible, shall be carried out within 30 minutes after ETA.

Voronezh (Chertovitskoye) Airport

In case of radio communication failure after take-off, the pilot shall carry out the instrument approach procedure and land at departure aerodrome.

If landing at departure aerodrome is impossible, the pilot has the right to proceed to:

- the destination aerodrome according to ATC clearance;
- the alternate aerodrome at flight level assigned by ATC.

In case of radio communication failure during descending the pilot shall continue flight at flight level (altitude) last assigned by ATC to LOM 'WR' (RWY 12) or LMM 'A' (RWY 30), then carry out the established approach procedure.

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If unable to land at destination aerodrome, aircraft shall proceed to the alternate aerodrome at one of the flight levels FL140, FL150 or FL240, FL250 established for the flights without radio communication depending on flight direction.

Yakutsk Airport

In case of radio communication failure the pilot must:

- take measures to restore radio communication using 121.5MHz, communication with other aircraft and ATC units;
- in case of radio communication failure in TMA (while climbing or descending), if the decision to land at Yakutsk aerodrome has been made, after LOM crossing aircraft shall follow landing course and carry out approach by means of out-of-sequence exit from the holding area;
- in case of making the decision to proceed to the destination or alternate aerodrome, pilot shall maintain passing minimum safe flight level or one of the levels FL140, FL150 or FL240, FL250 depending on flight direction, aircraft type and distance to the aerodrome.

In case of radio communication failure after take-off, the pilot shall follow established pattern (aerodrome traffic circuit) and land at Yakutsk aerodrome. If the aircraft failed to land at Yakutsk aerodrome, after missed approach the aircraft shall reach minimum flight level of holding area over aerodrome according to established pattern and make decision to proceed to the alternate aerodrome.

Yuzhno-Sakhalinsk (Khomutovo) Airport

In case of radio communication failure after entry into CTA, the pilot shall continue flight at last assigned and cleared level or at FL150 towards LMM, LOM. Descend from LMM, LOM to FL70 shall be commenced at ETA or close as possible to it without leaving the holding area. Then carry out approach procedure according to the current pattern established at the aerodrome for the given navigation facility. Landing shall be carried out not later than 30 minutes after ETA.

In case of radio communication failure after take-off pilot shall continue climbing to aerodrome traffic circuit height and fly in accordance with the instrument approach pattern and land at Yuzhno-Sakhalinsk (Khomutovo) aerodrome depending on meteorological conditions and aircraft landing weight.

If unable to land at Yuzhno-Sakhalinsk (Khomutovo), the aircraft shall proceed to the holding area specified for this runway direction climbing to FL70. Thereafter the pilot shall leave the holding area for the approach procedure at Yuzhno-Sakhalinsk or proceed to the alternate aerodrome at FL140, FL150 or FL240, FL250 established for flights without radio communication depending on flight direction.

In case of radio communication failure during IFR flight and when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case the pilot shall maintain the last assigned flight level till crossing radio navigation fix of the flight planned aerodrome of landing and commence descending at ETA or close to it, indicated in FPL. Approach shall be carried out by established procedures. Landing, if possible shall be carried out within 30 minutes after ETA.

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If the flight to the destination aerodrome is not connected with crossing the State border of Russia, the pilot shall carry out landing at the nearest alternate aerodrome. In this case aircraft shall proceed at FL140, FL150 or FL240, FL250 established for flights without radio communication depending on flight direction.

SPECIAL PROCEDURES FOR TAJIKISTAN

In case of radio communication failure proceed according to COMMUNICATIONS FAILURE GENERAL supplemented as follows:

Bokhtar Airport

In case of radio communication failure in Bokhtar CTR proceed as follows:

- take measures to restore the radio communication with the controller using all facilities and communication channels;
- switch on the distress signal; at night periodically identify itself by switching on landing lights if failed to establish communication;
- continue to transmit the established reports about aircraft position, flight altitude and its actions using “PAN” signal without controller’s confirmation;
- assess meteorological conditions and the possibility to change to VFR flight and make a decision to continue or finish the flight;
- if unable to change to VFR flight, proceed to destination aerodrome according to IFR at assigned flight level;
- proceed to LOM and after passing it carry out approach procedure leaving the holding area and land;
- during approach procedure, on final turn or after passing LOM, aircraft shall identify itself and request landing by means of flashing and then by switching on landing lights and by signal flares of any color;

If the weather conditions at the aerodrome have become below the minimum, the pilot can decide to land under current conditions.

Radio communication failure after take-off

In case of radio communication failure after take-off the pilot shall return to the aerodrome of departure.

If unable to land due to weather conditions, the aircraft shall reach the lower safe flight level of the same direction or FL140, FL150 depending on the flight direction.

Dushanbe Airport

In case of radio communication failure in Dushanbe TMA proceed as follows:

- assess meteorological conditions and the possibility to change to VFR and make a decision on continuation or aborting the flight;

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- if unable to change to VFR, proceed according to IFR to the destination aerodrome at the assigned level;
- when arriving at the airport proceed towards LOM and carry out the approach procedure by out-of-sequence leaving the holding area and land;
- during approach procedure at final turn the aircraft shall identify itself and request landing by means of flashing and then by switching on landing lights and by signal flares of any color.

If the weather conditions at the aerodrome have become below the minimum, the pilot can decide to land under current conditions.

Radio communication failure after take-off

In case of radio communication failure after take-off the pilot shall return to the aerodrome of departure.

If unable to land due to weather conditions, aircraft shall reach the lower safe level of the same direction or flight levels FL140, FL150, FL240, FL250 depending on flight direction.

Khujand Airport

In case of radio communication failure in Khujand TMA proceed as follows:

After entry into TMA continue flight towards LOM at last assigned flight level. After passing LOM commence descent at ETA.

Approach procedure shall be carried out as follows:

- when below FL100: from overhead LOM start descending and execute approach procedure according to published procedures;
- when above FL100: execute approach procedure according to out-of-sequence approach pattern.

Maintain a listening watch on the LOM frequency for information and instructions of the ATC controller. If due to weather conditions landing can not be carried out, the lower safe flight level must be reached in the holding area and decision must be made to proceed along the route to the alternate aerodrome indicated in the FPL for the flight without radio communication at one of the flight levels FL140, FL150 or FL240, FL250 established for the flights without radio communication depending on flight direction.

Kulob Airport

In case of radio communication failure in Kulob TMA the pilot shall:

- take measures to restore radio communication using all facilities and communication channels;
- switch on the distress signal; at night periodically identify itself by switching on landing lights if failed to establish communication;
- continue to transmit the established reports about aircraft position, flight altitude, its actions using 'PAN' signal without controller's confirmation;

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- assess meteorological conditions and the possibility to change to VFR flight and make a decision to continue or finish the flight;
- if unable to change to VFR flight, proceed to destination or alternate aerodrome according to IFR at assigned flight level;
- proceed to LOM and after passing it carry out approach procedure leaving the holding area and land;
- during approach procedure, on final turn or after passing LOM, aircraft shall identify itself and request landing by flashing lights and then by switching on landing lights;

If the weather conditions at the aerodrome have become below the minimum, the pilot can decide to land under current conditions.

In case of radio communication failure after take-off the pilot shall carry out landing at the departure aerodrome.

SPECIAL PROCEDURES FOR TURKMENISTAN

In case of radio communication failure proceed according to COMMUNICATIONS FAILURE GENERAL supplemented as follows:

Ashgabat Airport

Pilots are required to use RWY 12L/30R, 12R/30L for approach procedures in case of communication failure.

During IFR flight the pilot must:

- squawk 7600;
- maintain the last assigned speed, flight level or flight altitude for 7 minutes;
- proceed along the route indicated in the valid flight plan;
- during proceeding to Ashgabat aerodrome, reach IAF at flight level (altitude) last assigned by ATS unit and commence descending to 3000ft in the holding area not earlier than the arrival time indicated in FPL;
- upon reaching 3000ft execute the approach procedure from IAF;
- proceed to the alternate aerodrome if landing can not be carried out at Ashgabat aerodrome.

Dashoguz Airport

Approach procedure in case of radio communication failure:

During IFR flight the flight crew must:

- set code 7600 on the transponder;
- maintain the last assigned speed, flight level or flight altitude for 7 minutes;
- proceed to Dashoguz aerodrome reach IAF BABMA/fix LUTOK at the last flight level/altitude assigned by ATS and start descend in the holding area to height 2500/4000ft not earlier than the arrival time indicated in FPL;

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- reaching height 2500/4000ft execute approach from IAF BABMA/fix LUTOK;
- if unable to land on Dashoguz aerodrome, proceed to alternate aerodrome.

Turkmenabat Airport

In case of radio communication failure the pilot must:

- turn on the distress call;
- take measures to restore radio communication using 121.5MHz, communication with other aircraft and ATC units;
- carry out published approach procedures;
- listen to ATC controllers instructions and information on NDB frequency;
- under the absence of necessary weather conditions at the airport aircraft shall proceed to the alternate airport along the route indicated in the FPL at one of the flight levels FL140, FL150 or FL240, FL250, established for the flights without radio communication depending on flight direction.

In case of radio communication failure during IFR flight and when it is impossible to change to visual flight, aircraft shall proceed to the destination aerodrome according to FPL. In this case the pilot shall maintain the last assigned flight level till crossing radio navigation fix of the flight planned aerodrome of landing and commence descending at ETA or close to it, indicated in FPL. Approach shall be carried out by established procedures. Landing, if possible shall be carried out within 30 minutes after ETA.

Turkmenbashi Airport

In case of radio communication failure proceed as follows:

- turn on the distress call;
- take measures to restore radio communication using 121.5MHz, communication with other aircraft and ATC units;
- carry out published approach procedures;
- listen to ATC controllers instructions and information on LOM frequency;
- in case of unsuitable meteorological conditions at the destination airport proceed to the alternate airport.

DISTRESS AND URGENCY SIGNALS**RUSSIAN FEDERATION**

Appendix 1 to Annex 2, 1.1 a) not used:

A signal made by radiotelegraphy or by any other signalling method consisting of the group SOS in the Morse Code.

Appendix 1 to Annex 2, 1.2.1 b) not used:

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The repeated switching on and off of the navigation lights in such manner as to be distinct from flashing navigation lights.

INTERCEPTION PROCEDURE

RUSSIAN FEDERATION

Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft

Series	Meaning	Actions by Intercepting Aircraft	Meaning	Actions by Intercepted Aircraft
1	You have been intercepted. Follow me.	<p>AEROPLANES AND HELICOPTERS:</p> <p>Day - Rocking wings (rolling left and right in turn) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft, and, after acknowledgement, a slow level turn, normally to the left on the desired heading.</p> <p>Night - Same actions as by day and, in addition, flashing navigational and landing lights at irregular intervals.</p>	Understood, will comply.	<p>AEROPLANES:</p> <p>Day - Rocking wings and following the intercepting aircraft.</p> <p>Night - Same actions as by day and, in addition, flashing navigational and landing lights at irregular intervals.</p>

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Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft (continued)

Series	Meaning	Actions by Intercepting Aircraft	Meaning	Actions by Intercepted Aircraft
		<p><i>NOTE 1: Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of, the intercepted aircraft and to make the subsequent turn to the right on the desired heading.</i></p> <p><i>NOTE 2: If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns (two 180° turns) and to rock its wings each time it passes the intercepted aircraft.</i></p>		<p>HELICOPTERS:</p> <p>Day or Night - Rocking the helicopter, flashing navigational and landing lights at irregular intervals and following the intercepting aircraft.</p>
2	You may proceed.	<p>AEROPLANES AND HELICOPTERS:</p> <p>Day or Night - An abrupt break-away maneuver from the intercepted aircraft consisting of a climbing turn of 90° or more without crossing the line of flight of the intercepted aircraft.</p>	Understood, will comply.	<p>AEROPLANES:</p> <p>Day or Night - Rocking wings.</p> <hr/> <p>HELICOPTERS:</p> <p>Day or Night - Rocking aircraft.</p>

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Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft (continued)

Series	Meaning	Actions by Intercepting Aircraft	Meaning	Actions by Intercepted Aircraft
3	Land at this aerodrome.	AEROPLANES AND HELICOPTERS: Day - circling aerodrome, lowering landing gear and overflying runway in direction of landing or if the intercepted aircraft is a helicopter, overflying the aerodrome (the helicopter landing area).	Understood, will comply.	AEROPLANES: Day - lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land.
		Night - Same as in the daytime and, in addition, showing steady landing lights.		Night - Same as in the daytime and, in addition, showing steady landing lights.
				HELICOPTERS: Day or Night - Following the intercepting aircraft and proceeding to land, showing steady landing lights.

RUSSIA

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Signals Initiated by Intercepted Aircraft and Responses by Intercepting Aircraft

Series	Meaning	Actions by Intercepted Aircraft	Meaning	Actions by Intercepting Aircraft
4	The aerodrome you have designated does not correspond to the type of an aircraft and is inadequate for landing.	<p>AEROPLANES: Day - Retracting the undercarriage over the runway at a height exceeding 300m but not exceeding 600m above the aerodrome level, and continue to follow the aerodrome traffic circuit.</p>	Understood, follow me.	<p>AEROPLANES: Day or Night - If it is required that the intercepted aircraft follows the intercepting aircraft to an alternate aerodrome, the intercepting aircraft retracts the undercarriage and uses the Series 1 signals prescribed for intercepting aircraft.</p>
		<p>Night - Flashing landing lights while passing over the runway at a height exceeding 300m but not exceeding 600m above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.</p>		
		<p>HELICOPTERS: Day - Passing over the aerodrome (the helicopter landing area) at a height exceeding 50m but not exceeding 100m above the aerodrome level (the helicopter landing area level) and continuing to circle.</p>		<p>HELICOPTERS: Day or Night - If it is required that the intercepted aircraft follows the intercepting aircraft to an alternate aerodrome (helicopter landing area) the intercepting aircraft uses the Series 1 signals prescribed for intercepting aircraft.</p>

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Signals Initiated by Intercepted Aircraft and Responses by Intercepting Aircraft (continued)

Series	Meaning	Actions by Intercepted Aircraft	Meaning	Actions by Intercepting Aircraft
		Night - Flashing landing and navigation lights while passing over the aerodrome (helicopter landing area) at a height exceeding 50m but not exceeding 100m above the aerodrome (helicopter landing area) level and continuing to circle.	Understood, you may proceed.	AEROPLANES AND HELICOPTERS: Day or Night - If is decided to let the intercepted aircraft proceed, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.
5	Can not comply.	AEROPLANES AND HELICOPTERS: Day or Night - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Understood.	AEROPLANES AND HELICOPTERS: Day or Night - Use Series 2 signals prescribed for intercepting aircraft.
6	In distress.	AEROPLANES AND HELICOPTERS: Day or Night - Irregular flashing of all available aircraft lights.	Understood	AEROPLANES AND HELICOPTERS: Day or Night - Use series 2 signals prescribed for intercepting aircraft.

TURKMENISTAN

ICAO Procedure.

TAJKISTAN

No information published.

EMERGENCY LOCATOR TRANSMITTER (ELT)

Civil aviation aircraft operating flights in the airspace of the Russian Federation must be equipped with Emergency Locator Transmitters (ELT) of COSPAS - SARSAT system as follows:

- aeroplanes of a maximum certificated take-off mass in excess of 5700kg shall be equipped with two ELTs, one of which shall be automatic;
- aeroplanes of a maximum certificated take-off mass of 5700kg or less, for which the individual certificate of airworthiness was first issued before 1 January 2008, shall be equipped with one automatic or one manual ELT;

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- aeroplanes of a maximum certificated take-off mass of 5700kg or less, for which the individual certificate of airworthiness was first issued after 1 January 2008, shall be equipped with one automatic ELT.

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GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

VISUAL METEOROLOGICAL CONDITIONS (VMC)

An aircraft with communication failure in visual meteorological conditions shall:

- a. set transponder to code 7600;
- b. continue to fly in VMC;
- c. land at the nearest suitable aerodrome;
- d. report its arrival time by the most expeditious means to the appropriate ATC unit; and
- e. if considered advisable, complete an IFR flight in accordance with IMC.

INSTRUMENT METEOROLOGICAL CONDITIONS (IMC)

An aircraft with communication failure in instrument meteorological conditions, or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with VMC shall:

- a. set transponder to code 7600;
- b. maintain the last assigned speed and level or minimum flight altitude, if higher, for a period of 7min following:
 - the time the last assigned level or minimum flight altitude is reached; or
 - the time the transponder is set to code 7600 or the ADS-B transmitter is set to indicate the loss of air-ground communication;
 - the aircraft's failure to report its position over a compulsory reporting point;

whichever is later and thereafter adjust level and speed in accordance with the filed flight plan;

- c. when being vectored or having been directed by ATC to proceed offset using RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;
- d. proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and when required to ensure compliance with para e., hold over this aid or fix until commencement of descent;

NOTE: This procedure not applied for Zilina Airport, for details see appropriate STAR charts.

- e. commence descent from the navigation aid or fix specified in para d. at or as close as possible to, the expected approach time last received and acknowledged or if no expected

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approach time has been received and acknowledged, at, or as close as possible to the estimated time of arrival resulting from the current flight plan;

NOTE: This procedure not applied for Zilina Airport, for details see appropriate STAR charts.

- f. complete a normal instrument approach procedure as specified for the designated navigation aid or fix ; and
- g. land, if possible, within 30 minutes after the estimated time of arrival specified in para e. or the last acknowledged expected approach time, whichever is later.

DESIGNATED NAVIGATIONAL AIDS

The following radio navigational aids or holding fixes have been designated for aircraft experiencing radio communication failure in IMC:

Bratislava (M.R. Stefanik)	VOR 'JAN'
Kosice	VOR 'KSC'
Piestany	NDB 'PNY'
Poprad (Tatry)	ABRAG
Sliac	VOR 'SLC'
Zilina	NDB 'ZLA' or SAGAN

UKRAINE

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

EMERGENCY**CHANGE OF FLIGHT LEVEL**

In case of a hazard to the safety of flight on the assigned level (encountering dangerous meteorological phenomena, failure of aviation equipment, etc.), the pilot-in-command is authorized to change the flight level at his own discretion, reporting it immediately to the ATC unit.

To change the flight level, the pilot-in-command shall make a right turn on 30° and proceed offset 10.8NM (20km) right of the airway center line with simultaneous descending to the appropriate flight level. Pilot-in-command shall report about his action to the appropriate ATC unit. In case of emergency conditions, the descent to the appropriate level may be performed simultaneously with right turn on 30°. When new safe level has been reached pilot-in-command may return to the airway only after receiving clearance from the appropriate ATC unit.

COMMUNICATIONS FAILURE**CONTROLLED FLIGHT UNDER VFR**

A controlled flight experiencing communication failure under VFR shall:

- a. set transponder to code 7600;
- b. continue fly under VFR;
- c. land at the nearest suitable aerodrome; and
- d. report its arrival time by the most expeditious means to the appropriate ATS unit.

FLIGHT UNDER IFR

A flight experiencing communication failure under IFR, or where it does not appear feasible to continue under VFR shall:

- a. set transponder to code 7600;
- b. maintain for a period of 7 minutes the last assigned speed and level or the minimum flight altitude, if the minimum flight altitude is higher than the assigned level. The period of 7 minutes commences:
 1. if operating on a route without compulsory reporting points or there is ATS unit instruction to omit position reports:
 - at the time the last assigned speed and level or minimum flight altitude is reached; or
 - at the time the transponder is set to code 7600, whichever is later.
 2. if operating on a route with compulsory reporting points and with application of position report procedure:

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- at the time the last assigned speed and level or minimum flight altitude is reached; or
 - at the previously reported pilot estimate for the compulsory reporting point; or
 - at the time of a failed position report over a compulsory reporting point, whichever is later.
- c. after 7 minutes adjust level and speed in accordance with the filed flight plan (without flight progress changes to flight plan);
 - d. if being radar vectored or proceeding offset according to RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;
 - e. proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination airport and, when required hold over this aid or fix until commencement of descent;
 - f. commence descent from the navigational aid or fix specified in para e. above at, or as close as possible to, the Expected Approach Time (EAT) last received and acknowledged or, if no EAT has been received and acknowledged, at or as close as possible to, the Estimated Time of Arrival (ETA) resulting in the current flight plan;
 - g. complete a normal Instrument Approach Procedure as specified for the designated navigation aid or fix; and
 - h. land, if possible, within 30 minutes after the ETA resulting from current flight plan or the last acknowledged EAT, whichever is later;
 - i. if due to meteorological conditions unable to land at the destination aerodrome, climb to a minimum safe level and proceed to the alternate aerodrome at the minimum safe level or at one of the specially designated flight levels, FL140 or FL150, according to track.

UZBEKISTAN
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

EMERGENCY**CHANGE OF FLIGHT LEVEL**

In case of a hazard to the safety of flight on the assigned level (encountering dangerous meteorological phenomena, failure of aviation equipment, etc.), the pilot-in-command is authorized to change the flight level at his own discretion, reporting it immediately to the ATC unit.

To change the flight level, the pilot-in-command, maintaining the assigned flight level, shall alter the heading as a rule 30° to the right of the airway center line and, upon moving away not less than 10.8NM (20km) from the airway center line, shall re-assume the former flight heading with simultaneous change of height to selected flight level. An emergency descent, if required, shall be performed immediately after the beginning of the 30° turn to the right of the airway center line. After assuming the new flight level the aircraft shall receive a clearance from ATC and re-enter the airway.

ENGINE FAILURE PROCEDURE DURING TAKE-OFF AND INITIAL CLIMB

Aircraft operators must not plan engine-failure procedures with aircraft deviation to the north of runway centerline extension. Do not plan to penetrate prohibited areas for all cases.

COMMUNICATIONS FAILURE**GENERAL**

In the event of radio communication failure while in compliance with VFR procedure, an aircraft shall proceed in accordance with the flight plan to the first landing aerodrome. If impossible, the aircraft shall fly to the alternate aerodrome (departure aerodrome) where the weather conditions make it possible to land under VFR. If the flight involves crossing the Uzbekistan State border, follow the Border Crossing as published on Jeppesen ATC-Chapter, State Rules and Procedure Pages, Uzbekistan.

Crossing of the State border without radio communication is prohibited, except for cases when the radio communication failure has occurred in flight. If the aircraft carries out an authorized transit flight (without landing on the territory of the Republic of Uzbekistan) or flight with destination on the territory of the Republic of Uzbekistan, it is granted the most favorable treatment for the flight to the destination or for landing at the alternate aerodrome, according to the submitted FPL.

When it is not possible to make a landing on departure or alternate aerodrome, the pilot-in-command should proceed to the destination according to the SID or proceed to alternate aerodrome at the minimum flight altitude, or at specially assigned FLs: FL140 (4250m), FL150 (4550m) or FL240 (7300m) or FL250 (7600m).

In case of pilot-in-command decides to proceed IFR flight to destination aerodrome, it is necessary to proceed at assigned flight level, descent should be started after passing LOM not earlier

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than ETA, according to prescribed landing approach pattern, and landing should be made not later than 30 minutes after the ETA.

In case of radio communication failure in flight the pilot-in-command has the right to decide to:

- continue flight according filed flight plan until destination;
- deviate to one of alternates in the Republic of Uzbekistan as indicated in the ATC flight plan;
- return to origin in the Republic of Uzbekistan. Pilot-in-command should make decision with respect to flight safety primarily.

TASHKENT (ISLAM KARIMOV)

- a. set transponder code 7600 immediately;
 - b. call ATS unit or another aircraft on last frequency assigned, on 121.5MHz or other VHF/HF frequencies available;
 - c. follow SID, STAR, airway or as cleared;
 - d. reach and maintain last assigned flight level or minimum safe altitude for the sector/airway segment whichever is higher;
 - e. avoid any deviation from prescribed track and do not initiate level change within 3 minutes after:
 - reaching of last assigned flight level, or
 - transponder code 7600 activation, or
 - failed position report,whichever occurred later;
 - f. make turn and proceed direct to Sergeli NDB 'SR' (when from the North proceed initially to waypoint DODUR then to NDB 'SR');
- NOTE: Avoid penetration of Prohibited Area UT(P)-101.*
- g. maintain last assigned flight level (change to respective eastbound/westbound flight level as necessary). Keep under consideration the minimum safe altitude for the sector;
 - h. identify runway-in-use for landing as practicable (consider RWYs 08L/R are priority runways for landing);
 - i. join holding pattern and descent to 6000ft over Sergeli NDB 'SR';
 - j. make approach and landing according to published approach procedure.

NOTE: Pilot-in-command must initiate missed approach if during approach for selected runway the aircraft meets unacceptable conditions (tail wind, windshear runway occupation, etc.). After missed approach it is recommended to make another instrument or visual approach for opposite runway.

UZBEKISTAN
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**EQUIPMENT TO BE CARRIED BY AIRCRAFT ON DOMESTIC FLIGHTS**

On domestic flights in maintain and over terrain with few reference points, in deserts and over the water the following equipment shall be carried on board:

- a. Signaling equipment:
 1. two signal flares of the day and night type;
 2. eight red signal cartridges and a means of firing them;
 3. a signal sheet (minimum 1 x 1m) in a reflecting colour;
 4. signal mirror;
 5. electric hand torch.
- b. Survival equipment:
 1. compass;
 2. knife;
 3. four boxes of matches in waterproof containers;
 4. ball of string;
 5. cooking stove with dry fuel;
 6. 3-days stock of food.

EMERGENCY LOCATOR TRANSMITTER (ELT)

All aircraft having a maximum seating capacity of more than 19 passengers, should be equipped at least with one automatic ELT or with two ELTs of any type.

All aircraft for which the individual certificate of airworthiness is first issued after 1 July 2008 and having a maximum seating capacity of more than 19 passengers, should be equipped at least with two ELTs, one of it should be automatic.

All aircraft having a maximum seating capacity of 19 or less passengers, should be equipped at least with one ELT of any type.

All aircraft for which the individual certificate of airworthiness is first issued after 1 July 2008 and having a maximum seating capacity of 19 or less passengers, should be equipped at least with one automatic ELT.

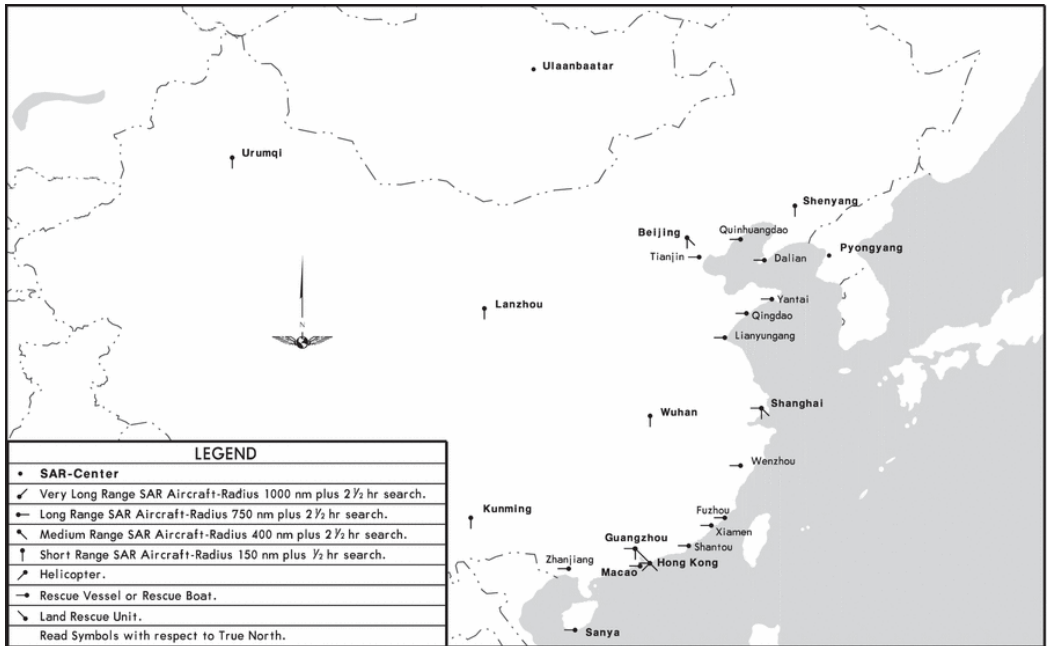


Emergency

Emergency Procedures - China

CHINA
SEARCH AND RESCUE FACILITIES

CHINA





Emergency

State Rules and Procedures - China

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GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

EMERGENCY

PROVISIONAL REGULATIONS ON FOREIGN FLIGHTS USING EMERGENCY FORCED LANDING AERODROMES

The regulation applies to emergent and unexpected situations in which a foreign flight operating within the western part of China (within Chinese FIRs and to the west of MORIT - B330 - Jintang VOR 'JTG' - G212 - Panlong VOR 'XFA' - A581 - SAGAG) is not possible to land at the departure/ arrival or alternate aerodrome, and flight crew could choose the nearest pre-published emergency forced landing aerodrome based on real-time situation to conduct a forced landing on their own.

Emergency forced landing aerodromes are Jiayuguan, Kuqa (Qiuci), Turpan (Jiaohe) and Yushu (Batang). For airport details refer to Airport Directory P.R. of China.

The "foreign flights" refer to the transport flights of foreign airlines or that of Hongkong, Macao or Taiwan airlines (the business charter flights are not included). When a foreign flight encounters an emergent situation and decides to use an emergency landing aerodrome, the captain shall immediately inform the corresponding Chinese ATC unit and its airline operator about the relevant information, including the current state of the aircraft, the flight intention, the tentative emergency forced landing aerodrome, the requirements for assistance, etc. If the situation permits, the captain shall inform ATC about the details of on-board dangerous goods as soon as possible.

The flight crew shall keep in touch with the appropriate ATC unit by any available communication methods.

The captain (flight crew) of the forced landing flight or its airline operator shall notify the forced landing as soon as practicable, to the immigration, customs, inspection and quarantine authorities at the international aerodrome at which landing was planned, by using any available communication link.

After landing at the emergency forced landing aerodrome: The captain (flight crew) of the forced landing aircraft shall follow the unified instructions and arrangement of the airport authority and commits not to conduct the activities as follows:

- a. Passengers and/or crew shall not get in or out of the aircraft without permission.
- b. Cargo and/or goods shall not be moved randomly without permission.
- c. Damaged aircraft shall not be moved randomly without permission.

The operator or agent of the forced landing aircraft shall launch the emergency procedures at once to contact the aerodrome concerned, to reach the aerodrome by any available transportation means in the shortest time and to cooperate pro-actively with the aerodrome authority on the emergency rescue.

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The operator or agent shall provide the basic information of the flight to the concerned aerodrome authority, public security and joint port inspection authorities, and arrange the transportation for the inspectors of the immigration, customs, inspection and quarantine authorities in the vicinity to arrive at the aerodrome as soon as possible, and make all the relevant payments.

The operator or agent who carries out the dangerous goods transportation on the forced landing aircraft shall promptly provide detailed information about dangerous goods on-board to the relevant aerodrome authority, public security, and joint port inspection authorities.

The aircraft operator or its agent shall pass through all the regulated procedures and relevant formalities of the airport authority, public security, fire control and joint port inspection authorities before transferring the passengers, flight crew, luggage, cargo and mails of the forced landing aircraft to another flight or by other transportation means.

UNLAWFUL INTERFERENCE

The pilot of an aircraft that is being subjected to unlawful interference in flight shall notify an ATC unit or flight dispatch unit of this fact and in the meantime set his transponder to mode A, code 7500.

If the pilot is unable to notify an ATC unit, he shall continue his flight on the assigned track and at the assigned cruising level or route and altitude filed in flight plan at least until being able to notify an ATS unit.

COMMUNICATIONS FAILURE

In VMC: ICAO Procedure.

In IMC: ICAO Procedure, supplemented as follows:

In the event of failure of aircraft communication equipment, the pilot shall duly report this to ATC and comply with the procedures issued by ATC and the provisions detailed under “Symbols and Signals for Auxiliary Command and Liaison”.

Symbols and Signals for Auxiliary Command and Liaison

Meaning	Day Time Signal	Night Time Signal
1. Request take-off	Pilot arm up	Flashing the navigational lights
2. Cleared for take-off	White flag up, then pointing to the take-off direction	Switching on green signal lights
3. Do not take off (or taxi)	Red flag up or firing red signal cartridge ahead of the aircraft	Switching on red signal lights or firing red signal cartridge ahead of the aircraft
4. Request landing	Flying over the runway and rocking the aircraft	Flying over the runway and flashing the navigational lights or switching on landing lights

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Symbols and Signals for Auxiliary Command and Liaison (continued)

Meaning	Day Time Signal	Night Time Signal
5. Cleared to land	Displaying a cloth "T" sign on the touchdown zone or firing green signal cartridge	Switching on "T" light or firing green signal cartridge
6. Do not land	Displaying a "+" sign instead of a cloth "T" sign or firing red signal cartridge	Displaying a "+" light instead of a "T" light or firing red signal cartridge
7. All aircraft are ordered to land immediately	Displaying a lateral cloth 5m beyond the cloth "T" sign	Firing green signal cartridge continually
8. Request immediate forced landing	Flying over the runway and firing one or several signal cartridges	Flying over the runway and firing one or several signal cartridges
9. Order to land at the alternate aerodrome	Displaying an arrow-like cloth at the position of the cloth "T" sign with the arrowhead pointing towards the alternate aerodrome	Displaying an arrow-like light at the position of the "T" light with the arrowhead pointing towards the alternate aerodrome
10. Order to land at the forced landing strip	Displaying a cloth "T" sign at the forced landing strip	Switching off the "T" light and illuminating the forced landing strip with the searchlight
11. Make right-hand circuit over the aerodrome	Displaying a cloth triangle 5m before the cloth "T" sign	Displaying a lighted triangle 5m before the "T" light
12. Landing gear not down	Separating the cloth "T" sign 5m longitudinally apart or firing red signal cartridge	Separating the "T" light 5m longitudinally apart or firing red signal cartridge
13. Right landing gear out of order	Folding the lateral right end of the cloth "T" sign	
14. Left landing gear out of order	Folding the lateral left end of the cloth "T" sign	
15. Nose landing gear out of order	Displaying a longitudinal cloth parallel to the runway, 10m before the cloth "T" sign and right of its longitudinal centerline	

NOTE: Size of cloth "T" sign: The longitudinal segment is 12m long and 2m wide; the lateral segment and its auxiliaries are 9m long and 2m wide.

Color of cloth "T" sign: Red or black if ground is snow-covered; white if not snow-covered.

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INTERCEPTION PROCEDURES

Non-standard visual signals used during interception are shown in the following tables.

Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft

Series	Actions	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
1	Signal warning	<p>DAY: Normally rocking wings from a position on the front side of the intercepted aircraft, a level turn from inside to outside and firing the ground-air coordination signal cartridge from the tail of the aircraft.</p> <p>NIGHT: The same and, in addition, flashing navigation lights at irregular intervals.</p>	<p>You have trespassed the national border (or off course) turn back (or return to the correct course) immediately.</p>	<p>AEROPLANE</p> <p>DAY: Rocking wings and changing the course immediately.</p> <p>NIGHT: The same and, in addition, flashing navigation lights at irregular intervals.</p> <p>HELICOPTER</p> <p>DAY or NIGHT: Rocking the helicopter, flashing navigation lights at irregular intervals and changing the course.</p>	Understood, will comply.
	Maneuver warning	<p>DAY: Normally making the attacking action continually from inside of the frontier at a lower speed.</p>	<p>Trespassing aircraft must turn back immediately.</p>		
	Firing warning	<p>DAY or NIGHT: At the side of the intercepted aircraft, parallel to and slightly in front, firing ahead of it with one gun.</p>	<p>Change the course immediately.</p>		

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Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft (continued)

Series	Actions	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
2	Forcing outwards toward frontier	<p>DAY or NIGHT: From inside the frontier repeatedly banking the aircraft to the intercepted aircraft.</p> <p>DAY: Making the attacking action continuously, or charging by intercepting at a great angle.</p> <p>NIGHT: Making the attacking action continuously to the intercepted aircraft.</p>	Fly outwards.	DAY or NIGHT: Rocking wings and changing the course immediately.	Understood, will comply.
	Guiding outwards toward frontier	DAY or NIGHT: Rocking wings (flashing navigational lights at irregular interval at night) and flying towards the frontier at a speed the intercepted aircraft can follow.	Follow me.	DAY or NIGHT: Rocking wings, flashing navigation lights at irregular intervals and following.	

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Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft (continued)

Series	Actions	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
		<p>DAY or NIGHT: Near the frontier, an abrupt break-away maneuver from the intercepted aircraft consisting of a turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.</p>	<p>You may proceed</p>	<p>DAY or NIGHT: Rocking wings, flashing navigation lights at irregular intervals and proceeding.</p>	
3	Forcing landing	<p>DAY: Rocking wings in left front of intercepted aircraft and, after acknowledgment, making a slow level turn and flying to the designated aerodrome at a speed that the intercepted aircraft can follow.</p> <p>NIGHT: The same and, in addition, flashing navigation lights at irregular intervals.</p>	<p>You have been intercepted, follow me.</p>	<p>DAY: Rocking wings and following.</p> <p>NIGHT: The same and, in addition, flashing navigation lights at irregular intervals.</p>	<p>Understood, will comply.</p>

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Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft (continued)

Series	Actions	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
	Forcing landing	DAY: After arriving at the aerodrome, lowering the landing gear and overflying runway in use in the direction of landing. NIGHT: Same and, in addition, keeping the landing lights on and guiding the aircraft to land.	Land at this aerodrome.	DAY: Lowering landing gear. NIGHT: Same and, in addition, keeping the landing lights on.	

Signals Initiated by Intercepted Aircraft and Responses by Intercepting Aircraft

Series	Intercepted Aircraft Signals	Meaning	Intercepting Aircraft Responds	Meaning
4	DAY: Raising landing gear (if fitted) and overflying runway in use at a height exceeding 300m, but not exceeding 600m above the aerodrome level, and circling the aerodrome. NIGHT: Same and, in addition, flashing landing lights continuously. If unable, flash any other lights available.	Aerodrome you have designated is inadequate.	If it is decided that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the first signals of Series 3.	Understood, follow me.
			If it is decided to release the intercepted aircraft, the intercepting aircraft will use the second signals of Series 2b.	Understood, you may proceed.

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Signals Initiated by Intercepted Aircraft and Responses by Intercepting Aircraft (continued)

Series	Intercepted Aircraft Signals	Meaning	Intercepting Aircraft Responds	Meaning
5	DAY or NIGHT: Regularly switching on and off all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT: Rocking wings, flashing navigation lights at irregular intervals and following and keeping it under surveillance.	Understood.
6	DAY or NIGHT: Irregularly flashing all available lights.	In distress		

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ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures contained in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

ARRIVAL PROCEDURE

If in VMC, continue to fly in VMC and land at the nearest suitable aerodrome.

If in IMC, or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with procedure above, the pilot shall apply the following:

- a. If a specific STAR procedure has been designated and acknowledged prior to radio communication failure, proceed according to the STAR route to the termination point (LIMES for Rwy 07L/R or TD for Rwy 25L/R), descent in accordance with the published descent profile of the relevant STAR procedure, thence in accordance to procedures for Rwy 07L/R or 25L/R:
 - **Rwy 07L/R:** Enter the LIMES holding pattern, then descend to 4500ft and carry out the appropriate ILS approach procedure.
 - **Rwy 25L/R:** Enter the TD holding pattern, then descend to 4500ft and carry out the appropriate ILS approach procedure.
- b. If no specific STAR procedure has been designated or acknowledged prior to radio communication failure, endeavour to ascertain the landing direction from any means available. Follow procedures (1.) or (2.) listed below, then comply with procedures for Rwy 07L/R or Rwy 25L/R mentioned above:
 1. Arrivals should proceed in accordance with the STAR procedure appropriate to their ATS route and landing direction.
 2. Arrivals from SIERA should proceed in accordance with SIERA A or B STARs according to the landing direction.

NOTE: Arrange flight to arrive over the approach facility as close as possible to the ETA as indicated in the filed flight plan and revised in accordance with the current flight plan.

Depending on the nature of the radio communication failure pilots may obtain information on landing runway from the following sources: ATIS, D-ATIS, ACARS, satellite phone, etc. In the absence of such information, pilots should rely on the best available information (e.g. aerodrome weather forecasts, meteorological reports or any other relevant information obtained prior to the communication failure), and decide on the most appropriate landing direction. To assist the pilot in ascertaining the landing direction, the ILS and approach lighting for the runway(s) in use will be switched on. The ILS and approach lighting for other runways will be switched off.

HONG KONG, P.R. OF CHINA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

ARRIVING AIRCRAFT UNDER RADAR CONTROL

If an arriving aircraft is being radar vectored and no transmissions are heard on the frequency in use for a period of one minute, a signal check is to be made. If the signal check indicates communication failure, proceed according to the STAR route to the termination point (LIMES for Rwy 07L/R or TD for Rwy 25L/R), descent in accordance with the published descent profile of the relevant STAR procedure, thence in accordance to procedures for Rwy 07L/R or 25L/R above. If the aircraft is below the minimum sector altitude, the pilot shall immediately climb to the minimum sector altitude and carry out an ILS approach in accordance with the published procedure.

DEPARTURE PROCEDURE

The pilot shall comply with the last acknowledged clearance up to the next reporting point in the SID or Transition Route, then climb to the flight planned cruising level and follow the SID and Transition Route to the TMA boundary. Thereafter comply with the flight planned routeing.

OVERFLYING PROCEDURE

If in VMC, continue to fly in VMC and land at the nearest suitable aerodrome.

If in IMC, or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with the para above, the pilot shall maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan.

DEPARTING OR OVERFLYING AIRCRAFT UNDER RADAR CONTROL

The pilot shall maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes:

- a. the time the last assigned level or minimum flight altitude is reached; or
- b. the time the transponder is set to 7600; or
- c. the aircraft's failure to report its position over a compulsory reporting point;

whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan.

When being radar vectored without a specified limit, the flight shall rejoin the flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.

RVSM AIRSPACE PROCEDURE

If an RVSM compliant aircraft experiences a radio communication failure whilst operating in RVSM airspace, ATC shall consider the aircraft to be non-RVSM compliant and shall apply 2000ft vertical separation from other traffic.

MACAO, P.R. OF CHINA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures contained in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

ARRIVAL PROCEDURE

In the event of a loss of communication, aircraft shall comply with the specified STAR procedure and join the relevant approach procedure for the notified runway.

DEPARTURE PROCEDURE

In the event of a loss of communication, aircraft shall comply with the last acknowledged clearance up to the next reporting point in the SID/Transition procedure, then climb to the flight planned cruising level and follow the SID/Transition track to the Hong Kong TMA exit point.



Airport Directory



Airport Directory

Airport Decode Listings - Eastern
Europe

**EASTERN EUROPE
IATA LOCATION IDENTIFIERS DECODE**

A

AAQ Anapa (Vityazevo), Russia
 ABA Abakan, Russia
 ADH Aldan, Russia
 AEM Amgu, Russia
 AER Sochi, Russia
 AKX Aktobe, Kazakhstan
 ALA Almaty, Kazakhstan
 ARH Arkhangelsk (Talagi), Russia
 ARW Arad, Romania
 ASB Ashgabat, Turkmenistan
 ASF Astrakhan, Russia
 AZN Andizhan, Uzbekistan

B

BAX Barnaul (Mikhaylovka), Russia
 BAY Baia Mare (Maramures), Romania
 BBU Bucharest (Baneasa-Aurel Vlaicu), Romania
 BCM Bacau (George Enescu), Romania
 BHK Bukhara, Uzbekistan
 BOJ Burgas, Bulgaria
 BQJ Batagay, Russia
 BQS Blagoveshchensk (Ignatyev), Russia
 BQT Brest, Belarus
 BRQ Brno (Turany), Czechia
 BTK Bratsk, Russia
 BTS Bratislava (M.R. Stefanik), Slovakia
 BUD Budapest (Liszt Ferenc Intl), Hungary
 BUS Batumi, Georgia

BXH Balkhash, Kazakhstan
 BZG Bydgoszcz, Poland
 BZK Bryansk, Russia
 BZY Balti (Balti Intl), Moldova

C

CEE Cherepovets, Russia
 CEK Chelyabinsk (Balandino), Russia
 CIT Shymkent, Kazakhstan
 CKC Cherkasy (Cherkasy Intl), Ukraine
 CKH Chokurdakh, Russia
 CLJ Cluj-Napoca (Avram Iancu), Romania
 CND Constanta (Mihail Kogalniceanu-Constanta), Romania
 CRA Craiova, Romania
 CRZ Turkmenabat, Turkmenistan
 CSY Cheboksary, Russia
 CWC Chernivtsi (Chernivtsi Intl), Ukraine
 CYX Chersky, Russia

D

DEB Debrecen (Debrecen Intl), Hungary
 DEE Yuzhno-Kurilsk (Mendeleyevo), Russia
 DMB Taraz (Aulie-Ata), Kazakhstan
 DME Moscow (Domodedovo), Russia
 DNK Dnipro (Dnipro Intl), Ukraine
 DYR Anadyr (Ugolny), Russia
 DYU Dushanbe, Tajikistan
 DZN Zhezkazgan, Kazakhstan

**EASTERN EUROPE
IATA LOCATION IDENTIFIERS DECODE**

E		HTA	Chita (Kadala), Russia
EDN	Yedinka, Russia	HTG	Khatanga, Russia
EGO	Belgorod, Russia		
EIE	Yeniseysk, Russia	I	
EPU	Parnu, Estonia	IAA	Igarka, Russia
ESL	Elista, Russia	IAR	Yaroslavl (Tunoshna), Russia
ETL	Svetlaya, Russia	IAS	Iasi, Romania
EVN	Yerevan (Zvartnots), Armenia	IEG	Zielona Gora (Babimost), Poland
EYK	Beloyarskiy, Russia	IEV	Kyiv (Zhuliany Intl), Ukraine
		IFO	Ivano-Frankivsk (Ivano-Frankivsk Intl), Ukraine
F		IGT	Sleptsovskaya (Magas), Russia
FEG	Fergana, Uzbekistan	IJK	Izhevsk, Russia
FRU	Bishkek (Manas), Kyrgyzstan	IKS	Tiksi, Russia
		IKT	Irkutsk, Russia
G		IKU	Issyk-Kul, Kyrgyzstan
GBB	Gabala, Azerbaijan	ILZ	Zilina, Slovakia
GDN	Gdansk (Lech Walesa), Poland	ITU	Iturup, Russia
GDX	Magadan (Sokol), Russia	IWA	Ivanovo (Yuzhny), Russia
GDZ	Gelendzhik, Russia		
GME	Homiel, Belarus	J	
GML	Kyiv (Antonov-2 Intl), Ukraine	JOK	Yoshkar-Ola, Russia
GNA	Hrodna, Belarus		
GOJ	Nizhny Novgorod (Strigino), Russia	K	
GOZ	Gorna Oryahovitsa, Bulgaria	KBP	Kyiv (Boryspil Intl), Ukraine
GRV	Grozny (Severny), Russia	KDL	Kardla, Estonia
GSV	Saratov (Gagarin), Russia	KDY	Tyoply Klyuch, Russia
GUW	Atyrau, Kazakhstan	KEJ	Kemerovo (Alexey Leonov), Russia
GYD	Baku (Heydar Aliyev Intl), Azerbaijan	KGD	Kaliningrad (Khrabrovo), Russia
		KGF	Karaganda, Kazakhstan
H		KGO	Kirovohrad, Ukraine
HMA	Khanty-Mansiysk, Russia	KGP	Kogalym, Russia
HRK	Kharkiv (Osnova), Ukraine		

**EASTERN EUROPE
IATA LOCATION IDENTIFIERS DECODE**

KHE	Kherson (Kherson Intl), Ukraine	L	
KHU	Kremenchuk (Velyka Kokhniivka Natl), Ukraine	LBD	Khujand, Tajikistan
KHV	Khabarovsk (Novy), Russia	LCJ	Lodz, Poland
KIV	Chisinau (Chisinau Intl), Moldova	LED	St Petersburg (Pulkovo), Russia
KJA	Krasnoyarsk (Yemelyanovo), Russia	LLK	Lenkoran, Azerbaijan
KLF	Kaluga (Grabtsevo), Russia	LPK	Lipetsk, Russia
KLV	Karlovy Vary, Czechia	LPX	Liepaja, Latvia
KMW	Kostroma (Sokerkino), Russia	LUZ	Lublin, Poland
KOV	Kokshetau, Kazakhstan	LWN	Gyumri (Shirak), Armenia
KPW	Keperveyem, Russia	LWO	Lviv (Lviv Intl), Ukraine
KQT	Bokhtar, Tajikistan	M	
KRK	Krakow (Balice), Poland	MCX	Makhachkala (Uytash), Russia
KRO	Kurgan, Russia	MJZ	Mirny, Russia
KRR	Krasnodar (Pashkovskiy), Russia	MMK	Murmansk, Russia
KRW	Turkmenbashi, Turkmenistan	MQF	Magnitogorsk, Russia
KSC	Kosice, Slovakia	MRV	Mineralnyye Vody, Russia
KSN	Kostanay (Narimanovka), Kazakhstan	MSQ	Minsk (Minsk-2), Belarus
KSQ	Karshi, Uzbekistan	MVQ	Mahiliou, Belarus
KTW	Katowice (Pyrzowice), Poland	MYP	Mary, Turkmenistan
KUF	Samara (Kurumoch), Russia	N	
KUN	Kaunas (Kaunas Intl), Lithuania	NAJ	Nakhchivan, Azerbaijan
KUT	Kutaisi (Kopitnari), Georgia	NAL	Nalchik, Russia
KVD	Ganja, Azerbaijan	NBC	Begishevo, Russia
KVK	Apatity (Khibiny), Russia	NCU	Nukus, Uzbekistan
KVX	Kirov (Pobedilovo), Russia	NER	Neryungri (Chulman), Russia
KWG	Kryvyi Rih (Lozuvatka), Ukraine	NJC	Nizhnevartovsk, Russia
KYZ	Kyzyl, Russia	NLI	Nikolayevsk na Amure (Nikolayevsk-na-Amure), Russia
KZN	Kazan, Russia	NLV	Mykolaiv (Mykolaiv Intl), Ukraine
KZO	Kyzylorda, Kazakhstan	NMA	Namangan, Uzbekistan

**EASTERN EUROPE
IATA LOCATION IDENTIFIERS DECODE**

NNM	Naryan-Mar, Russia	PEE	Perm (Bolshoe Savino), Russia
NOJ	Noyabrsk, Russia	PES	Petrozavodsk (Besovets), Russia
NOZ	Novokuznetsk (Spichenkovo), Russia	PEV	Pecs (Pogany), Hungary
NSK	Norilsk (Alykel), Russia	PEX	Pechora, Russia
NUX	Novy Urengoy, Russia	PEZ	Penza, Russia
NVI	Navoi, Uzbekistan	PKC	Petropavlovsk-Kamchatsky (Yelizovo), Russia
NYA	Nyagan, Russia	PKV	Pskov (Kresty), Russia
NYM	Nadym, Russia	PLQ	Palanga (Palanga Intl), Lithuania
NYR	Nyurba, Russia	PLV	Poltava (Suprunivka Intl), Ukraine
		PLX	Semey, Kazakhstan
O		POZ	Poznan (Lawica), Poland
ODS	Odesa, Ukraine	PPK	Petropavlovsk, Kazakhstan
OGZ	Vladikavkaz (Beslan), Russia	PRG	Prague (Ruzyne), Czechia
OHH	Okha (Novostroyka), Russia	PRV	Prerov, Czechia
OLZ	Olekmensk, Russia	PVS	Provideniya Bay, Russia
OMR	Oradea, Romania	PWE	Pevek, Russia
OMS	Omsk (Tsentralny), Russia	PWQ	Pavlodar, Kazakhstan
ONK	Olenyok, Russia	PYJ	Poliarny, Russia
OSF	Ostafyevo, Russia	PZY	Piestany, Slovakia
OSR	Ostrava (Mosnov), Czechia		
OSS	Osh, Kyrgyzstan	Q	
OSW	Orsk, Russia	QGY	Gyor-Per, Hungary
OTP	Bucharest (Henri Coanda), Romania	QYD	Gdynia (Oksywie), Poland
OVB	Novosibirsk (Tolmachevo), Russia		
OVS	Sovetskiy, Russia	R	
OZH	Zaporizhzhia (Zaporizhzhia Intl), Ukraine	RDO	Radom (Sadkow), Poland
		REN	Orenburg, Russia
P		RGK	Gorno-Altaysk, Russia
PDV	Plovdiv, Bulgaria	RIX	Riga, Latvia
PED	Pardubice, Czechia	ROV	Rostov-Na-Donu (Platov), Russia
		RTW	Saratov (Tsentralny), Russia

**EASTERN EUROPE
IATA LOCATION IDENTIFIERS DECODE**

RVI	Rostov-Na-Donu, Russia	TAZ	Dashoguz, Turkmenistan
RWN	Rivne (Rivne Intl), Ukraine	TBS	Tbilisi, Georgia
RZE	Rzeszow (Jasionka), Poland	TBW	Tambov (Donskoe), Russia
RZH	Preobrazheniye, Russia	TCE	Tulcea (Delta Dunarii), Romania
S		TDK	Taldykorgan, Kazakhstan
SBT	Sabetta, Russia	TGK	Taganrog (Yuzhny), Russia
SBZ	Sibiu, Romania	TGM	Targu Mures (Transilvania-Targu Mures), Romania
SCO	Aktau, Kazakhstan	TGP	Podkamennaya Tunguska, Russia
SCV	Suceava (Stefan cel Mare), Romania	TJM	Tyumen (Roshchino), Russia
SCW	Syktvykar, Russia	TJU	Kulob, Tajikistan
SGC	Surgut, Russia	TLK	Talakan, Russia
SKD	Samarkand, Uzbekistan	TLL	Tallinn (Lennart Meri), Estonia
SKX	Saransk, Russia	TLY	Plastun, Russia
SLD	Sliac, Slovakia	TMJ	Termez, Uzbekistan
SLY	Salekhard, Russia	TNL	Ternopil (Ternopil Natl), Ukraine
SOB	Heviz (Balaton), Hungary	TOF	Tomsk (Bogashevo), Russia
SOF	Sofia, Bulgaria	TSE	Astana (Nursultan Nazarbayev Intl), Kazakhstan
SQQ	Siauliai (Siauliai Intl), Lithuania	TSR	Timisoara (Traian Vuia), Romania
STW	Stavropol (Shpakovskoye), Russia	TYD	Tynda, Russia
SUJ	Satu Mare, Romania	U	
SVO	Moscow (Sheremetyevo), Russia	UCT	Ukhta, Russia
SVX	Yekaterinburg (Koltsovo), Russia	UDJ	Uzhhorod (Uzhhorod Intl), Ukraine
SWT	Strezhevoy, Russia	UFA	Ufa, Russia
SZY	Olsztyn-Mazury, Poland	UGC	Urgench, Uzbekistan
SZZ	Szczecin (Goleniow), Poland	UHE	Kunovice, Czechia
T		UKK	Ust-Kamenogorsk, Kazakhstan
TAS	Tashkent (Islam Karimov), Uzbekistan	UKX	Ust-Kut, Russia
TAT	Poprad (Tatry), Slovakia	ULK	Lensk, Russia
TAY	Tartu, Estonia	ULV	Ulyanovsk (Baratayevka), Russia

**EASTERN EUROPE
IATA LOCATION IDENTIFIERS DECODE**

ULY	Ulyanovsk (Vostochny), Russia	VOG	Volgograd (Gumrak), Russia
UMS	Ust-Maya, Russia	VOZ	Voronezh (Chertovitskoye), Russia
UMY	Sumy (Sumy Natl), Ukraine	VSG	Luhans'k, Ukraine
URA	Uralsk, Kazakhstan	VTB	Viciebsk, Belarus
URE	Kuressaare, Estonia	VVO	Vladivostok (Knevichi), Russia
URJ	Uray, Russia		
URS	Kursk (Vostochny), Russia	W	
USJ	Usharal, Kazakhstan	WAW	Warsaw (Chopin), Poland
USK	Usinsk, Russia	WMI	Warsaw (Modlin), Poland
UUA	Bugulma, Russia	WRO	Wroclaw (Strachowice), Poland
UUD	Ulan-Ude (Mukhino), Russia	Y	
UUS	Yuzhno-Sakhalinsk (Khomutovo), Russia	YKS	Yakutsk, Russia
UZR	Urdzhar, Kazakhstan	YMK	Mys Kamenyy, Russia
V		Z	
VAR	Varna, Bulgaria	ZBE	Zabreh, Czechia
VGD	Vologda, Russia	ZIA	Ramenskoye, Russia
VIN	Vinnytsia (Gavryshivka Intl), Ukraine	ZIX	Zhigansk, Russia
VKO	Moscow (Vnukovo), Russia	ZKP	Zyryanka, Russia
VKT	Vorkuta, Russia	ZTR	Zhytomyr (S.P. Korolyov Natl), Ukraine
VNO	Vilnius (Vilnius Intl), Lithuania	ZTU	Zagatala, Azerbaijan
VNT	Ventspils, Latvia		
VOD	Prague (Vodochody), Czechia		

EASTERN EUROPE
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

EE	FIR/UIR	EP	Poland	EPKI	Kikity
EETT	Tallinn FIR	EPBA	Bielsko-Biala (Aleksandrowice)	EPKK	Krakow (Balice)
EE	Estonia	EPBC	Warsaw (Babice)	EPKM	Katowice (Muchowice)
EEEE	Amari	EPBK	Bialystok (Krywlany)	EPKN	Opole (Kamien Slaski)
EEHA	Humala	EPBP	Biala Podlaska	EPKO	Korne
EEJI	Johvi	EPBY	Bydgoszcz	EPKP	Pobiednik Wielki
EEKA	Kardla	EPCD	Deputytzcze Krolewskie	EPKR	Krosno
EEKE	Kuressaare	EPCE	Cewice	EPKS	Poznan (Krzesiny)
EEKI	Karksi	EPDA	Darlowo	EPKT	Katowice (Pyrzowice)
EEKM	Lennundusmuuseum	EPDE	Deblin	EPKW	Kaniow
EELU	Lyckholm	EPEL	Elblag	EPKZ	Koszalin (Zegrze Pomorskie)
EEENA	Narva	EPGD	Gdansk (Lech Walesa)	EPLB	Lublin
EEPU	Parnu	EPGE	Gize	EPLK	Lask
EEERA	Rapla	EPGI	Grudziadz (Lisie Katy)	EPLL	Lodz
EEERD	Riidaja	EPGL	Gliwice	EPLR	Lublin (Radawiec)
EEERE	Rakvere	EPGO	Goraszka	EPLS	Leszno
EEERI	Ridali	EPGY	Grady	EPLU	Lubin
EEERU	Ruhnu	EPIN	Inowroclaw	EPLY	Leczyca
EETN	Tallinn (Lennart Meri)	EPIR	Inowroclaw	EPMB	Malbork
EETU	Tartu	EPIW	Iwonicz	EPMI	Mirowslawiec
EEVI	Viljandi	EPJG	Jelenia Gora	EPML	Mielec
EEVO	Vormsi	EPJS	Jelenia Gora (Jezow Sudecki)	EPMM	Minsk Mazowiecki
EEVU	Varstu	EPKA	Kielce (Maslow)	EPMO	Warsaw (Modlin)
EP	FIR/UIR	EPKC	Krakow (Czyzyny)	EPMR	Mirowslawice
EPWW	Warsaw FIR	EPKE	Ketrzyn	EPNC	Nasielsk (Chrcynno)
		EPKG	Kolobrzeg (Bagicz)	EPNL	Nowy Sacz (Lososina Dolna)
		EPKH	Koszalin (Koszalin Baza LPR)	EPNT	Nowy Targ

EASTERN EUROPE
JEPPesen NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

EPOD	Olsztyn (Dajtki)	EPST	Stalowa Wola (Tur- bia)	EVPA	Ikshkile
EPOK	Gdynia (Oksywie)			EVRA	Riga
EPOM	Ostrow Wielkopolski (Michalkow)	EPSU	Suwalki	EVRS	Spilve
EPOP	Opole (Polska Nowa Wies)	EPSW	Swidnik	EVSM	Lielvarde (M Sola)
EPPB	Poznan (Bednary)	EPSY	Olsztyn-Mazury	EVVA	Ventspils
EPPG	Kakolewo	EPTM	Tomaszow Mazo- wiecki	EY	FIR/UIR
EPPI	Pila	EPTO	Torun	EYVL	Vilnius FIR/UIR
EPPK	Poznan (Kobylnica)	EPWA	Warsaw (Chopin)	EY	Lithuania
EPPL	Plock	EPWK	Wloclawek (Krus- zyn)	EYAL	Alytus
EPPO	Poznan (Lawica)	EPWR	Wroclaw (Stracho- wice)	EYBI	Birzai
EPPR	Pruszcz Gdanski	EPWS	Szymanow	EYDR	Druskininkai
EPPT	Piotrkow Trybunal- ski	EPWT	Waterowo	EYIG	Ignalina
EPPW	Powidz	EPZA	Zamosc	EYKA	Kaunas (Kaunas Intl)
EPPZ	Przasnysz	EPZE	Zerniki	EYKL	Klaipeda
EPRA	Radom (Sadkow)	EPZG	Zielona Gora (Babi- most)	EYKS	Kaunas (S. Dariaus/S. Gireno)
EPRG	Rybnik (Gotarto- wice)	EPZP	Zielona Gora (Przy- lep)	EYKT	Kartena
EPRJ	Rzeszow	EPZR	Zywiec (Zar)	EYMA	Mazeikiai (J. Kumpi- kevicaus)
EPRP	Radom (Piastow)			EYMM	Sasnava
EPRU	Czestochowa (Rud- niki)	EV	FIR/UIR	EYMO	Moletai
EPRZ	Rzeszow (Jasionka)	EVRR	Riga FIR	EYNA	Akmene
EPSA	Sanok	EV	Latvia	EYPA	Palanga (Palanga Intl)
EPSC	Szczecin (Goleniow)	EVAD	Adazi	EYPI	Panevezys (Istra)
EPSD	Szczecin (Dabie)	EVCA	Cesis	EYPN	Panevezys
EPSI	Sieradz	EVGA	Lielvarde	EYPR	Pociunai
EPSK	Slupsk (Krepa)	EVJA	Jurmala	EYRD	Rudiskes
EPSL	Lublin (Swidnik)	EVLA	Liepaja	EYRO	Rojunai
EPSN	Swidwin	EVLI	Limbazi	EYSA	Siauliai (Siauliai Intl)
		EVLU	Ludza (AVP)		

EASTERN EUROPE
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

EYSB	Barysiai	LBSF	Sofia	LHSM	Heviz (Balaton)
EYSE	Seduva	LBSV	Varna (Sveta Mari- na)	LHSN	Szolnok
EYSI	Silute			LHSY	Szombathely
EYTL	Telsiai	LBTS	Tsalapitsa	LHTL	Tokol
EYTR	Taurage	LBVR	Vratsa	LHUD	Szeged
EYUT	Utena	LBWB	Balchik		
EYVI	Vilnius (Vilnius Intl)	LBWN	Varna	LK	FIR/UIR
EYVK	Kyviskes	LH	FIR/UIR	LKAA	Prague FIR
EYVP	Paluknys	LHCC	Budapest FIR	LK	Czechia
EYZA	Zarasai			LKBA	Breclav
LB	FIR/UIR	LH	Hungary	LKBE	Benesov
LBSR	Sofia FIR	LHBC	Bekescsaba	LKBO	Bohunovice
LB	Bulgaria	LHBD	Borgond (Alba)	LKBR	Broumov
LBBG	Burgas	LHBP	Budapest (Liszt Fer- enc Intl)	LKBU	Bubovice
LBBL	Blagoevo	LHBS	Budaors	LKCB	Cheb
LBBR	Breznik	LHDC	Debrecen (Debre- cen Intl)	LKCE	Ceska Lipa
LBDB	Dolna Banya	LHDK	Dunakeszi	LKCH	Chomutov
LBDR	Draganovtsi	LHFM	Fertoszentmiklos	LKCM	Medlanky
LBGI	Gorski Izvor	LHGD	Godollo	LKCR	Chrudim
LBGO	Gorna Oryahovitsa	LHJK	Jakabszallas	LKCS	Ceske Budejovice
LBKJ	Kainardja	LHKE	Kecskemet	LKCT	Chotebor
LBKL	Kazanlak	LHKE	Kecskemet	LKCV	Caslav
LBLN	Lozen	LHKU	Kutas (Hertelendy)	LKDK	Dvur Kralove
LBLS	Lesnovo	LHKV	Kaposvar (Kaposuj- lak)	LKER	Erpuzice
LBMA	Graf Ignatievo (Mar- itsa)	LHNY	Nyiregyhaza	LKFR	Frydlant
		LHOY	Ocseny	LKHB	Havlickuv Brod
LBMO	Montana	LHPA	Papa	LKHC	Horice
LBPD	Plovdiv	LHPP	Pecs (Pogany)	LKHD	Hodkovice
LBPR	Primorsko	LHPR	Gyor-Per	LKHK	Hradec Kralove
LBSE	Staro Selishte	LHPS	Siofok-Kiliti	LKHN	Hranice
		LHSK	Siofok-Kiliti	LKHS	Hosin

EASTERN EUROPE
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

LKHV	Horovice	LKPD	Pardubice	LKVO	Prague (Vodocho- dy)
LKJA	Jaromer	LKPI	Pribyslav	LKVP	Velke Porici
LKJC	Jicin	LKPJ	Prostejov	LKVR	Vrchlabi
LKJH	Jindrichuv Hradec	LKPL	Letkov	LKVY	Vyskov
LKJI	Jihlava	LKPM	Pribram	LKZA	Zabreh
LKKA	Krizanov	LKPN	Podhorany	LKZB	Zbraslavice
LKKB	Kbely	LKPO	Prerov	LKZD	Zatec (Macerka)
LKKC	Krizenec	LKPR	Prague (Ruzyne)	LKZL	Zlin
LKKL	Kladno	LKPS	Plasy	LKZM	Zamberk
LKKM	Kromeriz	LKRA	Rana	LKZN	Znojmo
LKKO	Kolin	LKRK	Rakovnik	LR	FIR/UIR
LKKR	Krnov	LKRO	Roudnice	LRBB	Bucharest FIR
LKKT	Klatovy	LKRY	Rokycany	LR	Romania
LKKU	Kunovice	LKSA	Stankov	LRAR	Arad
LKKV	Karlovy Vary	LKSB	Stichovice	LRBC	Bacau (George Enescu)
LKKY	Kyjov	LKSK	Skutec	LRBG	Ghimbav (IAR Bra- sov)
LKLB	Liberec	LKSN	Slany	LRBM	Baia Mare (Mara- mures)
LKLN	Plzen (Line)	LKSO	Sobeslav	LRBN	Bistrita
LKLT	Letnany	LKSR	Strunkovice	LRBS	Bucharest (Banea- sa-Aurel Vlaicu)
LKMB	Mlada Boleslav	LKST	Strakonice	LRBCB	Arad (Charlie-Bravo Siria)
LKMH	Mnichovo Hradiste	LKSU	Sumperk	LRCK	Constanta (Mihail Kogalniceanu-Con- stanta)
LKMI	Mikulovice	LKSZ	Sazena	LRCL	Cluj-Napoca (Avram Iancu)
LKMK	Moravska Trebova	LKTA	Tabor	LRCT	Campia Turzii
LKMO	Most	LKTB	Brno (Turany)		
LKMR	Marianske Lazne	LKTC	Tocna		
LKMT	Ostrava (Mosnov)	LKTD	Tachov		
LKNA	Namest	LKTO	Touzim		
LKNM	Nove Mesto	LKUL	Usti nad Labem		
LKOL	Olomouc	LKUO	Usti Nad Orlici		
LKPA	Policka	LKVL	Vlasim		
LKPC	Panensky Tynec	LKVM	Vysoke Myto		

EASTERN EUROPE
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

LRCV	Craiova	LZ	FIR/UIR	UA	FIR/UIR
LRDV	Deva (Saulesti-Constantin Manolache)	LZBB	Bratislava FIR	UAAA	Almaty FIR
LRIA	Iasi	LZ	Slovakia	UACN	Nur-Sultan FIR
LROD	Oradea	LZDB	Dubnica	UAII	Shymkent FIR
LROP	Bucharest (Henri Coanda)	LZDV	Dubova	UATT	Aktobe FIR
LRPT	Pitesti (Geamana)	LZHL	Holic	UA	Kazakhstan
LRPW	Ploiesti (Gheorghe Valentin Bibescu)	LZIB	Bratislava (M.R. Stefanik)	UAAA	Almaty
LRSB	Sibiu	LZJS	Jasna	UAAH	Balkhash
LRSM	Satu Mare	LZKZ	Kosice	UAAL	Usharal
LRSV	Suceava (Stefan cel Mare)	LZLU	Lucenec	UAAR	Boralday
LRTC	Tulcea (Delta Dunarii)	LZMA	Martin	UAAT	Taldykorgan
LRTM	Targu Mures (Transilvania-Targu Mures)	LZMC	Malacky	UACC	Astana (Nursultan Nazarbayev Intl)
LRTR	Timisoara (Traian Vuia)	LZNI	Nitra	UACK	Kokshetau
LRTZ	Tuzla	LZNZ	Nove Zamky	UACP	Petropavlovsk
LU	FIR/UIR	LZOC	Ocova	UADD	Taraz (Aulie-Ata)
LUUU	Chisinau FIR	LZPE	Prievidza	UAII	Shymkent
LU	Moldova	LZPP	Piestany	UAKD	Zhezkazgan
LUBL	Balti (Balti Intl)	LZPT	Male Bielice	UAKK	Karaganda
LUBM	Marculesti (Marculesti Intl)	LZPW	Presov	UAOO	Kyzylorda
LUCH	Cahul (Cahul Intl)	LZSE	Senica	UARR	Uralsk
LUKH	Horesti (Horesti Natl)	LZSK	Svidnik	UASK	Ust-Kamenogorsk
LUKK	Chisinau (Chisinau Intl)	LZSL	Sliac	UASP	Pavlodar
		LZSV	Spisska Nova Ves	UASS	Semey
		LZTN	Trencin	UASU	Urdzhar
		LZTR	Boleraz (Stefan Banic)	UASZ	Zaisan
		LZTT	Poprad (Tatry)	UATE	Aktau
		LZZI	Zilina	UATG	Atyrau
				UATT	Aktobe
				UAUU	Kostanay (Narimanovka)

EASTERN EUROPE
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

UB	FIR/UIR	UE	Russia	UH	FIR/UIR
UBBA	Baku FIR/UIR	UEBB	Batagay	UHHH	Khabarovsk FIR
UB	Azerbaijan	UECT	Talakan	UHMM	Magadan FIR
UBBB	Baku (Heydar Aliyev Intl)	UEEA	Aldan	UHMM	Magadan Oceanic FIR
UBBG	Ganja	UEEE	Yakutsk	UHMM	Magadan UIR
UBBL	Lenkoran	UELL	Neryungri (Chulman)	UHPP	Petropavlovsk-Kamchatsky FIR
UBBN	Nakhchivan	UEMH	Tyoply Klyuch		
UBBQ	Gabala	UEMO	Olekminsk	UH	Russia
UBBY	Zagatala	UEMU	Ust-Maya	UHBB	Blagoveshchensk (Ignatyev)
UC	FIR/UIR	UENN	Nyurba	UHBW	Tynda
UCFM	Bishkek FIR	UERL	Lensk	UHEK	Kupol
UCFO	Osh FIR	UERO	Olenyok	UHHH	Khabarovsk (Novy)
UC	Kyrgyzstan	UERP	Poliarny	UHKD	Komsomolsk-Na-Amure (Dzemgi)
UCFL	Issyk-Kul	UERR	Mirny	UHMA	Anadyr (Ugolny)
UCFM	Bishkek (Manas)	UESO	Chokurdakh	UHMD	Provideniya Bay
UCFO	Osh	UESS	Chersky	UHMK	Keperveyem
UCFP	Karakol	UEST	Tiksi	UHMM	Magadan (Sokol)
		UESU	Zyryanka	UHMN	Omolon
		UEVV	Zhigansk	UHMP	Pevek
UD	FIR/UIR	UG	FIR/UIR	UHNN	Nikolayevsk na Amure (Nikolayevsk-na-Amure)
UDDD	Yerevan FIR	UGGG	Tbilisi FIR	UHPP	Petropavlovsk-Kamchatsky (Yelizovo)
UD	Armenia	UG	Georgia	UHSH	Okha (Novostroyka)
UDSG	Gyumri (Shirak)	UGAM	Ambrolauri	UHSI	Iturup
UDYE	Yerevan (Erebuni)	UGGT	Telavi	UHSK	Shakhtersk
UDYZ	Yerevan (Zvartnots)	UGKO	Kutaisi (Kopitnari)	UHSM	Yuzhno-Kurilsk (Mendeleyev)
UE	FIR/UIR	UGSA	Natakhtari	UHSN	Nogliki
UEEE	Yakutsk FIR	UGSB	Batumi		
UELL	Chulman FIR	UGTB	Tbilisi		
UERR	Mirny FIR				

EASTERN EUROPE
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

UHSS	Yuzhno-Sakhalinsk (Khomutovo)	UK	Ukraine	UKLR	Rivne (Rivne Intl)
UHTG	Amgu	UKBB	Kyiv (Boryspil Intl)	UKLT	Ternopil (Ternopil Natl)
UHTQ	Svetlaya	UKBE	Kaniv (Helipad Kaniv/Pekari)	UKLU	Uzhhorod (Uzhhorod Intl)
UHTR	Preobrazheniye	UKCW	Luhans'k	UKOH	Kherson (Kherson Intl)
UHTS	Samarga	UKDD	Dnipro (Dnipro Intl)	UKON	Mykolaiv (Mykolaiv Intl)
UHTZ	Agzu	UKDE	Zaporizhzhia (Zaporizhzhia Intl)	UKOO	Odesa
UHWE	Yedinka	UKDR	Kryvyi Rih (Lozuvatka)	UKWW	Vinnitsia (Gavryshivka Intl)
UHWK	Kavalerovo	UKHD	Kharkiv (Sokolnyky Natl)		
UHPW	Plastun	UKHH	Kharkiv (Osnova)	UL	FIR/UIR
UHWT	Terney	UKHK	Kremenchuk (Velyka Kokhnyvka Natl)	ULAA	Arkhangelsk FIR
UHWV	Vladivostok (Knevi-chi)	UKHP	Poltava (Suprunivka Intl)	ULKK	Kotlas FIR
UI	FIR/UIR	UKHS	Sumy (Sumy Natl)	ULLL	St Petersburg FIR
UIII	Irkutsk FIR	UKKE	Cherkasy (Cherkasy Intl)	ULMM	Murmansk FIR
UI	Russia	UKKG	Kirovohrad	ULMM	Murmansk Oceanic FIR
UIAA	Chita (Kadala)	UKKK	Kyiv (Zhuliany Intl)	ULWW	Vologda FIR
UIBB	Bratsk	UKKM	Kyiv (Antonov-2 Intl)	UL	Russia
UIII	Irkutsk	UKKO	Ozerne (Ozerne Intl)	ULAA	Arkhangelsk (Talagi)
UIIR	Irkutsk-2 (Vostochny)	UKKT	Kyiv (Antonov-1 Natl)	ULAH	Arkhangelsk (Vaskovo)
UIIT	Ust-Kut	UKKV	Zhytomyr (S.P. Korylov Natl)	ULAM	Naryan-Mar
UIUU	Ulan-Ude (Mukhino)	UKLI	Ivano-Frankivsk (Ivano-Frankivsk Intl)	ULLI	St Petersburg (Pulkovo)
UK	FIR/UIR	UKLL	Lviv (Lviv Intl)	ULMK	Apatity (Khibiny)
UKBU	Kyiv UIR	UKLN	Chernivtsi (Chernivtsi Intl)	ULMM	Murmansk
UKBV	Kyiv FIR			ULNR	Staraya Russa
UKDV	Dnipro FIR			ULOO	Pskov (Kresty)
UKFV	Simferopol' FIR				
UKLV	Lviv FIR				
UKOV	Odesa FIR				

EASTERN EUROPE
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

ULPB	Petrozavodsk (Be- sovets)	UNIP	Podkamennaya Tunguska	URMO	Vladikavkaz (Be- slan)
ULWC	Cherepovets	UNKL	Krasnoyarsk (Yeme- lyanovo)	URMS	Sleptovskaya (Magas)
ULWW	Vologda	UNKM	Krasnoyarsk (Cher- emshanka)	URMT	Stavropol (Shpakov- skoye)
UM	FIR/UIR				
UMKK	Kaliningrad FIR	UNKY	Kyzyl	URRP	Rostov-Na-Donu (Platov)
UMMV	Minsk FIR	UNNE	Novosibirsk (Yelt- sovka)	URRR	Rostov-Na-Donu
UM	Belarus	UNNT	Novosibirsk (Tolma- chevo)	URRT	Taganrog (Yuzhny)
UMBB	Brest	UNOO	Omsk (Tsentralny)	URSS	Sochi
UMGG	Homiel	UNSS	Strezhevoy	URWA	Astrakhan
UMII	Viciebsk	UNTT	Tomsk (Bogashevo)	URWI	Elista
UMMG	Hrodna	UNWW	Novokuznetsk (Spi- chenkovo)	URWW	Volgograd (Gumrak)
UMMS	Minsk (Minsk-2)			US	FIR/UIR
UMOO	Mahiliou	UOHH	Khatanga	USSV	Yekaterinburg FIR
UM	Russia	UOII	Igarka	USTV	Tyumen FIR
UMKK	Kaliningrad (Khrab- rovo)	UOOO	Norilsk (Alykel)	US	Russia
		UOTT	Turukhansk	USCC	Chelyabinsk (Balan- dino)
UN	FIR/UIR	UR	FIR/UIR		
UNKL	Krasnoyarsk FIR	URRV	Rostov-na-Donu FIR	USCM	Magnitogorsk
UNNT	Novosibirsk FIR	UR	Russia	USDA	Sabetta
UN	Russia	URKA	Anapa (Vityazevo)	USDB	Bovanenkovo
UNAA	Abakan	URKG	Gelendzhik	USDD	Salekhard
UNBB	Barnaul (Mikhaylov- ka)	URKK	Krasnodar (Pash- kovskiy)	USDK	Mys Kamenyy
UNBG	Gorno-Altaysk	URMG	Grozny (Severny)	USHH	Khanty-Mansiysk
UNEE	Kemerovo (Alexey Leonov)	URML	Makhachkala (Uy- tash)	USHN	Nyagan
UNII	Yeniseysk	URMM	Mineralnyye Vody	USHQ	Beloyarskiy
		URMN	Nalchik	USHS	Sovetskiy
				USHU	Uray
				USII	Izhevsk

EASTERN EUROPE
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

USKK	Kirov (Pobedilovo)	UTAK	Turkmenbashi	UUDL	Yaroslavl (Tunoshna)
USMM	Nadym	UTAM	Mary	UUEE	Moscow (Sheremetyevo)
USMQ	Yamburg	UTAT	Dashoguz	UUMB	Kubinka
USMU	Novy Urengoy	UTAV	Turkmenabat	UUMO	Ostafyevo
USNN	Nizhnevartovsk	UT	Uzbekistan	UUOB	Belgorod
USPP	Perm (Bolshoe Savino)	UTFA	Andizhan	UUOD	Voronezh (Pridacha)
USRK	Kogalym	UTFF	Fergana	UUOK	Kursk (Vostochny)
USRO	Noyabrsk	UTFN	Namangan	UUOL	Lipetsk
USRR	Surgut	UTNN	Nukus	UUOO	Voronezh (Chertovitskoye)
USSS	Yekaterinburg (Koltsovo)	UTNU	Urgench	UUOS	Stary Oskol
USTR	Tyumen (Roshchino)	UTSA	Navoi	UUOT	Tambov (Donskoe)
USUU	Kurgan	UTSB	Bukhara	UUWW	Moscow (Vnukovo)
UT	FIR/UIR	UTSK	Karshi	UUYH	Ukhta
UTAA	Ashgabat FIR	UTSS	Samarkand	UUYP	Pechora
UTAK	Turkmenbashi FIR	UTST	Termez	UUYW	Usinsk
UTAT	Dashoguz FIR	UTTT	Tashkent (Islam Karimov)	UUYX	Vorkuta
UTAV	Turkmenabat FIR	UU	FIR/UIR	UUYZ	Sykytyvkar
UTDD	Dushanbe FIR	UUWV	Moscow FIR	UW	FIR/UIR
UTSD	Samarkand FIR	UUYU	Sykytyvkar FIR	UWWW	Samara FIR
UTTR	Tashkent FIR	UU	Russia	UW	Russia
UT	Tajikistan	UUBA	Kostroma (Sokerkino)	UWGG	Nizhny Novgorod (Strigino)
UTDD	Dushanbe	UUBC	Kaluga (Grabtsevo)	UWKB	Bugulma
UTDK	Kulob	UUBI	Ivanovo (Yuzhny)	UWKD	Kazan
UTDL	Khujand	UUBP	Bryansk	UWKE	Begishevo
UTDT	Bokhtar	UUBW	Ramenskoye	UWKJ	Yoshkar-Ola
UT	Turkmenistan	UUDD	Moscow (Domodedovo)	UWKS	Cheboksary
UTAA	Ashgabat				

**EASTERN EUROPE
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE**

UWLL	Ulyanovsk (Bara- tayevka)	UWOR	Orsk	UWSS	Saratov (Tsentralny)
UWLW	Ulyanovsk (Vostochny)	UWPP	Penza	UWUU	Ufa
UWOO	Orenburg	UWPS	Saransk	UWWW	Samara (Kurumoch)
		UWSG	Saratov (Gagarin)		



Airport Directory

Airport Data - Eastern Europe

ARMENIA

Erebuni see Yerevan**Gyumri (Shirak)** Apt of Entry

5000' UDSG LWN +04:00 N40 45.0 E043
51.6

Apt Operator 312 22158; Fax 312 40958.

02/20 10564' CONC/ASPH. PCN 64/F/C/X/T.
TODA 02 11220'. TODA 20 11056'. HIRL.

0600-1800Z. Customs.

Jet A-1.

Fire 6.

Shirak see Gyumri**Yerevan (Erebuni)** Apt of Entry

2955' UDYE Mil. +04:00 N40 07.3 E044
27.9

Apt Operator 593544, 294589; Fax 294688.

03/21 8694' ASPH/CONC. PCN 30/F/C/Y/U.
TORA 03 8530'. TORA 21 8530'. LDA 21 7382'.
TODA 03 9022'. TODA 21 9186'. ASDA 03
8530'. ASDA 21 8530'. RL. ALS 03.

H24. Customs.

Fire 7.

Yerevan (Zvartnots) Apt of Entry

2838' UDYZ EVN +04:00 N40 08.8 E044
23.8

Apt Administration 10 493000; Fax 10 493000.

09/27 12631' ASPH/CONC. PCN 80/R/C/X/T.
TODA 09 13943'. TODA 27 13615'. HIRL. ALS
09.

H24. Customs.

Jet A-1. Oxygen.

Fire 9.

Zvartnots see Yerevan

AZERBAIJAN

Baku (Heydar Aliyev Intl) Apt of Entry

10' UBBB GYD +04:00 N40 28.2 E050 03.1
Apt Administration (12) 4972625, (12) 4972765;
Fax (12) 4972604.

16/34 13123' ASPH/CONC. PCN 150/F/B/W/T.
TODA 16 15092'. TODA 34 15092'. ASDA 16
13418'. ASDA 34 13418'. HIRL. ALS.

17/35 10499' ASPH/CONC. PCN 150/F/B/W/T.
LDA 35 10056'. TODA 35 11811'. ASDA 17
10745'. ASDA 35 10745'. HIRL. ALS.

Rwy 17 Right-Hand Circuit.

H24. Customs.

Jet A-1.

Fire 9 H24.

Gabala Apt of Entry

1129' UBBQ GBB +04:00 N40 48.5 E047
43.5

Apt Administration (12) 4972600, (12) 4974695.

16/34 11417' ASPH/CONC. PCN 150/F/B/W/T.
TODA 16 12500'. TODA 34 11909'. ASDA 16
11614'. ASDA 34 11614'. HIRL. ALS.

H24. Customs.

Jet A-1.

Fire 6.

Ganja Apt of Entry

1086' UBBG KVD +04:00 N40 44.3 E046
19.2

Apt Operator (22) 569963; Fax (22) 569963,
571108.

12/30 10827' ASPH/CONC. PCN 150/R/A/W/T.
TODA 12 11680'. TODA 30 11483'. ASDA 12
11024'. ASDA 30 11024'. HIRL.

H24. Customs.

Jet A-1.

Fire 7.

Heydar Aliyev Intl see Baku**Lenkoran** Apt of Entry

-35' UBBL LLK +04:00 N38 45.5 E048 48.4

Apt Administration (2525) 53125.

15/33 10827' ASPH/CONC. PCN 150/F/A/W/T.
TODA 15 11811'. TODA 33 11811'. ASDA 15
11024'. ASDA 33 11024'. HIRL.

0200-2000Z. Customs: O/R

Fire 6.

Nakhchivan Apt of Entry

2864' UBBN NAJ +04:00 N39 11.3 E045
27.4

Apt Operator 36 5444730, 36 5444731, 36
5444732; Fax 36 5444730, 36 5444731, 36
5444732.

14L/32R 10827' ASPH/CONC.
PCN 150/F/B/W/T. TODA 14L 11811'. TODA
32R 11811'. ASDA 14L 11024'. ASDA 32R
11024'. MIRL.

14R/32L 10827' CONCRETE.
PCN 150/R/A/W/T. LDA 32L 10453'. TODA
14R 11057'. TODA 32L 11057'. ASDA 14R
11057'. ASDA 32L 11057'. HIRL.

H24. Customs.

Jet A-1.

Fire 7 H24.

Zagatala Apt of Entry

1281' UBBY ZTU +04:00 N41 33.5 E046
40.2

Apt Operator (44) 2741225, 2741226.

15/33 9843' ASPH/CONC. PCN 150/F/B/W/T.
TODA 15 10499'. TODA 33 10499'. ASDA 15
10040'. ASDA 33 10040'. HIRL.

0400-1800. Customs: O/R.

Fire 4.

BELARUS

Brest

469' UMBB BQT +03:00 N52 06.5 E023
53.8

Apt Administration 162972334; Fax 162972354.
ATC 162972204, 162972213.

11/29 8596' CONC/ASPH. PCN 42/R/B/X/T.
TODA 11 9252'. TODA 29 9252'. HIRL.

Mon-Fri 0600-1330, O/T PPR. AD available as
an alternate by Acft performing flights that do
not require border/customs clearance (control).
Customs: By operational requirements.

F-3, Jet A-1.

Fire 6 by operational requirements, Cat 7 O/R.

Homiel Apt of Entry

471' UMGG GME +03:00 N52 31.6 E031
01.0

Apt Administration (232) 754764; Fax (17)
2107385.

10/28 8428' ASPH/CONC. PCN 60/F/D/X/T.
TODA 10 9412'. TODA 28 9412'. HIRL.

H24. Customs.

F-3, Jet A-1.

Fire 6 CAT 7 O/R.

Hrodna

443' UMMG GNA +03:00 N53 36.1 E024
03.2

Apt Operator 152 731505; Fax 152 731545.

17/35 8399' CONCRETE. PCN 25/R/C/X/T.
TODA 17 9711'. TODA 35 8727'. RL.

Mon-Fri 0550-1350, O/T PPR. AD available as
an alternate for Acft performing flights that do
not require border/customs clearance (control).
Customs: By operational requirements.

F-3, Jet A-1.

Fire 6.

Mahiliou

637' UM00 MVQ +03:00 N53 57.3 E030
05.6

Apt Administration (222) 299501, (222) 299542;
Fax (222) 299556.

13/31 8419' ASPH/CONC. PCN 30/R/C/X/T.
TODA 13 8911'. TODA 31 8911'. RL.

Mon-Fri 0600-1330, O/T O/R. AD available as
an alternate for Acft performing flights that do
not require border/customs clearance (control).
Acft B-767-300 landing is only Avbl O/R 24hr.
Customs: By operational requirements.

F-3, Jet A.

Fire 6 , Cat 7 if servicing B767-300.

Minsk (Minsk-2) Apt of Entry

681' UMMS MSQ +03:00 N53 52.9 E028
01.8

Apt Operator (17) 2791133, (17) 2791436; Fax
(17) 2791133.

13L/31R 12139' CONCRETE.
PCN 85/R/B/W/T. TODA 13L 13123'. TODA
31R 13123'. HIRL. ALS 13L.

13R/31L 11946' CONCRETE.
PCN 50/R/B/W/T. TODA 13R 13258'. TODA
31L 13258'. HIRL. ALS 31L.

H24, or by NOTAM. Customs: H24.

Jet A-1.

Fire 9.

Viciebsk

682' UMII VTB +03:00 N55 07.6 E030 21.0

Apt Administration 212204362; Fax 212204363.

05/23 8550' ASPH/CONC. PCN 34/R/B/X/T.
TODA 05 9370'. TODA 23 9534'. RL.

Mon-Fri 0600-1330, O/T PPR. AD is used as
alternate by Acft performing flights that do not
require border/customs clearance (control).
Customs: By operational requirements.

F-3, Jet A-1.

Fire 6 , CAT 7 for Acft IL-62, B767-300,
B767-300ER O/R.

BULGARIA

Burgas Apt of Entry

135' LBBG BOJ +02:00* N42 34.2 E027
30.9

Apt Administration (56) 870 201; Fax (56) 870
203; georgi.chipilski@fraport-bulgaria.com. Apt
Operator (56) 870 260, 870 258; Fax (56) 870
259; operation@burgas-airport.bg.

04/22 10499' CONCRETE. PCN 60/R/B/W/T.
TODA 04 10696'. TODA 22 10696'. ASDA 04
10696'. ASDA 22 10696'. HIRL.

H24. Customs.

F-3, Jet A-1.

Fire 8.

Gorna Oryahovitsa Apt of Entry

283' LBGO GOZ +02:00* N43 09.1 E025
42.7

Apt Administration (618) 600 31, (618) 98 964;
Fax (618) 600 21; goryahovitsaairport@abv.bg,
ops@gornaoryahovitsa-airport.bg.

09/27 8028' ASPHALT. PCN 45/R/B/X/T.
TORA 09 7372'. LDA 27 7372'. TODA 09 7372'.
HIRL.

Rwy 27 Right-Hand Circuit.

0530-1630Z, O/T O/R from Mon to Fri not later
than 1200Z on the day of operations. ATND
SKD 0400-2000Z, O/T O/R from Mon to Fri not
later than 1200Z on the day of operations. Customs:
0400-2000Z, O/T O/R from Mon to Fri not
later than 1200Z on the day of operations.

Jet A-1.

Fire 6.

Plovdiv Apt of Entry

604' LBPD PDV +02:00* N42 04.1 E024
51.0

Apt Administration (32) 601113, (32) 601122;
Fax (32) 601123, (32) 601124; office@plovdi-
vairport.com. Apt Operator operations@plovdi-
vairport.com.

12/30 8202' CONCRETE. PCN 37/R/B/X/T.
HIRL. MIALS 12.

H24 ATND SKD 0400-2000 (0300-1900) O/T
12hr PPR. Aerodrome is not allowed to be plan-
ned as alternate outside these hours. Customs:
H24.

Jet A-1, J.

Fire 7.

Sofia Apt of Entry

1742' LBSF SOF +02:00* N42 41.7 E023
24.5

Apt Administration 2 937 2055, 2 937 2056; Fax
2 937 2010, 2 945 9051; public@sofia-air-
port.bg.

09/27 11811' ASPHALT. PCN 70/F/B/X/T. LDA
09 10827'. HIRL. ALS 27.

H24. Customs.

F-3, Jet A-1.

Fire 8.

Varna Apt of Entry

230' LBWN VAR +02:00* N43 13.9 E027
49.5

Apt Administration 52 573349; Fax 52 500360;
dimitar.kostadinov@fraport-bulgaria.com.

09/27 8258' ASPHALT. PCN 66/F/D/X/T. TODA
09 8783'. TODA 27 8865'. ASDA 09 8356'.
ASDA 27 8356'. HIRL. HIALS.

H24. Customs.

F-3, Jet A-1.

Fire 8.

CZECHIA

Benesov

1322' LKBE +01:00* N49 44.4 E014 38.7

Apt Operator 317793330; Mobile 603594623;
Fax 317793330; info@lkbe.eu.

06/24 2395' GRASS. AUW-13/0.7000 MPa.
TODA 06 2493'. TODA 24 2493'.

Rwy 24 Right-Hand Circuit.

09/27 2461' GRASS. AUW-13/0.7000 MPa.
TODA 09 2559'. TODA 27 2559'.

Rwy 27 Right-Hand Circuit.

PPR for T/O rwy 09.

1 APR-31 OCT 1000-1700LT, 1 NOV-15 DEC
& 6 JAN-31 MAR 1000-1400LT, O/T O/R 24hr.
PPR for ACFT with total length of 9m or more
or with MAX fuselage width >2m. Customs: O/R
24hr, till 1100LT on preceding working day.

F-3, F-6.

Bohunovice

774' LKBO +01:00* N49 40.2 E017 17.7

Apt Operator 585389100; box@mamba-air.cz,
manazer@mamba-air.cz.

07/25 2723' GRASS. AUW-12/0.7000 MPa.
TODA 07 2821'. Rwy 07 Landing not allowed.
Rwy 25 Takeoff not allowed.

O/R.

F-3, F-6, Jet A-1, 78 octane.

Breclav

525' LKBA +01:00* N48 47.4 E016 53.5

Aeroclub 534001823; Mobile 724623450;
info@aeroklubbreclav.cz.

08/26 2428' GRASS. AUW-13/0.7000 MPa.
TODA 08 2526'. TODA 26 2526'.

Rwy 26 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 0900-1600LT,
O/T 24hr O/R.

100 octane, F-6.

Brno (Turany) Apt of Entry

778' LKTB BRQ +01:00* N49 09.1 E016
41.6

ATIS H24 545521222. Apt Operator
545521111; Fax 545216346.

08/26 2625' GRASS. AUW-13. TODA 08 2822'.
TODA 26 2822'.

09/27 8694' CONCRETE. PCN 48/R/A/X/T.
TODA 09 9678'. TODA 27 9678'. HIRL.

Rwy 09 Right-Hand Circuit.

PCN 40/R/A/X/T on first 1936' of rwy 09.

H24. Customs.

F-3, Jet A-1. Oxygen.

Fire 7.

Broumov

1342' LKBR +01:00* N50 33.7 E016 20.6

Aeroclub Mobile 728227042; info@airbrou-
mov.eu.

14/32 3018' GRASS. MTOW-13/0.3000 MPa.
TODA 14 3346'. TODA 32 3150'.

Rwy 32 Right-Hand Circuit.

Asphalt strip unusable.

15 APR-15 OCT Sat Sun Hol 0900-1600LT,
O/T O/R. PPR for ACFT with total length of
exceeding 9m or with MAX fuselage width >2m.
F-6.

Bubovice

1398' LKBU +01:00* N49 58.5 E014 10.7

Aeroclub 311672235; Fax 311672235.

10L/28R 2362' GRASS. AUW-13/0.4000 MPa.
TODA 10L 2461'. TODA 28R 2461'.

Rwy 28R Right-Hand Circuit.

Rwy 10L/28R for gliders only.

10R/28L 2395' GRASS. AUW-13/0.4000 MPa.
TODA 10R 2493'. TODA 28L 2493'. RL.

Rwy 10R Right-Hand Circuit.

15 APR-15 OCT Sat, Sun, Hol 0930-1630LT.
O/T 24hr O/R. PPR for ACFT with total length
of 9m or more or with MAX fuselage width >
2m.

F-3.

CZECHIA

Caslav

794' LKCV Mil. +01:00* N49 56.4 E015 22.9
Apt Administration Fax 973376890;
aro.lkcv@army.cz. ARO 973376970; Fax
973376993. ATC 973376952; Fax 973376990.
Apt Switchboard 973201111.

12/30 4295' GRASS. TODA 12 4787'. TODA 30
4787'.

13/31 7874' CONCRETE. PCN 30/R/B/W/T.
TODA 13 8858'. TODA 31 8760'. ASDA 13
8465'. ASDA 31 8465'. HIRL.

Rwy 13 Right-Hand Circuit.

0800-2200Z. Flt Ops on a day that follows
weekend days and public holidays shall not
start before 0900Z. On a day before weekend
and public holidays shall be planned to finish
not later than 1300Z. Last training Flt shall not
take-off later than 2100Z. Customs: Customs:
Mon and Wed 0700-1530Z, Tue and Thu
0700-1330Z, Fri 0700-1230Z. Immigration: O/R.
JP-8.

Fire 5 , CAT 6 and 7 O/R 24hr PN.

Ceska Lipa

929' LKCE +01:00* N50 42.6 E014 34.0

Aeroclub 487521519; Fax 487521519;
info@aeroklubceskalipa.cz.

13/31 2297' GRASS. AUW-13/0.5000 MPa.

Rwy 31 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 1000-1800LT,
O/T O/R. PPR for ACFT with total length of 9m
or more or with MAX fuselage width >2m.

Ceske Budejovice

1417' LKCS +01:00* N48 56.8 E014 25.6

ATS 386325339. Apt Operator 387201014,
387201931; Fax 387201014, 387201931; air-
port@airport-cb.cz.

09/27 8202' CONCRETE. PCN 32/R/B/W/T.
LDA 27 7218'. TODA 09 8399'. TODA 27 8399'.

Rwy 09 Right-Hand Circuit.

0700LT - SS+30min, O/T O/R 24hr. Customs:
Mon-Fri O/R 24hr, Sat Sun Hol O/R 48h.

F-3, Jet A-1.

Cheb

1585' LKCB +01:00* N50 04.0 E012 24.8

Apt Operator 353331107; Mobile 775048708;
aeroklub.kv@volny.cz.

05/23 3281' GRASS. MTOW-13/0.7000 MPa.
TODA 05 3379'. TODA 23 3379'.

Rwy 23 Right-Hand Circuit.

06/24 3281' CONCRETE.
MTOW-13/0.7000 MPa. TODA 06 3379'. TODA
24 3379'.

15 APR-15 OCT Sat Sun Hol 0900-1600LT
O/R. O/T O/R 24hr. PPR for ACFT with total
length of 9m or more or with MAX fuselage
width >2m.

F-3, F-6.

Chomutov

1132' LKCH +01:00* N50 28.1 E013 28.1

Aeroclub Mobile 722261789; akcv@seznam.cz.

04/22 3937' GRASS. AUW-13/0.7000 MPa.
TODA 04 4134'. TODA 22 4134'.

14/32 2723' GRASS. AUW-13/0.7000 MPa.
TODA 14 2821'. TODA 32 2821'.

15 APR-15 OCT Sat Sun Hol 0900-1600LT,
O/T O/R. PPR for ACFT with total length of 9m
or more or with MAX fuselage width > 2m. Cus-
toms: O/R.

100 octane.

Chotebor

1946' LKCT +01:00* N49 41.1 E015 40.6

Aeroclub 569624347; Mobile 776604347; aero-
klub@akchotebor.cz.

17/35 3314' GRASS. AUW-13/0.7000 MPa.
TODA 17 3412'. TODA 35 3412'.

15 APR-15 OCT Sat Sun Hol 0900-1600LT.
O/T O/R 24hr.

F-3, F-6.

CZECHIA

Chrudim

978' LKCR +01:00* N49 56.2 E015 46.8

Aeroclub 469638539; Mobile 728365766; Fax 469638539; info@letistechrudim.cz.

06/24 3215' GRASS. AUW-13/0.7000 MPa. TODA 06 3412'. TODA 24 3412'.

Rwy 06 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 1000-1700LT (1200-1300LT limited), O/T O/R 24hr. PPR for ACFT with total length of 9m or more or with MAX fuselage width >2m.

F-3.

Dvur Kralove

925' LKDK +01:00* N50 24.8 E015 50.2

ARO Mobile 604432712. Aeroclub Mobile 608756602; letiste@akdk.cz.

10/28 2822' GRASS. AUW-13/0.4000 MPa. TODA 10 2920'. TODA 28 2920'. ASDA 10 3018'. ASDA 28 3018'.

Rwy 28 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 1000-1700LT, O/T O/R.

F-3.

Frydlant

1440' LKFR +01:00* N49 35.4 E018 22.7

Aeroclub 558677616; Mobile 777000494; Fax 558677616; info@akfrydlant.cz.

08/26 2526' GRASS. AUW-13/0.4000 MPa. TODA 08 2625'. TODA 26 2625'.

15 APR-15 OCT Sat Sun Hol 0900-1600LT, O/T O/R 24hr.

F-3, F-6.

Havlickuv Brod

1519' LKHB +01:00* N49 35.8 E015 32.9

Aeroclub Mobile 603760245, info@aeroklubhb.cz.

11/29 3281' GRASS. TORA 11 2625'. LDA 29 2625'. TODA 11 3445'. TODA 29 3445'.

Rwy 11 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 0900-1600LT, O/T O/R. PPR for ACFT with total length exceeding 9m or with fuselage width >2m. Customs: Request shall be made via application form on website www.aeroklubhb.cz. Submitting this request does not release the commander from applying for border control.

F-3, F-6.

Hodkovice

1480' LKHD +01:00* N50 39.4 E015 04.7

Aeroclub Mobile 604257553; info@hodkovic.info.

01/19 3215' GRASS. AUW-13/0.5000 MPa. TODA 01 3314'. TODA 19 3314'.

15 APR-15 OCT Sat Sun Hol 0900-1600LT, O/T O/R. PPR for ACFT with total length of 9m or more or with MAX fuselage width >2m.

F-3, F-6.

Horice

917' LKHC +01:00* N50 21.4 E015 34.6

ARO Mobile 724488221. Aeroclub Mobile 604931482; akhorice@cmail.cz.

12/30 2428' GRASS. AUW-13/0.7000 MPa. TODA 12 2526'. TODA 30 2526'.

15 APR-15 OCT Sat Sun Hol 0900-1600LT, O/T O/R 24hr. PPR for ACFT with total length of 9m or more or with MAX fuselage width > 2m.

F-3, F-6.

Horovice

1214' LKHV +01:00* N49 50.7 E013 53.1

ARO Mobile Karel Plzak 728147577, Karel Studnicka 602313316, Martin Hrabak 774198291. Aeroclub Mobile 775780035; aeroklub.horovice@seznam.cz.

06/24 3839' ASPHALT. PCN 25/R/B/Y/U. TODA 06 4035'. TODA 24 4035'.

Rwy 24 Right-Hand Circuit.

CZECHIA

01 APR-30 OCT Sat Sun Hol 0900-1800LT, O/T O/R. ACFT with total length exceeding 9m or MAX width of fuselage > 2m with PPR only.

On arrival, departure and for the provision of aeronautical information contact ARO only.

F-6.

Hosin

1621' LKHS +01:00* N49 02.4 E014 29.7

Aeroclub 387220716; Fax 387220846; aero-klub.hosin@pohoda.com.

06L/24R 2625' ASPHALT. PCN 5/F/B/Y/U. TODA 06L 2953'. TODA 24R 3609'.

06R/24L 3281' GRASS. AUW-14/0.5000 MPa. TODA 06R 3609'. TODA 24L 3609'.

15 APR-15 OCT Sat Sun Hol 0900-1600LT, O/T O/R. PPR for ACFT with total length of 9m or more or with MAX fuselage width > 2m.

F-3, F-6.

Fire U.

Hradec Kralove

791' LKHK +01:00* N50 15.2 E015 50.7

ATS 491617687; Mobile 733603191. Apt Operator 491619011; Mobile Handling 731658193; Fax 491617699; handling@lshk.cz, info@lshk.cz, office@lshk.cz.

15L/33R 7874' CONCRETE. PCN 33/R/B/X/T. TODA 15L 8071'. TODA 33R 8071'. RL.

15R/33L 2625' GRASS. AUW-13/0.7000 MPa. TODA 15R 2723'. TODA 33L 2723'.

Mon-Fri 0800LT-SS+30min, Sat Sun Hol 0900LT-SS+30min (Summer at latest 2000LT), except 24-26 DEC & 1 JAN, O/T O/R. Customs: O/R 24hr via Fax/E-Mail Handling or www.lshk.cz.

F-3, Jet A-1.

Fire 2 (7 O/R 24hr).

Hranice

797' LKHN +01:00* N49 32.8 E017 42.3

Aeroclub 581616167; Fax 581696976; aero-klub.hranice@seznam.cz.

05/23 2411' GRASS. AUW-13/0.7000 MPa. TODA 05 2625'. TODA 23 2625'.

Rwy 23 Right-Hand Circuit.

15 ARP-15 OCT Sat Sun Hol 0900-1600LT, O/T O/R. PPR for ACFT with total length of 9m or more or with MAX fuselage width >2m.

F-6.

Jaromer

891' LKJA +01:00* N50 19.9 E015 57.2

Aeroclub Mobile 702075020; aeroklub@lkja.cz.

14/32 3084' GRASS. AUW-13/0.7000 MPa. TODA 14 3182'. TODA 32 3182'.

Rwy 32 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 0900-1600LT. 48hr PPR for ACFT with total length of 9m or more or with MAX fuselage width >2m. Training FLT's PPR.

F-3, F-6.

Jicin

863' LKJC +01:00* N50 25.8 E015 20.0

ARO Mobile 737013013. Aeroclub 493533022; Fax 493533022; info@letistejicin.info.

12/30 3281' GRASS. AUW-13/0.4000 MPa. TODA 12 3478'. TODA 30 3478'.

Rwy 12 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 1000-1700LT, O/T O/R 24hr. PPR for ACFT with total length of 9m or more or with MAX fuselage width >2m.

F-3, F-6.

Jihlava

1821' LKJI +01:00* N49 25.2 E015 38.1

ARO 567221574. Aeroclub 567303171; info@akji.cz.

10/28 3018' GRASS. MTOW-13/0.4000 MPa. TODA 10 3166'. TODA 28 3166'.

15 APR-15 OCT Sat Sun Hol 0900-1600LT, O/T O/R 24hr.

CZECHIA

100 octane, F-6, Jet A-1.

Jindrichuv Hradec

1683' LKJH +01:00* N49 09.0 E014 58.3

Aeroclub 384321009; Fax 384321009;
akjh@letistejh.cz.

07L/25R 2297' ASPH/CONC. PCN 6/F/B/Y/U.
TODA 07L 2395'. TODA 25R 2395'. ASDA 07L
2625'.

Rwy 25R Right-Hand Circuit.

07R/25L 2493' GRASS. AUW-13/0.5000 MPa.
TODA 07R 2592'. TODA 25L 2592'.

Rwy 25L Right-Hand Circuit.

01 APR-15 OCT Sat Sun Hol 0900-1700LT,
O/T O/R.

100 octane, F-6.

Karlovy Vary Apt of Entry

1989' LKKV KLV +01:00* N50 12.2 E012
54.9

H24 Security: 353 360 618. ATC 731 195 016.
Apt Manager 353 360 610. Apt Operator 353
360 611; Fax 353 360 636; handling@airport-k-
vary.cz.

11/29 7054' ASPH/CONC. PCN 54/F/A/X/T.
TORA 29 6595'. LDA 11 6595'. LDA 29 6595'.
TODA 11 7710'. ASDA 29 6595'. HIRL. ALS 11.

12/30 2625' GRASS. AUW-12.

0700-1500Z. ATND SKD 0700-1500Z. Cus-
toms: 0700-1500Z.

F-3, Jet A-1.

Fire 4 Fire: Cat 5-7 O/R 30min.

Kbely

939' LKKB Mil. +01:00* N50 07.3 E014 32.6
ARO 973 207 177/162. ATS 973 333 120/121.
Apt Operator Fax 973 207 185/377;
maro.ais.lkbb@army.cz.

06/24 6562' ASPHALT. PCN 48/F/B/W/T.
TODA 06 6759'. TODA 24 6759'. HIRL. MIALS
06. HIALS 24.

Rwy 06 Right-Hand Circuit.

H24. Customs: On request.

Jet A-1.

Fire 6.

Kladno

1419' LKKL +01:00* N50 06.8 E014 05.4

Aeroclub Mobile 737225558; info@bsa-
group.cz.

12/30 3215' GRASS. AUW-9/0.4000 MPa.
TODA 12 3313'. TODA 30 3313'.

Rwy 30 Right-Hand Circuit.

15 APR-15 OCT Sat, Sun, Hol 1000-1700LT,
O/T O/R. PPR for ACFT with total length of 9m
or more or with MAX fuselage width > 2m.

100 octane, Jet A-1.

Klatovy

1299' LKKT +01:00* N49 25.1 E013 19.3

Apt Operator 376310355; Fax 376310762;
info@lkkc.cz.

09L/27R 2690' GRASS. AUW-13/0.4000 MPa.
TODA 09L 2936'. TODA 27R 2936'.

Rwy 27R Right-Hand Circuit.

09R/27L 2690' GRASS. AUW-13/0.4000 MPa.
TODA 09R 2936'. TODA 27L 2936'. RL.

Rwy 27L Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 1000-1700LT,
O/T O/R 24hr.

F-3, Jet A-1.

Kolin

925' LKKO +01:00* N50 00.1 E015 10.4

Aeroclub 321720844; aeroklub.kolin@sez-
nam.cz.

03L/21R 2953' GRASS. AUW-13/0.7000 MPa.
TODA 03L 3150'. TODA 21R 3150'.

03R/21L 2953' GRASS. AUW-13/0.7000 MPa.
TODA 03R 3150'. TODA 21L 3150'.

Rwy 03R/21L equipped with two rows of lights,
activated O/R.

CZECHIA

15 APR-15 OCT Sat Sun Hol 0800-1800LT,
O/T O/R.

F-3.

Krizanov

1834' LKKA +01:00* N49 22.1 E016 07.0

ARO Mobile 603151785. Aeroclub
lkka@lkka.cz. Apt Operator Mobile 775685702.

14/32 2297' GRASS. AUW-13/0.7000 MPa.
TODA 14 2493'. TODA 32 2559'. ASDA 14
2395'. ASDA 32 2461'.

15 APR-15 OCT Sat Sun Hol 0900-1600LT.

F-4, F-6.

Krnov

1227' LKKR +01:00* N50 04.5 E017 41.3

Aeroclub 554614584; Mobile 777722301;
vlp@letistekrnov.cz.

12/30 2461' GRASS. AUW-13/0.4000 MPa.
TODA 12 2559'. TODA 30 2559'.

Rwy 12 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 0900-1600LT.
PPR for ACFT with total length of 9m or more
or with MAX fuselage width >2m.

100 octane.

Kromeriz

617' LKKM +01:00* N49 17.1 E017 24.9

Aeroclub Mobile 604458352, Jan Zona
724136660, Miroslav Rakusan 603259545.

02/20 2543' GRASS. AUW-12/0.3000 MPa.
TODA 02 2641'. TODA 20 2641'.

Rwy 02 Right-Hand Circuit.

PPR via Tel.

F-6.

Kunovice Apt of Entry

581' LKKU UHE +01:00* N49 01.8 E017
26.4

Apt Administration 572817610; Fax 572817639.
ARO 572817620, 572817621. ATS 572817620,
572817621; twrlkku@let.cz. Apt Switchboard

572818111. Ground Services 572817640; han-
dling@let.cz.

02C/20C 6562' CONCRETE. PCN 33/R/B/X/T.
TODA 02C 7218'. TODA 20C 7218'. MIRL.

02L/20R 4856' GRASS. AUW-55. TODA 02L
5906'. TODA 20R 5512'.

02R/20L 5545' GRASS. AUW-55. TODA 02R
5906'. TODA 20L 6201'.

Mon-Fri 0700-1500Z except Hol. O/T O/R 24hr.
PPR for single flights via Ground Services.
Repeated flights with written agreement via Apt
Operator. Customs: O/R 24hr in advance in
working days till 1300Z.

F-3, Jet A-1.

Fire 4 Fire Cat 5 O/R 24hr and Cat 6 O/R 2
days.

Kyjov

686' LKKY +01:00* N48 58.8 E017 07.5

Aeroclub 518612060; Fax 518612060;
lkky@atlas.cz.

15/33 3281' GRASS. AUW-13/0.7000 MPa.
TODA 15 3478'. TODA 33 3478'.

Rwy 15 Right-Hand Circuit.

APR-OCT Sat Sun Hol 0900-1700LT, O/T O/R.
PPR for ACFT with total length of 9m or more
or with MAX fuselage width > 2m.

F-6.

Letkov

1374' LKPL +01:00* N49 43.4 E013 27.1

Aeroclub 377456020; akletkov@centrum.cz.

08/26 2297' GRASS. AUW-13/0.5000 MPa.
TODA 08 2395'. TODA 26 2395'.

Rwy 08 Right-Hand Circuit.

15 APR-15 OCT, Sat Sun Hol 0900-1700LT,
O/T O/R.

F-3, F-6.

Letnany

912' LKLT +01:00* N50 07.9 E014 31.5

CZECHIA

ATS 286581340; Mobile 731775127; info@letnany-airport.cz.

05L/23R 2822' GRASS. AUW-13/0.4000 MPa. TORA 05L 3281'. TODA 05L 3379'. TODA 23R 3281'. ASDA 05L 3379'. ASDA 23R 3281'.

Rwy 23R Right-Hand Circuit.

05R/23L 2625' GRASS. AUW-13/0.4000 MPa. TORA 05R 3018'. TODA 05R 3117'. TODA 23L 3018'. ASDA 05R 3018'.

Rwy 23L Right-Hand Circuit.

MAY-01 OCT 0900-1900LT, 02 OCT-APR 0900-1700LT, but within civil twilight hr. O/T PPR 12hr in advance within op hr via E-Mail. The familiarization with the Airport Rules is required, see website <http://www.letnany-airport.cz>. Customs: Mon-Fri O/R 24hr, O/T O/R 48hr via E-Mail or Fax, application form AVBL at apt or on website.

F-3, F-6, Jet A-1.

Fire 2.

Line see Plzen

Marianske Lazne

1768' LKMR +01:00* N49 55.4 E012 43.5

ARO Mobile 602241166. Apt Operator info@airspecial.cz.

15/33 3396' GRASS. AUW-4. TODA 15 3593'. TODA 33 3593'.

Rwy 15 Right-Hand Circuit.

AD UFN closed.

Medlanky

925' LKCM +01:00* N49 14.2 E016 33.3

Aeroclub 541227222; akmedlanky@volny.cz.

16/34 2920' GRASS. MTOW-13/0.5000 MPa estimated. TODA 16 3018'. TODA 34 3018'.

Rwy 16 Right-Hand Circuit.

15 MAR-15 OCT Sat Sun Hol 0900-1800LT, O/T O/R 24hr. PPR for ACFT with total length of 9m or more or with MAX fuselage width >2m.

Training flights of power driven acft are forbidden.

F-6.

Mikulovice

1375' LKMI +01:00* N50 18.1 E017 17.8

Aeroclub 584423090; info@aeroklubjesenik.cz.

05/23 3018' GRASS. AUW-13/0.4000 MPa. TODA 05 3117'. TODA 23 3117'.

15 APR-15 OCT Sat Sun Hol 1000-1700LT O/T O/R 24hr.

100 octane.

Mlada Boleslav

765' LKMB +01:00* N50 23.9 E014 53.9

ARO 326734775. Aeroclub 326734015; akmb@akmb.cz.

05/23 2543' GRASS. AUW-13/0.7000 MPa. TODA 05 2575'. TODA 23 2641'.

Rwy 05 Right-Hand Circuit.

16/34 2953' GRASS. AUW-13/0.7000 MPa. TODA 16 3051'. TODA 34 3051'.

Rwy 16 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 0800-1600LT, O/T O/R. PPR for ACFT with total length exceeding 9m or with MAX fuselage width >2m.

F-3, F-6, Jet A-1.

Mnichovo Hradiste

801' LKMH +01:00* N50 32.4 E015 00.4

ARO 326721973; Mobile 603197336; Fax 326721973; info@lkmh.cz. Apt Operator 485105040; Fax 485105040.

07/25 5085' CONCRETE. PCN 25/R/A/Y/T. TODA 07 6660'. TODA 25 6463'. ASDA 07 6463'. ASDA 25 6463'.

08/26 3281' GRASS. AUW-12/0.8000 MPa. TODA 08 3937'. TODA 26 3478'.

0900-1700LT, O/T O/R. 24hr PPR for ARR/DEP with ACFT with MTOW 4-10t via Apt Ops mobile. In winter landing area conditions to be verified before LDG. ULM PPR. ACFT ops

CZECHIA

not allowed outside op hr. Customs: Mon-Fri O/R 24hr to Apt Operator, O/T O/R 48hr (the request shall include the following information: date of flight, ETA/ETD, AD of DEP/ARR, type & registration mark of ACFT, ACFT OPR, name/surname, date of birth and nationality of all persons on board).

F-3, Jet A-1.

Fire 2 , Fire 4 O/R 24hr.

Moravska Trebova

1322' LKMK +01:00* N49 47.9 E016 41.3

Aeroclub 461311328; lkmk@lkmk.com.

08L/26R 2343' ASPHALT.
AUW-13/0.7000 MPa. TODA 08L 2441'. TODA 26R 2540'.

Rwy 26R Right-Hand Circuit.

08R/26L 2362' GRASS. AUW-13/0.7000 MPa. TODA 08R 2460'. TODA 26L 2559'.

Rwy 26L Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 0900-1700LT, O/T O/R. ACFT with total length exceeding 9m or MAX width of fuselage > 2m with PPR only.

F-3, F-6.

Mosnov see Ostrava**Most**

1086' LKMO +01:00* N50 31.5 E013 41.0

Aeroclub 476706266; aeroklub-most@volny.cz.

02L/20R 3707' GRASS.
MTOW-18/0.6000 MPa. TODA 02L 3904'. TODA 20R 3904'.

Rwy 02L Right-Hand Circuit.

02R/20L 3707' GRASS.
MTOW-13/0.5000 MPa. TODA 02R 3904'. TODA 20L 3904'.

Rwy 02R Right-Hand Circuit.

15 APR-15 OCT Sat, Sun, Hol 0900-1700LT, O/T O/R. ACFT with total length exceeding 9m or MAX width of fuselage > 2m with PPR only.

F-3.

Namest

1547' LKNA Mil. +01:00* N49 10.0 E016 07.5

ARO 973 438 402. ATC 973 438 410. Apt Operator Fax 973 438 430; mtwr.lkna@army.cz.

13/31 7874' CONCRETE. PCN 29/R/B/W/T. TODA 13 8858'. TODA 31 8793'. ASDA 13 8465'. ASDA 31 8465'. HIRL.

H24. Customs: Mon-Fri O/R 24hr. Sat-Sun and Hol O/R at last working day before 1000LT.

JP-8, 91/115 octane. Oxygen.

Fire 5 , CAT 8 O/R 24hr in advance.

Nove Mesto

1001' LKNM +01:00* N50 21.8 E016 06.8

Aeroclub 491474424; Fax 491474424; info@aknm.cz.

08/26 3051' GRASS. AUW-13/0.7000 MPa. TODA 08 3150'. TODA 26 3150'.

Rwy 26 Right-Hand Circuit.

18/36 2953' GRASS. AUW-13/0.7000 MPa. TODA 18 3051'. TODA 36 3051'.

Rwy 18 Right-Hand Circuit.

APR-OCT Sat Sun Hol 0900-1700LT, O/T O/R. F-3.

Ostrava (Mosnov) Apt of Entry

844' LKMT OSR +01:00* N49 41.8 E018 06.6

ATIS 596693440. Apt Operator 597 471 137/122; Fax 597 471 121; operation@airport-ostava.cz.

04/22 11519' CONCRETE. PCN 50/R/B/W/T. TODA 04 12503'. TODA 22 12503'. HIRL. ALS 22.

H24. Customs.

F-3.

Fire 7 Fire Cat 10 O/R 24 hr.

Panensky Tynec

1207' LKPC +01:00* N50 18.4 E013 56.1

CZECHIA

ARO 415694500.

09/27 8219' ASPH/CONC. PCN 22/F/C/X/T.
TODA 09 8415'. TODA 27 8415'.

Rwy 27 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 1000-1700LT.
PPR for ACFT with total length of 9m or more
or with MAX fuselage width > 2m.

F-3.

Pardubice Apt of Entry

741' LKPD PED +01:00* N50 00.8 E015
44.3

Apt Administration handling@airport-pardu-
bice.cz, twr.lkpd@army.cz. ARO 973333175
(MIL); Fax 973242300 (MIL). ATC 973242440
(MIL), 973333171 (MIL); Fax 973242097 (MIL).
Apt Operator 466310115, 466310155.,
724462462; Fax 466310166.

09/27 8202' CONCRETE. PCN 47/R/B/W/T.
TODA 09 8907'. TODA 27 8760'. RL. HIALS
09. HIALS 27.

Rwy 09 Right-Hand Circuit.

0700-1800Z, O/T O/R 24hr before in opera-
tional hr contact AD administration. Customs:
O/R.

F-3, Jet A-1.

Fire 7 0700-1800Z, O/T CAT 5. CAT 7 O/R
24hr.

Plasy

1434' LKPS +01:00* N49 55.2 E013 22.6

Aeroclub 373322029; Fax 373322029.

03/21 2756' GRASS. AUW-13/0.5000 MPa.
TODA 03 3133'. TODA 21 3018'.

Rwy 03 Right-Hand Circuit.

15 APR-15 OCT Sat, Sun, Hol 0900-1600LT.
O/T O/R. PPR for ACFT with total length of 9m
or more or with MAX fuselage width > 2m.

F-3, F-6.

Plzen (Line)

1188' LKLN +01:00* N49 40.5 E013 16.5

ARO 377911111; Mobile 607696638; Fax
377911268; aro@pspil.cz. VFR Traffic
377911812; Mobile 733121167; Fax
377911999; twr@pspil.cz.

06/24 4757' CONCRETE. PCN 26/R/C/W/T.
TODA 06 5545'. TODA 24 5545'.

AD Winter 0800LT - ECET, Summer 1000LT -
ECET. ARO Winter Mon-Fri except Hol
0700-1400LT, Summer Mon-Fri except Hol
0900-1600LT. Customs: Application for flights
crossing the outer border of the Schengen area
or EU shall be submitted 48hr before DEP.

F-3.

Fire 2 ,3-5 O/R 24hr.

Podhorany

1250' LKPN +01:00* N49 56.3 E015 33.0

Aeroclub 469691714; Fax 469813418;
info@letistepodhorany.cz.

07/25 2395' GRASS. AUW-13/0.7000 MPa.
TODA 07 2493'. TODA 25 2493'.

RWY 07/25 is preferential RWY. For exceptions
PPR.

13/31 2100' GRASS. AUW-13/0.7000 MPa.
TODA 13 2198'. Rwy 31 Takeoff not allowed.

Rwy 13 Right-Hand Circuit.

01 APR-15 OCT Sat, Sun, Hol 0900-1600LT,
O/T O/R 48hr.

100 octane.

Policka

1978' LKPA +01:00* N49 44.4 E016 15.5

ARO Mobile 721677714. Aeroclub Mobile
721677507; info@lkpa.cz.

15/33 3445' GRASS. MTOW-13/0.7000 MPa.
TODA 15 3543'. TODA 33 3543'.

15 APR-15 OCT Sat Sun Hol, O/T O/R. PPR
for ACFT with total length of 9m or more or with
MAX fuselage width >2m.

F-6.

CZECHIA

Prague (Ruzyně) Apt of Entry

1234' LKPR PRG +01:00* N50 06.0 E014 15.6

Apt Administration 220 111 111, 220 115 890; Fax 235 350 922; LKPR@prg.aero. ATIS H24 220 378 300.

04/22 6955' ASPH/CONC. PCN 45/F/B/X/T. Rwy 04 Runway closed. Rwy 22 Runway closed.

06/24 12188' CONCRETE. PCN 75/R/B/W/T. TODA 06 13172'. TODA 24 13172'. HIRL. ALS 24.

12/30 10663' CONCRETE. PCN 62/R/B/X/T. TODA 12 11155'. TODA 30 11647'. HIRL.

H24. Customs.

AD is avbl for Acft up to size of Boeing 747-400 (wingspan 213' (65 m), fuselage length 233' (71 m)). Under special conditions operations of Airbus 380, Airbus340-600, Boeing 777-300 / 777-300ER, Boeing 747-8, Antonov 124, Lockheed C5 A/Bare allowed.

F-3, Jet A-1.

Fire 10.

Prague (Vodochody) Apt of Entry

919' LKVO VOD +01:00* N50 13.0 E014 23.7

Apt Administration 734518134. ARO 255762609; Fax 255763216. Apt Operator 255762615, 731135187; handling@aero.cz, meteo@aero.cz.

10/28 8202' ASPHALT. PCN 22/F/B/X/T. TODA 10 8399'. TODA 28 8399'. MIRL. MIALS 28.

Rwy 28 Right-Hand Circuit.

11/29 5906' GRASS. TODA 11 6004'. TODA 29 6004'.

Irregular service, O/R. Private AD. ATND SKD
Irregular service, O/R. Customs: Flights from/to Non-Schengen states O/R 24hr and O/R 48hr for flights on weekend/holiday.

F-3, Jet A-1.

Fire 3, higher O/R (max CAT 6).

Prerov

676' LKPO PRV +01:00* N49 25.5 E017 24.3

ARO 580580160; Mobile 702206754; Fax 580580165; provoz.lkpo@lompraha.cz.

05/23 2756' GRASS. MTOW-13/0.7000 MPa. TODA 05 2854'. TODA 23 2854'.

06/24 8202' CONCRETE. PCN 24/R/D/W/T. TODA 06 8399'. TODA 24 8399'.

APR-OCT 0900-1800LT (EXC JUN-SEP 1000-1900LT), O/T 24hr PPR. Customs: INTL FLT's O/R 24hr in written form, see form on website (www.prerov-airport.cz). ARR/DEP Sat Sun Hol from/to non-Schengen countries O/R 48hr.

PPR in written form via E-Mail (ACFT type/ registration, name/address of ACFT OPR, ETA/ ETD, purpose of FLT, MTOW, MAX wing span, number of crew members and PAX), see form on website (www.prerov-airport.cz).

F-3, Jet A-1.

Pribram

1529' LKPM +01:00* N49 43.2 E014 06.0

ATS 318690318. Apt Operator Mobile 608910666.

06L/24R 3281' GRASS. AUW-13/0.4000 MPa. TODA 06L 3379'. TODA 24R 3379'.

Rwy 24R Right-Hand Circuit.

06R/24L 4527' ASPHALT. PCN 25 R/B/Y/U. TODA 06R 4724'. TODA 24L 4724'.

Rwy 24L Right-Hand Circuit.

APR-OCT Sat, Sun, Hol 1000-1800LT, O/T O/R.

F-3, F-6, Jet A-1.

Pribyslav

1742' LKPI +01:00* N49 34.8 E015 45.8

ATS Mobile 721565169. Apt Operator lkpi@lkpi.cz.

08/26 2510' GRASS. MTOW-13/0.7000 MPa. TODA 08 2608'. TODA 26 2608'.

CZECHIA

Rwy 08 Right-Hand Circuit.

15 APR-15 OCT Sat, Sun, Hol 0900-1700LT.
O/T O/R.

100 octane, F-6.

Prostejov

702' LKPJ +01:00* N49 26.9 E017 08.0

Aeroclub 582342598, 582345290.

12/30 3281' GRASS. MTOW-14/0.6000 MPa.
TODA 12 3609'. TODA 30 3609'.

Rwy 12 Right-Hand Circuit.

O/R. PPR for ACFT with length equal/greater
9m or fuselage greater than 2m.

F-3.

Rakovnik

1273' LKRK +01:00* N50 05.6 E013 41.3

Aeroclub 313512277; Mobile 724188094,
736738373; info@aeroklub-rakovnik.cz.

09L/27R 2461' GRASS.
MTOW-13/0.4000 MPa. TODA 09L 2559'.
TODA 27R 2559'.

Rwy 09L Right-Hand Circuit.

09R/27L 3068' GRASS.
MTOW-13/0.4000 MPa. TODA 09R 3166'.
TODA 27L 3166'.

Rwy 09R Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 0900-1700LT.
O/T O/R. PPR for ACFT with total length of 9m
or more or with MAX fuselage width >2m.

F-3.

Rana

883' LKRA +01:00* N50 24.2 E013 45.1

ARO Mobile 608226142. Aeroclub 415679400;
info@aeroklubrana.cz.

05/23 2461' GRASS. AUW-13/0.3000 MPa.
TODA 05 2559'. TODA 23 2559'.

Rwy 23 Right-Hand Circuit.

11/29 2789' GRASS. AUW-13/0.3000 MPa.
TODA 11 3018'. TODA 29 2920'.

Rwy 11 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 1000-1700LT.
F-6.

Roudnice

728' LKRO +01:00* N50 24.6 E014 13.6

Aeroclub 416831618; Fax 416831618; odba-
veni@aeroklubroudnice.cz.

13L/31R 2756' GRASS.
MTOW-22/1.0000 MPa. TODA 13L 3675'.
TODA 31R 4593'.

Rwy 13L Right-Hand Circuit.

13R/31L 4593' GRASS.
MTOW-22/1.0000 MPa. TODA 13R 5052'.
TODA 31L 5052'.

Rwy 13R Right-Hand Circuit.

01 APR-15 OCT Sat, Sun, Hol 0900-1700LT,
O/T O/R. PPR for ACFT with total length of 9m
or more or with MAX fuselage width >2m. Cus-
toms: O/R 48hr via E-Mail or www.aeroklu-
broudnice.cz.

F-3, F-6.

Ruzyne see Prague**Sazena**

765' LKSZ +01:00* N50 19.5 E014 15.5

Apt Administration lksz@seznam.cz. Aeroclub
315761135; Fax 315761135.

15L/33R 2756' GRASS.
MTOW-13/0.7000 MPa. TODA 15L 3281'.
TODA 33R 4183'. RL.

Rwy 33R Right-Hand Circuit.

15R/33L 4314' GRASS.
MTOW-13/0.7000 MPa. TODA 15R 4511'.
TODA 33L 4511'.

Rwy 33L Right-Hand Circuit.

01 APR-15 OCT Sat Sun Hol 0900-1700LT,
O/T O/R. PPR for ACFT with total length of 9m
or more or with MAX fuselage width >2m.

F-3.

CZECHIA

Skutec

1601' LKSK +01:00* N49 49.7 E016 00.3
Aeroclub ak.skutec@seznam.cz. Apt Operator
773547184; Fax 773547184.

03/21 1864' GRASS. AUW-12/0.3000 MPa.
TODA 03 2034'. TODA 21 2034'.

Rwy 03 Right-Hand Circuit.

13/31 2881' GRASS. AUW-12/0.3000 MPa.
TODA 13 3018'. TODA 31 3018'.

Rwy 13 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 1000-1700LT,
O/T O/R.
F-3.

Slany

1079' LKSN +01:00* N50 13.0 E014 05.3
Aeroclub 312315326; Fax 312315326;
akslany@volny.cz.

07L/25R 2493' GRASS.
MTOW-13/0.4000 MPa. TORA 07L 2165'. LDA
25R 2165'. TODA 07L 2264'. TODA 25R 2591'.

Rwy 07L Right-Hand Circuit.

07R/25L 2493' GRASS.
MTOW-13/0.4000 MPa. TORA 07R 2165'. LDA
25L 2165'. TODA 07R 2264'. TODA 25L 2591'.

Rwy 07R Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 0900-1600LT,
O/T O/R 24hr. ACFT with total length exceed-
ing 9m or MAX width of fuselage > 2m with
PPR only.

100 octane, F-6. O/R.

Sobeslav

1335' LKSO +01:00* N49 14.8 E014 42.8
Aeroclub 381521004; aeroklub.sobeslav@sez-
nam.cz.

08/26 1991' GRASS. AUW-13/0.4000 MPa.
TODA 08 2090'. TODA 26 2090'.

Rwy 08 Right-Hand Circuit.

18/36 2428' GRASS. AUW-13/0.4000 MPa.
TODA 18 2526'. TODA 36 2526'.

Rwy 18 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 0830-1530LT,
O/T O/R. PPR for ACFT with total length of 9m
or more or with MAX fuselage width >2m.

F-3, F-6.

Stankov

1404' LKSA +01:00* N49 34.0 E013 02.9
Aeroclub 379492339; akstankov@seznam.cz.

07/25 2165' GRASS. MTOW-13/0.3000 MPa.
TODA 07 2264'. TODA 25 2264'.

Rwy 07 Right-Hand Circuit.

15 APR-15 OCT Sat, Sun, Hol 0900-1600LT.
O/T O/R. PPR for ACFT with total length of 9m
or more or with MAX fuselage width >2m.

F-6.

Stichovice

837' LKSB +01:00* N49 29.2 E017 03.3
Aeroclub 582362599, 588207227; Mobile
731478554; akstichovice@seznam.cz.

13/31 2887' GRASS. MTOW-12/0.3000 MPa.
TODA 13 3018'. TODA 31 3018'.

Rwy 31 Right-Hand Circuit.

Sat Sun Hol 0900-1600LT, O/T O/R 24hr in
advance.

F-3, F-6.

Strakonice

1378' LKST +01:00* N49 15.1 E013 53.6
Aeroclub 383321116; Fax 383321116; ak.stra-
konice@tiscali.cz.

03/21 2953' GRASS. AUW-13/0.7000 MPa.
TODA 03 3051'. TODA 21 3051'.

Rwy 21 Right-Hand Circuit.

13/31 2559' GRASS. AUW-13/0.7000 MPa.
TODA 13 2657'. TODA 31 2657'.

Rwy 13 Right-Hand Circuit.

14 APR-15 OCT Sat Sun Hol 0900-1600LT,
O/T O/R. PPR for ACFT with total length of 9m
or more or with MAX fuselage width >2m.

CZECHIA

100 octane, F-6.

Strunkovice

1565' LKSR +01:00* N49 04.9 E014 04.5

Aeroclub 388327124. Apt Operator akpt@seznam.cz.

15/33 2953' GRASS. MTOW-14/0.4000 MPa. TODA 15 3051'. TODA 33 3051'.

1 APR-15 OCT Sat Sun Hol 0900-1700LT, O/T O/R. ACFT with total length exceeding 9m or MAX width of fuselage > 2m with PPR only. F-6.

Sumperk

1099' LKSU +01:00* N49 57.6 E017 01.1

Aeroclub 583212067; info@aeroklub-sumperk.cz.

06/24 2297' GRASS. MTOW-13/0.4000 MPa. TODA 24 2395'. Rwy 06 Takeoff not allowed.

Rwy 24 Right-Hand Circuit.

Rwy 06 to be used only for landing in emergency cases.

18/36 2231' GRASS. MTOW-13/0.4000 MPa. TODA 18 2329'. TODA 36 2329'.

15 APR-OCT Sat Sun Hol 0900-1600LT. O/T O/R.

100 octane, F-6.

Tabor

1440' LKTA +01:00* N49 23.5 E014 42.5

Aeroclub 381263264; Fax 381263264; info@aktabor.cz.

12/30 3609' GRASS. MTOW-13/0.4000 MPa. TORA 12 2953'. LDA 12 2953'. LDA 30 2953'. TODA 12 3707'. TODA 30 3707'.

16/34 2789' GRASS. MTOW-13/0.4000 MPa. TORA 34 1969'. LDA 34 1969'. TODA 16 2887'. TODA 34 2067'. Rwy 16 Landing not allowed.

Rwy 34 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 0900-1600LT, O/T O/R. ACFT with total length exceeding 9m or MAX width of fuselage > 2m with PPR only.

F-3, F-6.

Tocna

1027' LKTC +01:00* N49 59.1 E014 25.5

Apt Operator Mobile 724443882; letiste-tocna@seznam.cz.

09/27 2854' GRASS. MTOW-13/0.4000 MPa. TORA 09 2592'. LDA 27 2592'. TODA 09 2690'. TODA 27 2953'.

Rwy 09 Right-Hand Circuit.

O/R. Heliport 48hr PPR via E-Mail.

Fire 2.

Touzim

2123' LKTO +01:00* N50 05.2 E012 57.2

Aeroclub 353312447; Mobile 722628006; aktouzim@volny.cz.

08/26 4232' GRASS. TODA 08 4429'. TODA 26 4429'.

15 APR-15 SEP Sat, Sun, Hol 0900-1600LT. O/T O/R.

F-6.

Turany see Brno**Usti Nad Orlici**

1342' LKUO +01:00* N49 58.7 E016 25.6

ARO Mobile 602294179. Aeroclub Mobile 732523715; ak@lkuo.cz.

14/32 2910' GRASS. MTOW-13/0.4000 MPa. TODA 14 3018'. TODA 32 3018'.

Rwy 32 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 0800-1500LT, O/T O/R. PPR for ACFT with total length of 9m or more or with MAX fuselage width greater than 2m.

Use NE side of rwy for T/O, landing and taxiing after prolonged rains and in winter.

F-6.

Velke Porici

1326' LKVP +01:00* N50 28.1 E016 12.3

CZECHIA

Aeroclub 491482144; Fax 491482144; Rwy 02 Right-Hand Circuit.
lkvp@lkvp.cz.

09L/27R 2493' GRASS.
MTOW-13/0.3000 MPa. TODA 09L 2591'.
TODA 27R 2723'.

Rwy 09L Right-Hand Circuit.

09R/27L 1804' GRASS.
MTOW-13/0.3000 MPa. TODA 09R 1902'.
TODA 27L 2034'.

Rwy 09R Right-Hand Circuit.

15 APR-15 OCT Sat, Sun, Hol 0800-1800LT,
O/T O/R. PPR for ACFT with a length of 9m or
more and a fuselage width more than 2m.

F-6.

Vlasim

1421' LKVL +01:00* N49 43.7 E014 52.7

Aeroclub 317842582; info@lkvl.pl. Apt Operator
Mobile 777077980.

13/31 2789' GRASS. AUW-13/0.4000 MPa.
TODA 13 2887'. TODA 31 2887'.

PPR.

Vodochody see Prague**Vrchlabi**

1611' LKVR +01:00* N50 37.4 E015 38.8

Apt Manager Fax 499422179; info@lkvr.cz. Apt
Operator Mobile 731750876 (Air school).

11/29 2756' GRASS. MTOW-13/0.4000 MPa.
TODA 11 2854'. TODA 29 2854'.

Rwy 11 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 0900-1600LT,
O/T O/R 24hr.

F-3.

Vyskov

915' LKVY +01:00* N49 18.0 E017 01.5

Aeroclub 517333336; Fax 517333336; aero-
klubvyskov@aeroklubvyskov.cz.

02/20 4199' GRASS. MTOW-13/0.4000 MPa.
TODA 02 4396'. TODA 20 4396'.

15 APR-15 OCT Sat Sun Hol 1000-1700LT,
O/T O/R 24hr. ACFT with total length exceed-
ing 9m or MAX width of fuselage > 2m with
PPR only.

F-3, F-6.

Zabreh

794' LKZA ZBE +01:00* N49 55.7 E018 04.7
Aeroclub 553655077; Fax 553655077; aero-
klub@lkza.cz.

10L/28R 6398' ASPHALT.
MTOW-13/0.4000 MPa. Rwy 10L Runway
closed. Rwy 28R Runway closed.

10R/28L 2953' GRASS. AUW-13/0.4000 MPa.
TODA 10R 3117'. TODA 28L 3117'.

15 APR-15 OCT Sat Sun Hol 1000-1700LT,
O/T O/R. PPR for ACFT with total length of 9m
or more or with MAX fuselage width >2m.

100 octane.

Zamberk

1408' LKZM +01:00* N50 05.0 E016 26.6

Aeroclub 465614693; info@aeroklub.zam-
berk.cz.

13/31 2379' GRASS. MTOW-13/0.4000 MPa.
TODA 13 2477'. TODA 31 2477'.

Rwy 13 Right-Hand Circuit.

15 APR-15 OCT Sat Sun Hol 0900-1600LT,
O/T O/R.

F-3, F-6.

Zbraslavice

1618' LKZB +01:00* N49 48.8 E015 12.1

Aeroclub 327591286; Mobile 602954478; Fax
327591286; lkzb@lkzb.cz, vlp@lkzb.cz.

15/33 2559' GRASS. MTOW-13/0.4000 MPa.
TODA 15 2657'. TODA 33 2657'.

Rwy 33 Right-Hand Circuit.

APR-OCT Sat Sun Hol 0800-1800LT, O/T O/R.

F-3, F-6.

CZECHIA

Zlin

604' LKZL +01:00* N49 11.9 E017 31.1

ARO Mobile 725266708. Apt Operator Mobile 725266730; Fax 226013830; info@zlinaircraft.eu.

17L/35R 2133' ASPH/CONC. PCN 19/F/C/Y/T. TODA 17L 2297'. TODA 35R 2297'. ASDA 17L 2625'. ASDA 35R 2297'.

Rwy 17L Right-Hand Circuit.

17R/35L 1969' GRASS. AUW-13/0.4000 MPa.

Rwy 17R Right-Hand Circuit.

24hr PPR during workdays via Fax. PPR request shall contain type of ACFT, registration, name and address of OPR, date/time of ARR, date/time of DEP, reason for flight.

Znojmo

827' LKZN +01:00* N48 49.1 E016 03.9

Apt Operator 530332708; Fax 533312683.

08/26 2822' GRASS. MTOW-13/0.7000 MPa. TODA 08 2920'. TODA 26 2920'.

O/R. PPR for ACFT with total length of 9m or more or with MAX fuselage width >2m.

ESTONIA

Amari Apt of Entry

68' EEEI Mil. +02:00* N59 15.7 E024 13.1
Apt Administration 717 3265; Fax 717 3374;
eeei@mil.ee. ATIS 717 3310.

06/24 9022' ASPH/CONC. PCN 100/F/C/W/T.
TODA 06 10007'. TODA 24 9514'. ASDA 06
9514'. ASDA 24 9514'. HIRL.

First 935' (285m) Rwy 06 PCN 100/R/D/W/T.
Last 984' (300m) Rwy 06 PCN 100/R/C/W/T.

Swy and ASDA Rwy 06/24 are 33' (10m)
shorter for Civ Ops.

Mon-Thu 0630-1430 (0530-1330) and Fri
0630-1330 (0530-1230). PPR 5 working days
prior to the intended flight (except emergency).
Customs: May be requested with the PPR.

F-3, Jet A-1.

ABN. Fire 6 Higher Cat PPR.

Johvi

243' EEJI +02:00* N59 19.6 E027 23.6

Apt Operator Mobile 53008227; maria.laane-
mae@johvi.ee.

05/23 1969' GRASS. AUW-15.

PPR. 01 MAY-01 OCT irregular times.

Kardla Apt of Entry

18' EEKA KDL +02:00* N58 59.4 E022 49.8
Apt Administration 463 1002; Fax 463 1002;
atseeka@tll.aero. Ground Services 5345 3259.

14/32 4987' ASPHALT. PCN 120/F/A/W/T. LDA
32 4200'. TODA 14 5479'. TODA 32 5479'.
HIRL.

Mon-Fri: 0400-0830 (0300-0730) and
1300-1630 (1200-1530), Sat: 0430-0900
(0330-0800), Sun: 1300-1630 (1200-1530).
ATND SKD Mon-Fri 0330-0830 (0230-0730)
and 1200-1630 (1100-1530); Sat 0430-0900
(0330-0800); Sun 1300-1630 (1200-1530).; O/T
O/R. Request to. Customs: O/R, 24hr PNR.

F-3, Jet A-1.

Fire 4 for scheduled traffic, for other flights with
at least 1hr PNR.

Karksi

285' EEKI +02:00* N58 06.9 E025 33.2

Apt Operator Mobile 5077757; hen-
drik@agur.ee.

15/33 2215' GRASS. AUW-26.

15 Apr-15 Nov irregular times.

Fire N.

Kihnu

12' EEKU +02:00* N58 08.9 E024 00.1

Apt Operator 4469946; Mobile 5061975; Fax
4469946.

04/22 1969' GRAS/SLD. AUW-15.

O/R 1hr.

Fire U.

Kuressaare Apt of Entry

15' EEKE URE +02:00* N58 13.8 E022 30.6

Apt Administration 45 30313. ATS 45 30315.
Apt Operator Fax 45 30340; ure@tll.aero.

05/23 2621' ASPHALT. PCN 119/F/A/W/T.
ASDA 23 2719'.

17/35 6562' ASPHALT. PCN 120/F/A/W/T.
TODA 17 6890'. TODA 35 7054'. ASDA 35
6660'. HIRL. ALS 35.

Mon-Fri, 0545-1745 (0445-1645). Sat,
0745-1145 (0645-1045). Sun, 1345-1745
(1245-1645). O/T O/R during attended sched-
ule hours (except SAR and hospital flights).
ATND SKD Mon-Fri, 0600-1745 (0500-1645).
Sat, 0800-1400 (0700-1300). Sun, 0800-1745
(0700-164). Customs: 0600-2000 (0500-1900).

Advanced notice is required when ordering
more than 1000 litres of fuel.

F-3, Jet A-1.

Fire 5 Outside AD operational hr Cat 5 O/R.
Request to be submitted during operational
hours, tel: 45 30313 or e-mail.

Lennart Meri see Tallinn

ESTONIA
Lyckholm

10' EELU +02:00* N59 01.4 E023 34.7

Apt Operator Mobile 05094952; sirje.trisberg@mail.ee.

11/29 1969' GRASS. AUW-15.

Rwy 11 Right-Hand Circuit.

15 Apr-15 Nov irregular times.

Fire N.

Narva

89' EENA +02:00* N59 23.4 E028 06.7

Apt Administration 3561000; Mobile 5530730.

09/27 1969' GRASS. AUW-15. ASDA 09 2461'. ASDA 27 2461'.

PPR. APR-OCT irregular service during daytime.

Fire N.

Parnu

41' EEPU EPU +02:00* N58 25.1 E024 28.4

ATS 4475008; Fax 4475009; parnu.ats@tll.aero. Apt Operator 4475000; Fax 4475002.

03/21 2621' CONCRETE. PCN 50/R/B/W/U. ASDA 03 2818'. ASDA 21 2818'.

0800-1630LT. O/T O/R. Customs: 0800-1700LT, 1hr PNR.

F-3, O/R. Jet A-1. O/R. JASU.

Fire 3 for non-sked t/c O/R.

Rakvere

225' EERE +02:00* N59 21.9 E026 21.2

Apt Operator Mobile 5083310; oudikti@gmail.com.

08/26 2461' GRASS. AUW-15.

PPR. 15 APR-15 NOV irregular times.

Fire N.

Rapla

216' EERA +02:00* N58 59.3 E024 43.2

Apt Operator Mobile 5036333, 5065232; eera@eera.ee.

15L/33R 3609' GRASS. AUW-15. TODA 15L 4265'. TODA 33R 4593'. ASDA 15L 3937'. ASDA 33R 3937'.

15R/33L 5249' GRASS. AUW-15. TODA 15R 5577'. TODA 33L 6890'. ASDA 15R 5577'. ASDA 33L 6890'.

APR-OCT irregular service.

Fire U.

Ridali

325' EERI +02:00* N57 56.4 E026 58.8

Apt Administration 79 70462; Mobile 50 65573; einarviin@hotmail.ee.

18/36 3937' GRASS. AUW-15.

15 APR-15 NOV irregular times.

F-3. O/R.

Fire U.

Riidaja

295' EERD +02:00* N58 05.1 E025 53.9

Apt Operator Mobile 5278149.

08/26 1969' GRASS. AUW-13.

PPR. Irregular times.

Fire N.

Ruhnu

10' EERU +02:00* N57 47.0 E023 16.0

Apt Administration 4530313, 4533824; Fax 4530340; ure@tll.aero. ATS 4530315.

13/31 1969' GRASS. MTOW-15.

HX, O/R.

Fire U, O/R.

Tallinn (Lennart Meri) Apt of Entry

135' EETN TLL +02:00* N59 24.8 E024 49.9
ATC 6258260. ATIS H24 6258210. Apt Operator 6058701; Fax 6058433; administration@tll.aero.

ESTONIA

08/26 11417' ASPH/CONC. PCN 60/F/B/X/T.
LDA 08 10630'. TODA 08 11614'. TODA 26
11614'. HIRL. HIALS.

H24. Customs.

F-3, Jet A-1.

Fire 8.

Tartu Apt of Entry

220' EETU TAY +02:00* N58 18.4 E026
41.2

Apt Administration 7 309210; Fax 7 309216;
tartu.info@til.aero. ATIS H24 730 9212.

08/26 5906' ASPH/CONC. PCN 68/F/D/Y/T.
TODA 08 6529'. TODA 26 6726'. HIRL.

by NOTAM. Customs: H24, 1hr PNR.

F-3, Jet A-1.

Fire 5 Outside AD operational hr services are
provided with prior arrangement with the AD
operator.

Varstu

270' EEVU +02:00* N57 38.0 E026 40.2

Apt Operator Mobile 5019372.

12/30 1969' ASPHALT. AUW-13.

15 Apr-15 Nov irregular times.

Fire N.

Viljandi

250' EEVI +02:00* N58 21.0 E025 29.6

Aeroclub 4333375; Mobile 55561372.

04/22 2618' GRASS. AUW-15.

15 Apr-15 Nov irregular times.

Fire U.

Vormsi

20' EEVO +02:00* N58 59.1 E023 15.1

Apt Administration Mobile 53424317;
aleksander226@gmail.com.

17/35 2297' GRASS. MTOW-15.

Fire N.

GEORGIA

Ambrolauri

1784' UGAM +04:00 N42 31.6 E043 08.1
Apt Administration (32) 248 73 00; ambrolauri@airports.ge, info@airports.ge.
11/29 3609' ASPH/CONC. PCN 10/F/B/Y/T.
0400-1440Z.
Fire 3.

Batumi Apt of Entry

37' UGSB BUS +04:00 N41 36.6 E041 36.0
Apt Operator (422) 235 100/102/103; Fax (422) 235 103; bus.info@tav.aero, mert.kandiyeli@tav.aero.
13/31 8202' ASPH/CONC. PCN 35/F/B/X/T.
HIRL. HIALS 13.
H24. Customs.
Jet A-1.
ABN. Fire 6 Cat 7 O/R.

Kopitnari see Kutaisi**Kutaisi (Kopitnari)** Apt of Entry

160' UGKO KUT +04:00 N42 10.6 E042 29.0
Apt Administration (32)2487300, (599)038930; info@airports.ge, infodesk@airports.ge, operationcckutaisi@airports.ge.
07/25 8202' ASPH/CONC. PCN 65/F/C/X/T.
TODA 07 9022'. TODA 25 9022'. ASDA 07 8399'. ASDA 25 8399'. RL.
H24. Customs.
Jet A-1.
ABN. Fire 7.

Natakhtari

1687' UGSA +04:00 N41 55.2 E044 43.2
Apt Administration (32) 242 84 28, (599) 65 90 90; admin@serviceair.ge, info@serviceair.ge.
10/28 3110' CONCRETE. PCN 12/R/B/W/T.
TORA 10 2034'. LDA 28 2034'. TODA 10 2034'. ASDA 10 2034'.
Jet A-1.

Fire 2.

Tbilisi Apt of Entry

1624' UGTB TBS +04:00 N41 40.1 E044 57.3
Apt Operator (32) 23102 41/65/67; Fax (32) 2310322/2310268; tbs.info@tav.aero, tbsramp.tower@tav.aero.
13R/31L 9843' ASPH/CONC. PCN 66/R/A/W/T.
TODA 31L 10499'. HIRL. ALS 31L.
H24. Customs.
Jet A-1.
ABN. Fire 9.

Telavi

1496' UGGT +04:00 N41 57.2 E045 30.5
Apt Administration (32) 277 25 16; Fax (32) 277 31 38; mail@ssu.edu.ge.
10/28 3773' ASPH/CONC. PCN 16/F/C/Y/T.
RL.
Apt hr. Irregular service. PPR.
F-3, Jet A-1.
Fire 2.

HUNGARY

Balaton see Heviz**Bekescsaba** Apt of Entry

286' LHBC +01:00* N46 41.0 E021 09.7

Apt Operator (66) 547240; Fax (66) 547240; info@bekesairport.hu.

17L/35R 4265' ASPHALT. PCN 17/F/B/W/T. MIRL. MIALS 35R. Pilot Controlled Lighting.

Rwy 35R Right-Hand Circuit.

17R/35L 2592' GRASS.

Rwy 17R Right-Hand Circuit.

01 JAN - 31 JAN: Mon-Fri 0900-1600LT, 01 FEB - 31 MAR: Mon-Fri 0900-1700LT, 01 APR - 31 MAY: Mon-Fri 0900-1800LT, 01 JUN - 30 SEP: Mon-Fri 0900-1800LT, Sat 0900-1300LT, 01 OCT - 31 OCT: Mon-Fri 0900-1700LT, 01 NOV - 31 DEC: Mon-Fri 0900-1600LT, O/T O/R. Customs: 24hr PPR.

F-3, Jet A-1.

Fire 2 Fire Cat 5 PPR 24hr.

Budapest (Liszt Ferenc Intl) Apt of Entry

496' LHBP BUD +01:00* N47 26.4 E019 15.7

Apt Operator (1) 296 7421; Fax (1) 296 6890; airport.ops@bud.hu.

13L/31R 12162' CONCRETE. PCN 90/R/A/X/T. HIRL. ALS.**13R/31L** 9872' CONCRETE. PCN 75/R/A/X/T. HIRL. ALS.

H24 ATND SKD H24. Customs: H24.

F-3, Jet A-1. Oxygen.

Fire 9.

Debrecen (Debrecen Intl) Apt of Entry

361' LHDC DEB +01:00* N47 29.3 E021 36.9

Apt Administration 52500547 (TWR), 52500548 (OPS), 52521192; Fax 52500548. Apt Operator ops@debrecenairport.com, peter.gulyas@debrecenairport.com.

04R/22L 8202' CONCRETE. PCN 53/R/B/W/T. LDA 22L 7218'. HIRL.

Rwy 04R Right-Hand Circuit.

0400Z-1900Z and 2200Z-0100Z and by NOTAM. Outside operational hr 2 days PNR. ATND SKD 0400Z-1900Z and 2200Z-0100Z. Outside operational hr 2 days PNR. Customs: 0400Z-1900Z and 2200Z-0100Z. Outside operational hr 2 days PNR.

Jet A-1.

Fire 7.

Gyor-Per Apt of Entry

426' LHPR QGY +01:00* N47 37.6 E017 48.5

Apt Administration (96) 559200; Fax (96) 559202; info@lhpr.hu.

12/30 6660' ASPHALT. PCN 50/F/C/W/T. ASDA 12 6988'. ASDA 30 6988'. MIRL.

REDL LIH on Rwy 30.

0700-1700Z. Customs: 24hr PPR for flights to/from non Schengen states.

F-3, Jet A-1.

Fire 5, on working days 0700-1700Z. CAT 2 on weekends and public Hol 0700-1700Z.

Hertelendy see Kutas**Heviz (Balaton)** Apt of Entry

408' LHSM SOB +01:00* N46 41.2 E017 09.5

Apt Administration 83 200300; Fax 83 200301; info@hevizairport.com. ATC 83 200310; Fax 83 200311. Apt Operator 83 200304; ops@hevizairport.com.

16/34 8202' CONCRETE. PCN 60/R/B/X/T. HIRL.

0800-1500 (0700-1600). O/T O/R. ATND SKD 0800-1500 (0700-1600). O/T O/R. Customs: 0800-1500 (0700-1600). O/T O/R.

F-3, Jet A-1.

Fire 3 Fire up to Cat 7 O/R.

HUNGARY

Kecskemet

376' LHKE Mil. +01:00* N46 55.0 E019 44.9
Apt Administration 76-510-800; Fax
76-510-833. Apt Operator lhke.aro@mil.hu.

12/30 8199' CONCRETE. PCN 83/R/B/W/T.
TODA 12 9095'. TODA 30 9095'. ASDA 12
8684'. ASDA 30 8684'.

Rwy 30 Right-Hand Circuit.

H24. Customs: PPR.

Jet A-1.

ABN. IBN. Fire 7.

Kutas (Hertelendy)

470' LHKU +01:00 N46 22.4 E017 25.7

Apt Operator (82) 568400; Mobile 309169062;
exclusive@hertelendy-castle.com.

17/35 2625' GRASS. MTOW-13.

Rwy 35 Right-Hand Circuit.

Days. A 'Landing Request Form' is AVBL from
the website www.hertelendy-castle.com menu
'Aviation & Golf'. Customs: 1 day PPR.

Liszt Ferenc Intl see Budapest**Nyiregyhaza**

338' LHNH +01:00* N47 58.8 E021 41.5

ATS Mobile 305276276. Apt Operator (42)
430138; Fax (42) 430138; info@trenerkft.hu.

18/36 3281' ASPHALT. PCN 20/F/C/W/U.
HIRL. MIALS 18. MIALS 36.

Rwy 18 Right-Hand Circuit.

Mon-Fri 0730-1600LT. O/T O/R. Customs: 24hr
PPR.

F-3, Jet A-1.

Fire 2.

Papa

476' LHPA Mil. +01:00* N47 21.8 E017 30.0

Apt Operator 89 513600; Fax 89 513 632;
lhpa.boc@mil.hu.

16/34 7871' CONCRETE. PCN 67/R/C/W/T.
ASDA 16 8363'. ASDA 34 8363'. HIRL. HIALS.

H24. Customs: PPR.

Jet A-1, JP-8.

ABN. IBN. Fire 5 Fire Cat 8 O/R.

Pecs (Pogany) Apt of Entry

651' LHPP PEV +01:00* N45 59.3 E018
14.5

Apt Administration (72)526140, (72)526144.

Apt Operator (72) 526156; fly@airportpecs.hu,
info@airportpecs.hu.

16/34 4921' ASPHALT. PCN 25/F/C/X/T. HIRL.

Rwy 16 Right-Hand Circuit.

MAY - AUG Mon-Fri: 0900-1900LT Sat, Sun,
Hol: 1000-1800LT, MAR - APR and SEP - OCT
Mon-Fri: 0900-1700LT Sat, Sun, Hol:
1000-1600LT, NOV - FEB Mon-Fri:
0900-1500LT Sat, Sun, Hol: 1000-1400LT
(PPR 0600-2200LT). Customs: Flights from/to
non schengen states 3 days PPR.

F-3, Jet A-1.

Fire 3 CAT 5 avbl 3hr PPR.

Pogany see Pecs**Szeged**

268' LHUD +01:00* N46 15.0 E020 05.3

Apt Administration (62) 592250. ARO (62)
541519. ATS (62) 541825, (62) 553614; Mobile
309677064; Fax (62) 549505; info@airports-
zeged.hu.

16L/34R 3796' GRASS.

Rwy 16L Right-Hand Circuit.

16R/34L 3891' ASPHALT. PCN 14/F/C/W/T.
MIRL. MIALS 34L.

Rwy 16R Right-Hand Circuit.

Summer: daily 0600-SS, winter: daily 0700-SS.
Customs: 72hr PPR.

F-3, F-6, Jet A-1.

Fire 5.

Szolnok

292' LHSN Mil. +01:00* N47 07.4 E020 14.1

HUNGARY

Apt Administration 56505100; Fax 56505177;
mh86heli@regiment.hu.

02/20 6562' CONC/ASPH. PCN 21/R/D/Y/T.

Rwy 02 Right-Hand Circuit.

H24. Customs: PPR.

F-3, Jet A-1.

ABN. IBN. Fire 5.

Szombathely

732' LHSY +01:00* N47 16.9 E016 37.6

Apt Operator Mobile 302356824;
gyuri1racz@gmail.com, info@szrk.hu.

16/34 3773' GRASS.

Rwy 34 Right-Hand Circuit.

SR-SS.

KAZAKHSTAN

Aktau Apt of Entry

75' UATE SCO +05:00 N43 51.6 E051 05.4

Apt Administration (7292) 609702, (7292) 609746; Fax (7292) 609745; info@aktau-airport.kz, office@aktau-airport.kz.

12/30 10013' CONC/ASPH. PCN 56/F/C/W/T. TODA 12 10833'. TODA 30 10833'. ASDA 12 10210'. ASDA 30 10210'. HIRL.

H24. Customs.

Jet A-1.

Fire 7, up to CAT 9 O/R.

Aktobe Apt of Entry

741' UATT AKX +05:00 N50 14.8 E057 12.3

Apt Operator (7132) 228005, 229510; Fax (7132) 228037; aktobe@mail.ru.

13/31 10505' CONCRETE. PCN 50/R/A/X/T. TODA 13 11817'. TODA 31 11817'. HIRL.

H24. Customs.

Jet A-1.

Fire 8 H24.

Almaty Apt of Entry

2238' UAAA ALA +06:00 N43 21.3 E077 02.6

Apt Administration (727) 3888884, (727) 3888888; Fax (727) 3888885; info@alairport.com.

05L/23R 14764' CONCRETE. PCN 65/R/A/W/T. TODA 05L 15748'. TODA 23R 15748'. HIRL. ALS 23R.

05R/23L 14436' CONC/ASPH. PCN 65/R/B/X/T. TODA 05R 15748'. TODA 23L 15420'. HIRL. ALS 23L.

H24. Customs.

Jet A-1.

Fire 9 H24.

Atyrau Apt of Entry

-72' UATG GUW +05:00 N47 07.3 E051 49.2

Apt Administration port@iaa-jsc.kz. Apt Operator (7122) 209251; Fax (7122) 558398.

14/32 9836' CONC/ASPH. PCN 84/F/C/X/T. TODA 14 10820'. TODA 32 10820'. RL. ALS 14.

H24. Customs.

Jet A-1.

ABN. Fire 9.

Aulie-Ata see Taraz**Balkhash**

1446' UAAH BXH +06:00 N46 53.6 E075 00.3

Apt Operator (71036) 58986, 58248, 58200; Fax (71036) 90158.

05/23 8209' CONCRETE. PCN 20/R/A/X/T. TORA 23 7782'. LDA 23 7782'. TODA 05 9521'. TODA 23 9094'. ASDA 23 7782'. RL.

0300-1200Z.

Fire 4.

Boralday

2344' UAAR -06:00 N43 21.1 E076 53.0

Apt Administration too_altair_air@bk.ru. Apt Operator (727) 3863986; Fax (727) 3863986.

02/20 4754' CONC/ASPH. PCN 14/F/B/Y/T. TORA 02 2152'. TORA 20 4154'. LDA 02 4449'. LDA 20 2457'. TODA 02 2152'. TODA 20 4459'. ASDA 02 4449'. ASDA 20 4459'.

0300-1200Z.

Fire 2.

Karaganda Apt of Entry

1767' UAKK KGF +06:00 N49 40.3 E073 20.1

Apt Administration (7212) 771261; Fax (7212) 771264.

05/23 11814' CONCRETE. PCN 64/R/A/W/T. TODA 05 12798'. TODA 23 12962'. HIRL.

H24. Customs.

Jet A-1.

KAZAKHSTAN

Fire 7 H24.

Kokshetau Apt of Entry

888' UACK KOV +06:00 N53 19.8 E069
35.7

Apt Administration aviakompaniakokshetau@mail.ru. Apt Operator (7162) 513466; Fax (7162) 513466.

02/20 9350' CONC/ASPH. PCN 47/F/C/X/T.
TODA 02 9842'. TODA 20 10662'. HIRL.

0400-1200Z. Customs: By operational requirements.

Jet A-1. JASU.

Fire 5 As aerodrome operator hrs.

Kostanay Apt of Entry

590' UAUU KSN +06:00 N53 12.5 E063
32.9

Apt Operator (7142) 576223; Fax (7142) 576018; air_kst@list.ru, air_kst@mail.kz.

15/33 9232' ASPH/CONC. PCN 50/F/C/X/T.
TODA 15 10544'. TODA 33 9724'.

H24. Customs.

Jet A-1.

Fire 6.

Kyzylorda Apt of Entry

433' UAOO KZO +06:00* N44 42.4 E065
35.4

Apt Administration airportkzo2000@mail.ru. Apt Operator (7242) 262365; Fax (7242) 261861.

05/23 8858' CONC/ASPH. PCN 53/F/C/W/T.
TODA 05 9678'. TODA 23 9678'. HIRL.

By Notam. Customs: By operational requirements.

Jet A-1.

Fire 6.

Nur-Sultan (Nursultan Nazarbayev Intl) Apt of Entry

1166' UACC TSE +06:00 N51 01.3 E071
28.0

Apt Administration Fax (7172) 777952; astanaairport@kepter.kz. Apt Operator (7172) 777222, (7172) 777697; Fax (7172) 777997.

04/22 11483' ASPH/CONC. PCN 79/F/C/W/T.
TODA 04 12795'. TODA 22 12795'. HIRL. ALS.

H24. Customs.

Jet A-1.

Fire 9 H24.

Nursultan Nazarbayev Intl see Nur-Sultan**Pavlodar**

411' UASP PWQ +06:00 N52 11.7 E077
04.4

Apt Administration (7182) 663511; Fax (7182) 663526; kense@airportpavlodar.kz.

03/21 8202' CONC/ASPH. PCN 66/F/C/X/T.
TODA 03 8694'. TODA 21 9186'. HIRL. ALS.

By NOTAM. Customs: By operational requirements.

Jet A-1.

Fire 7.

Petropavlovsk Apt of Entry

458' UACP PPK +06:00 N54 46.5 E069 11.2

Apt Administration (7152) 462556; Fax (7152) 462556; petr_airport@mail.ru.

05/23 9193' CONC/ASPH. PCN 63/F/D/X/T.
TODA 05 10505'. TODA 23 10505'. HIRL.

By Notam. Customs: Dly 0230-1100.

Jet A-1.

Fire 5.

Semey Apt of Entry

759' UASS PLX +06:00 N50 21.1 E080 14.0

Apt Operator (7222) 360033, 443951; Fax (7222) 360033; semeyavia@mail.ru.

08/26 10167' CONCRETE. PCN 47/R/B/X/T.
LDA 26 8947'. TODA 08 10659'. TODA 26 10659'. HIRL.

0200-1200Z.

Jet A-1.

KAZAKHSTAN

Fire 7.

Shymkent Apt of Entry
1387' UAll CIT +06:00 N42 21.9 E069 28.5
Apt Operator (7252) 45503310-15; Fax (7252)
45503310-15; reception@airserver.kz.
10/28 10827' CONCRETE. PCN 50/R/A/X/T.
TODA 10 11319'. TODA 28 11319'. HIRL.
H24. Customs.
Jet A-1.
Fire 8.

Taldykorgan
1944' UAAT TDK +06:00* N45 07.3 E078
26.6
Apt Administration (7282) 411819; Fax (7282)
271850; zhetysuavia@mail.ru. ARO (7282)
573756. Ground Services (7282) 411809.
02/20 9846' CONCRETE. PCN 42/R/A/X/T.
TODA 02 11158'. TODA 20 11158'. HIRL.
By Notam.
Jet A-1.
Fire 6.

Taraz (Aulie-Ata) Apt of Entry
2190' UADD DMB +06:00 N42 51.3 E071
18.1
Apt Administration (7262) 542277, (7262)
941110, reception@dmb.aero; Fax (7262)
542255; ops@dmb.aero. Apt Operator (7262)
542244.
13/31 11486' CONC/ASPH. PCN 60/F/B/X/T.
LDA 31 10108'. TODA 13 12273'. TODA 31
12273'. ASDA 13 11880'. ASDA 31 11880'.
HIRL. ALS 13.
H24. Customs.
Jet A-1.
Fire 9.

Uralsk Apt of Entry
128' UARR URA +05:00 N51 09.1 E051
32.6

Apt Administration (7112) 939660, (7112)
939667; Fax (7112) 939661. Apt Operator
(7112) 939671.
04/22 9183' CONCRETE. PCN 46/R/B/W/T.
TODA 04 9675'. TODA 22 9675'. HIRL.
0300-1500Z. Customs: H24.
Jet A-1.
Fire 6 H24.

Urdzhar
1683' UASU UZR -06:00 N47 05.5 E081
39.9
Apt Administration semeyavia@mail.ru. Apt
Operator (7222) 443951, 600039; Fax (7222)
600002.
07/25 4957' CONC/ASPH. PCN 17/F/C/Y/T.
TODA 07 5364'. TODA 25 6269'.
By NOTAM.
Fire 4 H24.

Usharal
1294' UAAL USJ +06:00 N46 11.4 E080
49.9
Apt Administration (7282) 411819.
09/27 7546' CONCRETE. PCN 15/R/A/X/T.
TODA 09 8530'. TODA 27 8038'.
By Notam.

Ust-Kamenogorsk Apt of Entry
941' UASK UKK +06:00 N50 02.2 E082 29.6
Apt Administration (7232) 778100; Fax (7232)
778100.
12/30 8248' CONC/ASPH. PCN 41/R/B/X/T.
TODA 12 9560'. TODA 30 9560'. HIRL.
H24. Customs: By operational requirements.
Jet A-1.
Fire 6 H24.

Zaisan
1893' UASZ -06:00 N47 29.2 E084 53.3
Apt Administration (7232) 778100, (7234)
027065; Fax (7232) 778100, (7234) 027065.

KAZAKHSTAN

09/27 4931' CONC/ASPH. PCN 31/F/C/Y/T.
TODA 09 5656'. TODA 27 6243'.

By operational requirements.

Fire 3.

Zhezkazgan Apt of Entry

1251' UAKD DZN +06:00 N47 42.5 E067
44.3

Apt Administration (7102) 765624; zhe-
zair3@mail.ru.

04/22 8530' ASPH/CONC. PCN 37/R/B/X/T.
TODA 04 9842'. TODA 22 9842'. HIRL.

0200-1400Z.

Jet A-1.

Fire 5.

KYRGYZSTAN

Bishkek (Manas) Apt of Entry 9882'. ASDA 12 10210'. ASDA 30 10210'.
 2090' UCFL FRU +06:00 N43 03.7 E074 HIRL.
 28.7 Rwy 30 Right-Hand Circuit.
 Apt Administration (312) 693220; Fax (312) H24. Customs.
 693574. Jet A-1.
08/26 13793' CONCRETE. PCN 53/R/A/X/T. Fire 8.
 TORA 08 13465'. TORA 26 13465'. TODA 08
 14777'. TODA 26 14285'. ASDA 08 13465'.
 ASDA 26 13465'. ALS.
 H24. Customs.
 Jet A-1.
 Fire 9.

Issyk-Kul Apt of Entry
 5426' UCFL IKU +06:00 N42 35.1 E076 42.1
 Apt Administration (03943) 72216.
07/25 12467' CONCRETE. PCN 35/R/A/W/T.
 TODA 07 13123'. TODA 25 13123'.
 HIRL. HIALS.
 H24. Customs.
 Jet A-1.
 Fire 7.

Karakol
 5590' UCFP +06:00 N42 30.5 E078 24.5
 Apt Administration (03922) 51358, 0772
 528349.
10/28 6562' ASPH/CONC. PCN 14/F/B/Y/T.
 TODA 10 7973'. TODA 28 8531'. ASDA 10
 6759'. ASDA 28 6759'.
 0100-1300. Customs: Days.
 Fire 3.

Manas see Bishkek

Osh Apt of Entry
 2938' UCFO OSS +06:00 N40 36.5 E072
 47.6
 Apt Administration (3222) 90001; Fax (3222)
 90016, (3222) 94122.
12/30 10538' ASPH/CONC. PCN 44/F/B/X/T.
 TORA 12 10210'. TORA 30 10210'. LDA 12

LATVIA

Jurmala

234' EVJA +02:00* N56 56.5 E023 13.4

Apt Operator 63119119; Mobile 29416494; Fax 63119199; operation@jurmalaairport.com.

13/31 8209' CONCRETE. PCN 54/R/C/X/T. TODA 13 9193'. TODA 31 9193'. HIRL.

3hr PPR via E-Mail Mon-Fri 0900-1800LT. AD O/R H24. Customs: 24hr PPR.

F-3, Jet A-1.

Fire 5 O/R.

Lielvarde

201' EVGA Mil. +02:00* N56 46.7 E024 51.2

Apt Operator 65002808; Mobile 25703786; airfield.operations@mil.lv.

18/36 8202' ASPH/CONC. PCN 84/F/A/W/T. HIRL.

5 workdays PPR via E-Mail, Mon-Sat except Hol 0900-0100LT, O/T O/R. Customs: O/R.

Jet A-1, Jet A-1+.

Fire 6 (8 O/R).

Liepaja Apt of Entry

18' EVLA LPX +02:00* N56 31.0 E021 05.8

Apt Administration 20299577, 63407592; Fax 63407592. ARO H24 67300642, 67783761. Apt Operator Mobile 26620855, 26770215; info@liepaja-airport.lv.

06/24 6568' ASPHALT. PCN 46/F/B/X/T. HIRL.

By NOTAM or SUPP. ATND SKD Fuel available O/R. For Non-schengen FLT 24hr PPR must be submitted during operational HR with AD operator by phone or email. Customs: O/R.

F-3, Jet A-1.

Fire 2 . Cat 5 for skd air traffic, others PNR 3 days via e-mail.

Riga Apt of Entry

37' EVRA RIX +02:00* N56 55.4 E023 58.3

Apt Administration 67207135; Fax 67211767.

Apt Operator office@riga-airport.com.

18/36 10499' CONC/ASPH. PCN 89/F/C/X/T. HIRL. ALS.

H24. 0500-0600Z and 2000-2100Z only skd or charter flights or general aviation may Opr at the AD. ATND SKD H24. Customs: H24.

Jet A-1.

Fire 8 , Cat 9 is provided upon at least 12hr prior required.

Spilve

5' EVRS +02:00* N56 59.5 E024 04.5

Apt Operator 67630606; Mobile 29446915; Fax 67630707; info@spilve.org.

14/32 3281' ASPHALT. MTOW-13. ASDA 14 3937'.

Rwy 32 Right-Hand Circuit.

Summer 0900-2100LT. Winter SR-SS. 6hr PPR via E-mail for non home-based pilots. O/T 18hr PPR.

F-3.

Fire N.

Ventspils

19' EVVA VNT +02:00* N57 21.5 E021 32.6

Apt Operator 63624262; Mobile 27882212; Fax 63624262; airport@ventspils.lv.

03/21 4259' ASPH/CONC. PCN 15/F/D/Y/T. TODA 03 5571'. TODA 21 5506'. RL. ALS 21.

APR-OCT: 0900-2100LT 1hr PN, O/T 3hr PPR submitted 0900-1900LT. NOV-MAR: Mon-Fri 0800-1700LT 3hr PPR submitted Mon-Fri 0800-1600LT (for weekend FLT's till Fri 1400LT). PPR number must be inserted in item 18 of FPL (if FPL submitted). Customs: O/R.

Jet A-1.

Fire N.

LITHUANIA

Akmene

243' EYNA +02:00* N56 14.5 E022 44.0

Aeroclub (8-425) 56594; Mobile 8-61815318;
Fax (8-425) 56594; klemas.inta@gmail.com.

06L/24R 1969' GRASS. MTOW-13. Rwy 06L
Takeoff not allowed. Rwy 24R Landing not
allowed.

06R/24L 1969' GRASS. MTOW-13.

PPR.

Fire U.

Alytus

266' EYAL +02:00* N54 24.8 E024 03.3

Aeroclub Mobile 868732889; alytausaeroklu-
bas@gmail.com.

17/35 2461' GRASS. MTOW-13.

PPR.

F-3.

Fire U.

Barysiai

270' EYSB +02:00* N56 04.2 E023 33.5

Aeroclub Mobile 868783730, 869910797.

10/28 3445' ASPH/CONC. MTOW-13.

Rwy 28 Right-Hand Circuit.

PPR.

Fire U.

Birzai

190' EYBI +02:00* N56 10.6 E024 45.6

Aeroclub Mobile 869878459, birzuaeroklu-
bas@gmail.com.

03/21 1969' GRASS. MTOW-13.

15/33 1969' GRASS. MTOW-13.

PPR.

Fire U.

Ignalina

558' EYIG +02:00* N55 14.6 E026 10.3

Aeroclub Mobile 862666602; v.rafanavi-
cius@gmail.com. Apt Manager Mobile

860415522;

rimvydas.maciulevi-

cius@gmail.com.

07/25 1968' GRASS. MTOW-13.

O/R.

Fire U.

Istra see Panevezys**J. Kumpikevicaus see Mazeikiai****Kartena**

262' EYKT +02:00* N55 55.2 E021 34.0

Aeroclub Mobile 861439494, 869878694.

09/27 2625' GRASS. MTOW-13.

17/35 2133' GRASS. MTOW-13.

PPR.

Fire U.

Kaunas (Kaunas Intl) Apt of Entry

256' EYKA KUN +02:00* N54 57.8 E024
05.1

Apt Administration 37399250, 52739318;
info@kun.lt.

08/26 10663' CONC/ASPH. PCN 64/F/B/X/T.
LDA 08 9679'. LDA 26 9695'. TODA 08 11319'.
TODA 26 11319'. HIRL. ALS 08. ALS 26.

0400-2400Z, O/T PPR. Customs.

F-3, Jet A-1. Oxygen.

Fire 7.

Kaunas (S. Darius/S. Gireno)

246' EYKS +02:00* N54 52.8 E023 52.8

Apt Operator (837) 391548; Fax (837) 391548;
aleksotoaerodromas@gmail.com.

09/27 3799' ASPH/CONC. MTOW-13.

O/R, days.

F-3.

Fire U.

Klaipeda

59' EYKL +02:00* N55 42.7 E021 14.6

LITHUANIA

Apt Operator (8-46) 411567; Mobile H24 ATND SKD H24. Customs: H24.
868234676, 869957960; Fax (8-46) 411568; F-3, Jet A-1.
info@airportklaipeda.lt. Fire 6 , CAT 7 in exceptional cases.

07L/25R 1936' GRASS. MTOW-13.

07R/25L 1640' ASPHALT. MTOW-13.

PPR. Customs: O/R.

F-3.

Fire U.

Kyviskes

535' EYVK +02:00* N54 40.1 E025 30.9

Apt Operator (85) 2744809; Fax (85) 2745030;
avinst@vgtu.lt.

13L/31R 1772' ASPH/CONC. MTOW-13.

15/33 2133' GRASS. MTOW-13.

PPR.

Fire U.

Mazeikiai (J. Kumpikevicaus)

274' EYMA +02:00* N56 13.8 E022 15.6

Apt Operator Mobile 8-61474329, 8-68670374;
mazeikiuask@gmail.com.

06/24 1542' GRASS. MTOW-13.

PPR.

Fuel: U.

Fire U.

Moletai

653' EYMO +02:00* N55 06.8 E025 20.2

Apt Operator Mobile 8-61240921, 8-69872294.

06/24 1476' ASPH/CONC. MTOW-13.

PPR.

Fire U.

Palanga (Palanga Intl) Apt of Entry

33' EYPA PLQ +02:00* N55 58.4 E021 05.6

Apt Administration 46052066, 52739318; Fax
46048373. Apt Operator info@palanga-air-
port.lt.

01/19 7480' ASPH/CONC. PCN 70/F/A/X/T.
LDA 01 6988'. LDA 19 6988'. HIRL. ALS 19.

Paluknys

466' EYVP +02:00* N54 29.0 E024 59.5

Aeroclub Mobile 863302222; aeroklu-
bas@sklandymas.lt.

04/22 1969' GRASS. MTOW-13.

18/36 2133' GRASS. MTOW-13.

PPR.

Fire U.

Panevezys (Istra)

164' EYPI +02:00* N55 49.6 E024 21.5

Apt Operator (845) 554332; Mobile 861686996,
868262139; Fax (845) 554332; direktor-
ius@aviapark.lt.

12/30 1969' ASPH/CONC. MTOW-13.

PPR.

Fuel: U.

Fire U.

Panevezys

177' EYPN +02:00* N55 42.5 E024 20.7

Aeroclub Mobile 868115836.

03/21 1608' GRASS. MTOW-13.

Rwy 03 Right-Hand Circuit.

16/34 1772' GRASS. MTOW-13.

Rwy 16 Right-Hand Circuit.

Summer O/R.

Fire U.

Pociunai

197' EYPR +02:00* N54 39.2 E024 03.4

Aeroclub Mobile 8-69810510.

04/22 2188' ASPH/CONC. MTOW-14.

09/27 2953' GRASS. MTOW-14.

18/36 3609' GRASS. MTOW-14.

PPR.

LITHUANIA

Fire U.

Rojunai
 177' EYRO +02:00* N55 36.6 E024 13.2
 Apt Operator Mobile 862021777, 869926489;
 info@rojunai.lt.
09/27 2625' GRASS. MTOW-13.
 PPR.
 Fire U.

Rudiskes
 515' EYRD +02:00* N54 29.7 E024 43.0
 Apt Operator Mobile 8-61296006.
01/19 1969' GRASS. MTOW-13.
 PPR.
 Fire U.

S. Dariaus/S. Gireno see Kaunas

Sasnava
 230' EYMM +02:00* N54 39.9 E023 27.3
 Aeroclub (8-343) 28778; Mobile 8-68732143;
 Fax (8-343) 28778.
07/25 2625' GRASS. MTOW-13.
16/34 2297' GRASS. MTOW-13.
 PPR.
 Fuel: U.
 Fire U.

Seduva
 302' EYSE +02:00* N55 44.8 E023 48.3
 Aeroclub (841) 428502; Mobile 8-65975252;
 Fax (841) 428502; info@siauliueraeroklubas.lt.
07/25 2953' GRASS. MTOW-13.
 PPR.
 Fuel: U.
 Fire U.

Siauliai (Siauliai Intl) Apt of Entry
 447' EYSA SQQ +02:00* N55 53.6 E023
 23.7

Apt Administration 41542005; Fax 41542006;
 ops.airport@siauliai.lt. Apt Operator 41592104
 (MIL); Fax 41592192 (MIL).
14L/32R 11483' CONC/ASPH.
 PCN 120/F/B/W/T. TODA 14L 12959'. TODA
 32R 12959'. HIRL.
14R/32L 10643' CONC/ASPH.
 PCN 120/R/D/W/T. TODA 14R 10938'. TODA
 32L 10938'. HIRL. MIALS.
 H24. All tfc 24hr PPR Fax: 041398014; email:
 abwoc@mil.lt; Tel: 041420613. ATND SKD
 O/R. Customs: O/R H24.
 Jet A-1.
 Fire 7.

Silute
 59' EYSI +02:00* N55 20.2 E021 31.8
 Apt Operator Mobile 863770160;
 aidaero@gmail.com.
09L/27R 1608' ASPHALT. MTOW-13.
09R/27L 2461' GRASS. MTOW-13.
 O/R, days.
 Fire U.

Telsiai
 410' EYTL +02:00* N55 59.2 E022 17.3
 Aeroclub Mobile 8-68666472.
05R/23L 1903' GRASS. MTOW-13.
11/29 1509' GRASS. MTOW-13.
 PPR.
 Fire U.

Utena
 633' EYUT +02:00* N55 29.3 E025 43.1
 Aeroclub 838951801; Mobile 869838949; Fax
 838951801. Apt Operator aeroalber-
 tas@gmail.com.
11/29 1870' GRASS. MTOW-13.
 PPR.
 Fire U.

LITHUANIA

Vilnius (Vilnius Intl) Apt of Entry

649' EYVI VNO +02:00* N54 38.2 E025 17.3

Apt Administration 52739318, 52329333; Fax 52329122; info@vno.lt.

01/19 8251' CONC/ASPH. PCN 82/F/C/W/T.
TODA 01 9563'. TODA 19 9563'. HIRL. ALS 01.

H24. For non-scheduled flights AD available strictly by coordination with Airport Operations Service: 52739333, mobile: 61290122, e-mail: ops@vno.lt. Customs: H24.

Jet A-1.

Fire 7.

Zarasai

570' EYZA +02:00* N55 45.1 E026 15.7

Aeroclub burokas.j@gmail.com. Apt Operator Mobile 868632252.

02/20 1444' GRASS. MTOW-13.

PPR.

Fire U.

MOLDOVA

Balti (Balti Intl)

760' LUBL BZY +02:00* N47 50.3 E027 46.8

Apt Administration 23144230; Fax 23143819;
moldaeroservice@gmail.com.

15/33 7349' CONCRETE. PCN 16/R/A/W/T.
TODA 15 8661'. TODA 33 8661'.

0600-1800Z, PPR until preceding working day
1200Z. O/T O/R. Customs: O/R.

Fire 6.

Chisinau (Chisinau Intl) Apt of Entry

399' LUKK KIV +02:00* N46 55.7 E028 55.8

Apt Administration 22 52 60 60; Fax 22 52 60
87.

08/26 11778' CONCRETE. PCN 51/R/C/W/T.
HIRL. ALS 08.

09/27 7818' CONCRETE. PCN 55/R/C/W/T.
TODA 09 8606'. HIRL.

Rwy 09/27 can be activated only if Rwy 08/26 is
closed.

H24. Customs.

F-4, Jet A-1, J. Oxygen.

Fire 7.

Marculesti (Marculesti Intl) Apt of Entry

331' LUBM +02:00* N47 51.7 E028 12.8

Apt Administration 250 411 08; Fax 250 411 18;
briefing@aim.md.

07/25 8241' CONCRETE. PCN 80/R/B/W/U.
TODA 07 9009'. TODA 25 9324'. ASDA 07
8503'. ASDA 25 8503'.

By operational requirements. PPR until preced-
ing working Day 1200Z. Customs.

Jet A-1.

Fire 5.

POLAND

Aleksandrowice see Bielsko-Biala

Babice see Warsaw

Babimost see Zielona Gora

Bagicz see Kolobrzeg

Balice see Krakow

Bednary see Poznan

Biala Podlaska

495' EPBP +01:00* N52 00.0 E023 07.9

Apt Administration 833416100, 833416123;
Mobile 506659297; Fax 833437064; lot-
nisko@bialapodlaska.pl.

06L/24R 1673' GRASS. MTOW-13.

06R/24L 7415' ASPH/CONC. MTOW-13.

Rwy 06R Right-Hand Circuit.

O/R 24hr. SR-SS.

Fire N.

Bialystok (Krywlany)

509' EPBK +01:00* N53 06.1 E023 10.2

Aeroclub 857426527; Fax 857426019; dyr-
ekcja@epbk.pl.

09/27 2822' GRASS. MTOW-13. TORA 27
2034'. LDA 09 2034'.

O/R 24hr.

F-3.

Bielsko-Biala (Aleksandrowice)

1317' EPBA +01:00* N49 48.3 E019 00.1

Aeroclub 338151870; Fax 338151879; dyrek-
tor@epba.pl, wyszkolenie@epba.pl.

04/22 1608' GRASS. MTOW-13.

TORA 22 1772' and LDA 04 1772' incl. strip in
front of Rwy 22.

07/25 1476' GRASS. MTOW-13.

TORA 25 1640' and LDA 07 1640' incl. strip in
front of Rwy 25.

09/27 1673' GRASS. MTOW-13.

TORA 27 1837' and LDA 09 1837' incl. strip in
front of Rwy 27.

O/R 24hr.

Bydgoszcz Apt of Entry

236' EPBY BZG +01:00* N53 05.8 E017
58.7

ATC 52-3654900, 22-5747145, 22-5747146;
Fax 52-3654902. Apt Manager 52-3654680;
Fax 52-3654619. Apt Operator 52-3654692
(Duty), 52-3654700, 52-3753355 (Duty); Mobile
515-060-250 (Duty); Fax 52-3713493 (Duty);
dyzurny_portu@bzb.aero, obsluga_pasa-
zera@bzb.aero.

02/20 1936' GRASS.

08/26 8202' CONC/ASPH. PCN 70/F/B/X/T.
HIRL. HIALS 26.

08L/26R 2133' GRASS. MTOW-13.

11/29 2133' GRASS. MTOW-13.

Mon, Tue and Wed 0600-2300Z, Thu - Fri
0600-0300Z, Fri 0600-2300Z, Sat 0600-1900Z,
Sun - Mon 0600-0300Z, O/T 12hr PPR. Cus-
toms: H24.

F-3, Jet A-1.

Fire 7.

Cewice

505' EPCE Mil. +01:00* N54 25.0 E017 45.8
ARO (261) 252 034; Fax (261) 252 863. ATC
(261) 252 030, (261) 252 292; Fax (261) 252
025. Apt Operator (261) 252 100; Fax (261)
252 129.

07/25 8261' CONC/ASPH. PCN 69/F/C/X/T.
TODA 07 9573'. TODA 25 9344'. ASDA 07
8917'. ASDA 25 8917'. HIRL. HIALS 07. HIALS
25.

H24. Customs: PNR.

Jet A-1.

Fire 4.

Chopin see Warsaw**Chrczynno** see Nasielsk

POLAND

Czestochowa (Rudniki)

859' EPRU +01:00* N50 53.1 E019 12.2

Apt Operator 343279755; Mobile 783995277;
dyrektor@aeroklub.czest.pl.

08/26 5906' CONCRETE.

08L/26R 2362' GRASS.

Rwy 26R Right-Hand Circuit.

08R/26L 5906' GRASS.

Rwy 08R Right-Hand Circuit.

Mon-Fri 0800-1600LT, O/T O/R 24hr OCT-
APR, MNM 2hr MAY-SEP.

F-3.

Czyzyny see Krakow**Dabie see Szczecin****Dajtki see Olsztyn****Darlowo**

10' EPDA Mil. +01:00* N54 24.3 E016 21.2

ARO (261) 237 152, (261) 237 222; Fax (261)
237 113. ATC (261) 237 213, (261) 237 433;
Fax (261) 237 440. Apt Operator (261) 252
100; Fax (261) 252 129; bozdar@mw.mil.pl.

04/22 1969' CONC/ASPH. PCN 38/F/C/X/T.
TODA 04 2133'. TODA 22 2133'. HIRL. HIALS
04. HIALS 22.

Rwy 04 Right-Hand Circuit.

H24 or by NOTAM. Due to limited number of
stands on APN 1 PPR from the AD manager at
least 24hr before arrival. Customs: PNR.

Jet A-1+.

Fire 4.

Deblin

394' EPDE Mil. +01:00* N51 33.1 E021 53.5

ARO (261) 517 221; Fax (261) 517 220. ATC
(261) 517 330, (261) 519 190. Apt Operator
(261) 517 525; Fax (261) 519 529.

12/30 8202' ASPH/CONC. PCN 52/F/B/X/T.
TODA 12 9514'. TODA 30 9514'. HIRL. HIALS
30.

First 1772' (540M) of Rwy 12/30 PCN
52/R/B/W/T concrete.

H24.

F-3.

Fire 3 Cat 6 O/R 48hr.

Deputytze Krolewskie

727' EPCD +01:00* N51 04.9 E023 26.2

Apt Administration centrumlot-
nicze@pwsz.chelm.pl. Apt Operator
825697701, 825640028; Fax 825640028;
okl@pwsz.chelm.pl.

01/19 2297' GRASS. MTOW-13.

01R/19L 2789' GRASS. MTOW-13.

Rwy 01R Right-Hand Circuit.

PPR. 0800-1600LT, O/T 24hr PPR.

Fire U.

Elblag

10' EPEL +01:00* N54 08.4 E019 25.4

Aeroclub 552334410; Fax 552335291;
biuro@aeroklubelblaski.pl.

08/26 2995' GRASS. MTOW-13.

Rwy 08 Right-Hand Circuit.

10/28 2297' GRASS. MTOW-13. LDA 10 1706'.

Rwy 10 Right-Hand Circuit.

O/R 24hr.

Gdansk (Lech Walesa) Apt of Entry

489' EPGD GDN +01:00* N54 22.6 E018
28.0

Apt Administration (58) 348 1154; Fax (58) 345
2283; airport@airport.gdansk.pl. ARO (22) 574
7173; Fax (22) 574 7188. Apt Operator (58)
348 1159 (Duty); Mobile (606) 268 370 (Duty);
Fax (58) 348 1459 (Duty).

11/29 9186' CONC/ASPH. PCN 70/F/B/W/T.
TODA 11 9383'. TODA 29 9383'. HIRL. ALS
29.

H24. Customs.

F-3, Jet A-1.

POLAND

- Fire 7.
- Gdynia (Oksywie)**
 148' EPOK QYD Mil. +01:00* N54
 34.8 E018 31.0
 ARO (261) 268 080; Fax (261) 268 234. ATC
 (261) 268 888, (261) 268 032. Apt Operator
 (261) 268 500; Fax (261) 268 222.
08/26 2592' CONC/ASPH. PCN 19/R/C/X/T.
 ASDA 08 2789'. ASDA 26 2789'. RL. HIALS 26.
13/31 8202' CONCRETE. PCN 52/R/B/W/T.
 TODA 13 8891'. TODA 31 8727'. ASDA 31
 8727'. HIRL. HIALS.
 H24. Customs: PNR.
 JP-8.
- Fire 5 , CAT 6 and 7 O/R 24hr in advance.
- Gliwice**
 833' EPGL +01:00* N50 16.2 E018 40.4
 Aeroclub 322301592, 322301593; Fax
 322301594; biuro@aeroklub.gliwice.pl.
08L/26R 2297' GRASS.
08R/26L 2034' GRASS.
10L/28R 2231' GRASS.
10R/28L 2165' GRASS.
 O/R 24hr.
- Goleniow see Szczecin**
- GORAZDKA**
 344' EPGO +01:00* N52 11.1 E021 16.9
 Apt Operator (022) 7890589; Fax (022)
 7890591; ops@generalaviation.pl.
14/32 2625' GRASS. MTOW-13.
 Mon-Fri 0800-1700LT, Sat Sun Hol O/R.
 Fire N.
- Gotartowice see Rybnik**
- Grady**
 407' EPGY +01:00* N52 50.2 E021 46.6
- Aeroclub (029) 7469819; Mobile 501052643,
 501745288; Fax (029) 5964692.
09/27 2638' ASPHALT. MTOW-13. PORT-RL.
 Daily 0800-1600LT.
 F-3.
 Fire N.
- Grudziadz (Lisie Katy)**
 106' EPGI +01:00* N53 31.5 E018 51.0
 Aeroclub (056) 4681832; Fax (056) 4681842;
 aeroklub@lisie.pl.
13/31 3051' GRASS. MTOW-13.
 O/R 24hr.
 F-3.
- Inowroclaw**
 279' EPIN +01:00* N52 48.4 E018 17.1
 Apt Operator (052) 3573228; Mobile (693)
 353228; Fax (052) 3573228; aeroklub@aero-
 klub-kujawski.pl.
08/26 2493' GRASS. MTOW-13.
13/31 2264' GRASS. MTOW-13.
18/36 1280' GRASS. MTOW-13.
 O/R 24hr.
 Fire N.
- Inowroclaw**
 276' EPIR Mil. +01:00* N52 49.7 E018 19.8
 ARO (261) 437 071; Fax (261) 597 073. ATC
 (261) 437 050. Apt Operator (261) 437 201;
 Fax (261) 437 272.
05/23 6562' GRASS. Class II 4kg/cm2. TORA
 05 1312'. TORA 23 1312'. LDA 05 1312'. LDA
 23 1312'. TODA 05 1312'. TODA 23 1312'.
 ASDA 05 1312'. ASDA 23 1312'.
 H24. CIV PPR.
 JP-8.
 Fire 3.
- Jasionka see Rzeszow**

POLAND

Jelenia Gora

1122' EPJG +01:00* N50 53.9 E015 47.1

Apt Operator (075) 7526020; Fax (075) 7523701; aeroklubjg@jg.home.pl.

04/22 853' GRASS. MTOW-13.**10/28** 2001' GRASS. MTOW-13.**12/30** 1378' GRASS. MTOW-13.

O/R 24hr.

Fire N.

Kakolewo

310' EPPG +01:00* N52 14.1 E016 14.5

Aeroclub 618780725; Fax 618780741; info@aeroklubpoznan.pl.

10L/28R 7546' CONCRETE. MTOW-13. TORA 10L 5118'. TORA 28R 6332'. LDA 10L 6332'. LDA 28R 5118'.**10R/28L** 3904' GRASS. MTOW-13.

O/R.

Fire N.

Kamien Slaski see Opole**Kaniow**

833' EPKW +01:00* N49 56.4 E019 01.2

Apt Operator 327508232; Fax 327508233; parklotniczy@parklotniczy.eu.

13/31 2297' CONC/ASPH. MTOW-13. RL.

Rwy 31 Right-Hand Circuit.

APR-SEP Mon Wed Fri 0800-1600LT, OCT-MAR Wed 0900-1500LT, O/T 24hr PPR.

F-3, Jet A-1.

Fire N.

Katowice (Muchowiec)

928' EPKM +01:00* N50 14.3 E019 02.0

Apt Administration 322561053; Fax 322561053; recepcja@aeroklub.katowice.pl.

05L/23R 3510' CONCRETE. LDA 05L 2789'. LDA 23R 3018'.

Rwy 05L Right-Hand Circuit.

05R/23L 1969' GRASS.**07/25** 1575' GRASS.

Rwy 07 Right-Hand Circuit.

O/R 24hr.

F-3.

Fire N.

Katowice (Pyrzowice) Apt of Entry

1007' EPKT KTW +01:00* N50 28.4 E019 04.8

Apt Administration (32) 392 7202; Fax (32) 392 7376. ARO (22) 574 7173; Fax (22) 574 7188. ATC (32) 392 7861; Fax (32) 284 5540. Apt Operator (32) 392 7262 (Duty); Mobile 602 746 066 (Duty); dop@gtl.com.pl, ktw@gtl.com.pl.

09/27 10499' CONCRETE. PCN 70/R/A/W/T. TORA 09 9449'. LDA 27 9449'. TODA 09 9449'. HIRL. HIALS 09. HIALS 27.

H24 ATND SKD H24. Customs: H24.

F-3, Jet A-1.

Fire 8.

Ketrzyn

449' EPKE +01:00* N54 03.0 E021 25.6

Aeroclub (089) 7524521; Fax (089) 7523031, (089) 7524049; port@lotniskoketrzyn.pl.

07/25 1640' GRASS.**15/33** 3625' GRASS.

Mon-Fri 0800-1600LT, Sat Sun Hol O/R.

F-3, O/R. Jet A-1. O/R.

Fire N.

Kielce (Maslow)

1010' EPKA +01:00* N50 53.8 E020 43.9

Apt Administration (041) 3110706; Fax (041) 3110706; biuro@aeroklub.kielce.pl.

11L/29R 2953' GRASS. MTOW-13.**11R/29L** 3789' CONC/ASPH. PCN 11/F/C/X/T. TORA 11R 3412'. TORA 29L 3330'. LDA 11R 3330'. LDA 29L 3412'.

Rwy 11R Right-Hand Circuit.

POLAND

O/R 24hr.

F-3.

Fire N.

Kobylnica see Poznan**Kolobrzeg (Bagicz)**

20' EPKG +01:00* N54 12.0 E015 41.0

Apt Operator Mobile 502356716, 695880039,
724204537.

07/25 2927' CONCRETE.

Rwy 07 Right-Hand Circuit.

1hr PPR JUN-SEP 1100-1900LT, O/T and Hol
24hr PPR.

Fire N.

Korne

535' EPKO +01:00* N54 07.8 E017 50.7

ARO 586804453; Mobile 605993288; Fax
586804453; lotnisko@lotniskokorne.gka.pl. Apt
Operator 586810527; Mobile 603541030; Fax
586810527.

06/24 1804' GRASS. MTOW-13.

Rwy 24 Right-Hand Circuit.

10/28 1312' GRASS. MTOW-13.

O/R 24hr, by operational requirements.

Fire N.

Koszalin (Zegrze Pomorskie)

240' EPKZ +01:00* N54 02.5 E016 15.8

Aeroclub 943164548; Mobile 503770933; aero-
klubkoszalin@wp.pl.

07L/25R 2953' GRASS.

07R/25L 8202' ASPH/CONC. PCN 42/R/B/W/T.

PPR. Mon-Fri 0800-1600LT. O/T 24hr PPR.

Fire N.

Krakow (Balice) Apt of Entry

791' EPKK KRK +01:00* N50 04.7 E019
47.1

Apt Administration (12) 6393301. ARO (22) 574
7173; Fax (22) 574 7188. ATC (12) 639 3110,

639 3125; Fax (12) 411 5007. Apt Operator
(12) 639 3305 (Duty), (12) 6393000; Fax (12)
4117977, 6393175, (12) 639 3112 (Duty);
ops@krakowairport.pl.

07/25 8366' CONCRETE. PCN 52/R/B/W/T.
TORA 07 7585'. LDA 25 7585'. TODA 07 7585'.
TODA 25 8563'. HIRL. ALS 25.

H24. 24hr PPR for non-scheduled flights includ-
ing GA aircraft. Customs: H24.

F-3, Jet A-1.

Fire 8 , CAT 9 O/R 24hr.

Krakow (Czyzyny)

717' EPKC +01:00* N50 05.0 E019 59.5

Apt Operator 126409960, 126424070,
126428700; Fax 126409960, 126424070,
126428700; info@muzeumlotnictwa.pl.

10/28 2411' CONCRETE. MTOW-13. TORA 28
1804'. LDA 10 1804'. Rwy 10 Takeoff not
allowed. Rwy 28 Landing not allowed.
24hr PPR.

Krepa see Slupsk**Krosno**

928' EPKR +01:00* N49 40.7 E021 44.7

Aeroclub Mobile 602769433.

11L/29R 3396' GRASS.

11R/29L 3609' CONC/ASPH. PCN 50/F/D/W/T.

Rwy 11R Right-Hand Circuit.

16/34 2395' GRASS.

Rwy 16 Right-Hand Circuit.

O/R 24hr.

F-7, F-3.

Fire N.

Kruszyn see Wloclawek**Krywlany see Bialystok****Krzesiny see Poznan**

POLAND

Lask

634' EPLK Mil. +01:00* N51 33.1 E019 10.9
ARO (261) 555 971; Fax (261) 555 006. ATC
(261) 555 920, (261) 555 066. ATIS (43)
6764-272, (43) 6764-273, (43) 6764-274, (43)
6764-275. Apt Operator (261) 554 600, (261)
554 606; Fax (261) 554 709;
32blt.aro.eplk@ron.mil.pl.

10/28 9843' CONCRETE. PCN 65/R/B/W/T.
TODA 10 10745'. TODA 28 10745'. ASDA 10
10331'. ASDA 28 10335'. HIALS 28.

H24, 12hr PPR.

JP-8. Oxygen.

ABN. Fire 6 , CAT 8 O/R 48hr.

Lawica see Poznan**Lech Walesa see Gdansk****Leczyca**

404' EPLY Mil. +01:00* N52 00.3 E019 08.6
ARO (261) 168 223; Fax (261) 168 571. ATC
(261) 168 222, (261) 168 323; Fax (261) 168
322. Apt Operator (261) 168 500; Fax (261)
168 619. Ground Services (261) 168 429 (Duty
Logistics Officer).

10/28 8202' CONC/ASPH. PCN 36/F/B/W/T.

H24.

JP-8.

Fire 5.

Leszno

308' EPLS +01:00* N51 50.1 E016 31.3
Apt Operator Mobile 577215344; info@lotnisko-
leszno.pl.

06L/24R 3018' GRASS. MTOW-33.

06R/24L 3018' GRASS. MTOW-33.

15L/33R 2887' GRASS. MTOW-33.

15R/33L 2657' GRASS. MTOW-33.

O/R 24hr.

F-3, Jet A-1.

Fire N.

Lisie Katy see Grudziadz**Lodz**

607' EPLL LCJ +01:00* N51 43.3 E019 23.9
Apt Administration Fax (42)6888384. ATC
(42)6870701; Fax (42)6404163. Apt Operator
(42)6886968 (Duty Officer); Mobile
(609)991617 (Duty Officer); Fax (42)6886969
(Duty Officer); dyzurny.portu@airport.lodz.pl.

07/25 8202' CONC/ASPH. PCN 54/F/A/X/T.
TODA 07 8399'. TODA 25 8399'. HIRL.

07/25 2297' GRASS.

0600-2200Z and by NOTAM. Customs: H24.

F-3, Jet A-1.

Fire 7 Cat 8 O/R 24hr.

Lososina Dolna see Nowy Sacz**Lublin**

507' EPLU +01:00* N51 25.4 E016 11.8
Apt Operator 768461071; Fax 767497269; lot-
nisko@azetem.com.

11/29 2953' GRASS.

13L/31R 3281' CONC/ASPH. RL. ALS 31R.

13R/31L 2789' GRASS.

O/R 24hr.

F-3, Jet A-1.

Fire N.

Lublin Apt of Entry

633' EPLB LUZ +01:00* N51 14.4 E022 42.8
Apt Administration 81-534-7440; Fax
81-470-4600; info@portlotniczy.lublin.pl. ATC
81-458-1303; Fax 81-458-1309, 22-574-7741;
tower@portlotniczy.lublin.pl. Apt Operator
81-458-1301 (Duty Officer), 81-458-1400;
Mobile 661-340-617 (Duty Officer); Fax
81-470-4601 (Duty Officer); dopl@portlot-
niczy.lublin.pl.

07/25 8268' CONC/ASPH. PCN 50/F/B/X/T.
HIRL. ALS 25.

0400-0100Z, O/T 48hrs PPR. Customs: H24.

POLAND

F-3, Jet A-1.

Fire 7.

Lublin (Radawiec)

797' EPLR +01:00* N51 13.4 E022 23.6

Aeroclub 815030790; Fax 815030790;
info@aeroklub.lublin.pl.

02/20 1673' GRASS. MTOW-13.

11/29 4265' GRASS. MTOW-13. TORA 11
3609'. TORA 29 3773'. LDA 11 3773'. LDA 29
3609'.

O/R 24hr.

Fire N.

Malbork

20' EPMB Mil. +01:00* N54 01.6 E019 08.1

Apt Administration Commander: (261) 536 216;
Fax Commander: (261) 536 020. ARO (261)
537 222; Fax (261) 537 223;
22blt.boz.epmb@ron.mil.pl. ATC (261) 537
274, (261) 537 432; Fax (261) 537 275, (261)
537 430. Apt Operator AD Duty Logistics: (261)
537 286, Mil Unit Duty: (261) 536 295; Fax
(261) 536 020, (261) 536 290 (Duty), Mil Unit
Duty: (261) 536 290.

07/25 8202' CONCRETE. PCN 39/R/B/W/T.
TODA 07 8694'. TODA 25 8661'. ASDA 07
8694'. ASDA 25 8661'. HIRL. HIALS 07. HIALS
25.

Rwy 07 Right-Hand Circuit.

H24.

Jet A-1+.

Fire 5 CAT 6 O/R 8hr in advance, contact AD
Duty Logistics Officer. CAT 6 maintained up to
24hr.

Maslow see Kielce

Michalkow see Ostrow Wielkopolski

Mielec

548' EPML +01:00* N50 19.3 E021 27.7

Apt Administration 177887797 (Chairman);
poczta@lotniskomielec.pl, tower@lotniskomie-
lec.pl. ATS AFIS 177886555.

09L/27R 2001' GRASS. MTOW-13.

09R/27L 8196' ASPH/CONC. PCN 40/F/B/X/T.
TORA 27L 7579'. LDA 09R 7579'.

18/36 2162' ASPH/CONC. PCN 40/F/B/X/T.

Rwy 36 Right-Hand Circuit.

Mon-Fri 0700-2200LT, Sat Sun Hol
0800-2000LT. Customs.

Fire N.

Minsk Mazowiecki

604' EPMM Mil. +01:00* N52 11.7 E021
39.3

ARO (261) 553 353; Fax (261) 553 354. ATC
(261) 553 350, (261) 553 355; Fax (261) 553
351. ATIS H24 (261) 553 080/081/082/083. Apt
Operator (261) 553 500, (261) 553 270 (Duty),
(261) 553 268; Fax (261) 553 520, (261) 553
272 (Duty).

08/26 8202' CONCRETE. PCN 28/R/C/W/T.
TODA 08 9514'. TODA 26 9514'. ASDA 08
8300'. ASDA 26 8300'. HIRL. HIALS 08. HIALS
26.

H24.

JP-8. Oxygen.

Fire 7, CAT 8 O/R 24hr in advance.

Mirowslawice

504' EPMR +01:00* N50 57.5 E016 46.2

Apt Operator Mobile 604617218; aeroklub.dol-
noslaski@gmail.com.

09/27 1870' GRASS. MTOW-13.

17/35 2625' GRASS. MTOW-13.

O/R 24hr.

F-3.

Fire N.

Mirowslawiec

495' EPML Mil. +01:00* N53 23.7 E016 05.0

POLAND

Apt Administration Commander: (261) 525 111; Fax Commander: (261) 525 920. ARO (261) 525 113; Fax (261) 525 919. ATC (261) 525 112, (261) 525 583.

12/30 8202' CONC/ASPH. PCN 52/R/B/W/T. TODA 12 9514'. TODA 30 9350'. ASDA 12 8694'. ASDA 30 8694'. HIRL. HIALS 12. HIALS 30.

PPR 72hr. Mon-Fri 0700-1900Z. O/T by arrangement with AD administration.

JP-8.

IBN. Fire 3 , Mon-Fri 0700-1900Z. Cat 2, Fri-Mon 1900-0700Z. Raising the ARFF category after consultation with AD administration.

Modlin see Warsaw

Muchowiec see Katowice

Nasielsk (Chrcynno)

375' EPNC +01:00* N52 34.4 E020 52.3

Apt Operator 228349395; epnc@aeroklub.waw.pl.

10/28 2625' GRASS. MTOW-13.

Rwy 28 Right-Hand Circuit.

13/31 1575' GRASS. MTOW-13.

O/R 24hr.

Fire N.

Nowy Sacz (Lososina Dolna)

833' EPNL +01:00* N49 44.7 E020 37.4

Apt Operator 184448409; H24 aeroklubpodhanski@wp.pl; Fax 184448018.

04/22 2625' GRASS. MTOW-13.

O/R 24hr.

F-3.

Fire N.

Nowy Targ

2060' EPNT +01:00* N49 27.7 E020 03.0

Aeroklub 182646616; Fax 182646616; aeroklub@nowy targ.pl.

02/20 2231' GRASS. MTOW-13.

12/30 5512' GRASS. MTOW-22.

O/R 24hr.

F-3.

Fire N.

Oknywie see Gdynia

Olsztyn (Dajtki)

436' EPOD +01:00* N53 46.4 E020 24.9

Apt Operator 895275240; Fax 895275240; aeroklub@aeroklub.olsztyn.pl.

09L/27R 2789' ASPHALT. MTOW-13. TORA 27R 1805'. LDA 09L 1805'.

Rwy 27R Right-Hand Circuit.

09R/27L 2789' GRASS. MTOW-13. TORA 09R 2428'. TORA 27L 1949'. LDA 09R 1949'. LDA 27L 2428'.

Rwy 09R Right-Hand Circuit.

O/R 24hr.

F-3.

Fire N.

Olsztyn-Mazury Apt of Entry

464' EPSY SZY +01:00* N53 28.9 E020 56.3

Apt Administration 895443400; Fax 895443400.

Mobile Security: 503060609, Security: 885101178;

k.szajowski@mazuryairport.pl.

ATC 895443416. ATS 895443415;

afis@mazuryairport.pl. Apt Manager Mobile

793290431; s.ochman@mazuryairport.pl. Apt

Operator 895443410 (Duty), 895443434;

Mobile 885100944 (Duty); dyzurny.operacyjny@mazuryairport.pl,

handling.travel@mazuryairport.pl.

01/19 8202' CONC/ASPH. PCN 45/F/B/X/T. HIRL. HIALS 19.

Mon-Tue 0700-2100Z, Wed 0700-1900Z, Thu

0700-2100Z, Fri-Sat 0700-2000Z, Sun

0400-2200Z and by NOTAM, O/T 24hr PNR.

Non-schengen flights 48hr PNR. AFIS: outside

POLAND

TWR working hours and by NOTAM. ATND SKD Mon-Tue 0700-2100Z, Wed 0700-1900Z, Thu 0700-2100Z, Fr. Customs: H24.

F-3, Jet A-1.

Fire 5 CAT 7 ICAO O/R, waiting time 2h.

Opole (Kamien Slaski)

682' EPKN +01:00* N50 31.7 E018 05.1

Apt Administration (077) 4088100, PPR (077) 4088102; Fax (077) 4088109; ops@opole.airport.aero.

11/29 6234' ASPH/CONC. PCN 19/F/B/X/T.

Rwy 11 Right-Hand Circuit.

Mon-Fri 0800-1700LT 1hr PPR. O/T PPR preceding workday before 1400LT.

F-3, F-6.

Fire U.

Opole (Polska Nowa Wies)

617' EPOP +01:00* N50 38.0 E017 46.9

Aeroclub 774646226; Fax 774646226; biuro@aeroklub.opole.pl.

07/25 2428' GRASS. MTOW-13.

12/30 2329' GRASS. MTOW-13.

O/R 24hr.

Fire N.

Ostrow Wielkopolski (Michalkow)

476' EPOM +01:00* N51 42.1 E017 50.8

Aeroclub 627352023; Fax 627352023; dyrektor@michalkow.pl.

11L/29R 3150' GRASS. MTOW-13.

11R/29L 3150' GRASS. MTOW-22.

O/R 24hr.

Fire N.

Piastow see Radom**Pila**

279' EPPI +01:00* N53 10.2 E016 42.6

Apt Administration Mobile 606765402; sekretariat@azp.pila.pl.

03/21 7874' ASPH/CONC. PCN 34/R/B/X/T.

Rwy 21 Right-Hand Circuit.

09/27 2133' GRASS. MTOW-13. TORA 09 1312'. LDA 27 1312'.

Rwy 09 Right-Hand Circuit.

Mon-Fri 0900-1500LT, O/T PPR.

Fire N.

Piotrkow Trybunalski

673' EPPT +01:00* N51 22.9 E019 41.3

Apt Operator 446477473, 446495571; dyrektor@azp.com.pl, prezes@azp.com.pl.

03L/21R 3117' CONC/ASPH. MTOW-13.

Rwy 03L Right-Hand Circuit.

03R/21L 2822' GRASS. MTOW-13.

Rwy 03R Right-Hand Circuit.

O/R 24hr.

F-3.

Fire N.

Plock

330' EPPL +01:00* N52 33.7 E019 43.2

Aeroclub 243663534; kontakt@aeroklubplock.pl.

12/30 2395' GRASS. MTOW-13.

Rwy 30 Right-Hand Circuit.

O/R 24hr.

Fire N.

Pobiedzki Wielki

664' EPKP +01:00* N50 05.2 E020 12.2

Apt Operator 122873663 (training division), 122876527; Mobile 603639842, 605212427 (director); Fax 122876527; biuro@aeroklubkrowski.pl.

09L/27R 3215' GRASS. MTOW-22.

09R/27L 3609' GRASS. MTOW-22.

Rwy 09R Right-Hand Circuit.

O/R 24hr.

F-3.

POLAND

Fire N.

Polska Nowa Wies see Opole

Powidz

384' EPPW Mil. +01:00* N52 22.7 E017 51.1

ARO (261) 544 436; Fax (261) 544 272. ATC (261) 544 435, (261) 544 463, (261) 543 244; Fax (261) 544 409, (261) 544 473. Apt Operator (261) 544 101.

10L/28R 8953' CONCRETE. PCN 60/R/A/W/T. TODA 10L 10462'. TODA 28R 10561'. HIRL. HIALS 28R.

10R/28L 11529' CONCRETE. PCN 60/R/B/W/T. TODA 10R 13038'. TODA 28L 13137'. HIRL. HIALS 28L.

H24.

Jet A-1.

Fire 6 Cat 8 O/R 5 days in advance.

Poznan (Bednary)

361' EPPB +01:00* N52 32.2 E017 12.8

Aeroclub 618780725; Fax 618780725; info@aeroklub.poznan.pl.

10/28 2953' GRASS. MTOW-13.

Tue-Fri except Hol 1500-1900LT, O/T O/R 24hr.

Fire N.

Poznan (Kobylnica)

282' EPPK +01:00* N52 26.0 E017 02.6

Aeroclub 618780725; Fax 618780741; info@aeroklub.poznan.pl.

07/25 2461' GRASS. MTOW-14.

Rwy 25 Right-Hand Circuit.

O/R 24hr.

F-3.

Fire N.

Poznan (Krzesiny)

276' EPKS Mil. +01:00* N52 19.9 E016 58.0

ARO (261) 548 391; Fax (261) 548 356; aro.epks@wp.mil.pl. ATC (261) 548 350; Fax (261) 548 659; twr.epks@wp.mil.pl. Apt Operator (261) 548 318 (MIL Duty), (261) 548 500, (261) 548 560 (MIL Duty); Fax (261) 548 320 (MIL Duty), (261) 548 555.

11/29 8202' CONCRETE. PCN 100/R/A/W/T. TODA 11 9514'. TODA 29 9383'. ASDA 11 8691'. ASDA 29 8691'. HIRL. HIALS 11. HIALS 29.

H24, 72hr PPR. Foreign aircraft: 24hr PPR before planned use Mon-Fri, 48hr PPR before planned use Sat-Sun and on public holidays.

Jet A-1. O/R.

Fire 6 Fire Cat 9 O/R 24hr.

Poznan (Lawica) Apt of Entry

308' EPPO POZ +01:00* N52 25.3 E016 49.6

ARO (22) 574 7173; Fax (22) 574 7188. ATC (61)8472337; Fax (61)8472337. Apt Operator (61)8492000, (61)8492253 (Duty officer); Fax (61)8473169 (Duty officer), (61)8474909.

10/28 8215' CONC/ASPH. PCN 56/F/B/W/T. HIRL. ALS 28.

H24. Customs.

F-3, Jet A-1.

Fire 7, CAT 10 O/R.

Pruszcz Gdanski

17' EPPR Mil. +01:00* N54 14.9 E018 40.3

ARO (261) 271 417; Fax (261) 271 417. ATC (261) 271 444, (261) 271 313; Fax (261) 271 312. Aeroclub (261) 271 472; Fax (58) 682 3437; info@aeroklub.gda.pl. Apt Operator (261) 271 290; Fax (261) 271 477; 49BLOT@ron.mil.pl.

09/27 3825' CONC/ASPH. PCN 38/R/C/W/T. TODA 09 4482'. TODA 27 4482'.

Mon-Fri 0700-1900Z, O/T O/R 24hr. May be changed by NOTAM. ATND SKD PNR.

F-3.

POLAND

ABN. Fire 2.

Przasnysz

384' EPPZ +01:00* N53 00.6 E020 56.0

Aeroclub Mobile 883993001; lotniskoprzasnysz@lotniskoprzasnysz.pl.

04/22 2674' GRASS. MTOW-13.

11L/29R 3757' GRASS. MTOW-13.

11R/29L 3599' GRASS. MTOW-13.

17/35 3599' GRASS. MTOW-13.

PPR. Mon-Fri 0800-1600LT, O/T 24hr PPR.

Fire N.

Przylep see Zielona Gora

Pyrzowice see Katowice

Radawiec see Lublin

Radom (Piastrów)

486' EPRP +01:00* N51 28.7 E021 06.6

Apt Operator (048) 3215101; Fax (048) 3215056; info@aeroklub.radom.pl.

05/23 2887' GRASS. MTOW-13.

17/35 2362' GRASS. MTOW-13.

O/R 24hr.

Fire N.

Radom (Sadkow) Apt of Entry

623' EPRA RDO +01:00* N51 23.3 E021 12.7

Apt Administration (48) 377 9210; Mobile 887781086; Fax (48) 377 9205. ARO (261) 511 228 (MIL); Fax (261) 511 427 (MIL). ATC (22) 574 7975, (261) 511 229 (MIL), (261) 511 227 (MIL). Apt Operator (261) 511 500 (MIL), (261) 511 330 (MIL); Mobile 887781080 (Duty), 887781090 (Duty); Fax (261) 511 300 (MIL), (48) 377 9100 (Duty); dopl.rdo@polish-airports.com.

07/25 6562' CONC/ASPH. PCN 67/R/C/W/T. TORA 25 5889'. LDA 07 5889'. TODA 07 7546'. TODA 25 6086'. HIRL.

CIV: Sun 1200-1500Z, 1700-1900Z, 2000-2100Z, MIL: H24. PNR day before flight. Customs: Mon-Fri 0630-1430Z. CIV: 48hr PNR for planned flights from/in non-Schengen states.

JP-8.

ABN. Fire 2, CAT 5 O/R 48hr.

Rudniki see Czestochowa

Rybnik (Gotartowice)

837' EPRG +01:00* N50 04.2 E018 37.7

Aeroclub (032) 4218189, (032) 4218426; Fax (032) 4218189; biuro@aeroklub.rybnik.pl, wyszkolenie@aeroklub.rybnik.pl.

09/27 1969' GRASS.

Rwy 27 Right-Hand Circuit.

12/30 1936' GRASS.

Rwy 30 Right-Hand Circuit.

O/R 24hr.

F-3.

Fire N.

Rzeszow (Jasionka) Apt of Entry

693' EPRZ RZE +01:00* N50 06.6 E022 01.1

ARO (22) 574 7173; Fax (22) 574 7188. ATC (17) 227 7672, (17) 862 2999; Fax (17) 227-7679; twr.rzeszow@pansa.pl. Apt Operator (17) 7178611; Fax (17) 8520709.

09/27 10499' CONC/ASPH. PCN 54/F/B/W/T. LDA 27 10472'. TODA 09 10696'. TODA 27 11811'. HIRL. ALS 27.

First 2297'(700m) of Rwy 09 PCN 82 R/A/W/T. Mon-Sun, 0330-0100Z. O/T 48hr PPR. Customs: H24.

F-3, Jet A-1.

Fire 7 Cat 8 O/R.

Rzeszow

655' EPRJ +01:00* N50 06.2 E022 02.8

POLAND

Apt Administration 177713316; Fax 177722120;
oklprz@prz.rzeszow.pl.

08L/26R 2448' GRASS. MTOW-13.

08R/26L 2953' CONC/ASPH. PCN 37/F/B/W/T.
RL.

24hr PPR via TEL (17) 7713307.

Fuel: F-3, Jet A-1 (available at EPRZ aero-
drome).

Fire U.

Sadkow see Radom**Sieradz**

459' EPSI +01:00* N51 32.1 E018 48.1

Apt Operator Mobile 601802402.

07/25 1739' GRASS. MTOW-13.

Rwy 07 Right-Hand Circuit.

O/R, 0900-1600LT.

F-6.

Slupsk (Krepa)

256' EPSK +01:00* N54 24.6 E017 05.8

Aeroclub 598461686; Mobile 606261285;
biuro@aeroklub.slupsk.pl.

02/20 1969' GRASS. MTOW-13.

10/28 4101' GRASS. MTOW-13. LDA 28 3379'.

Mon-Fri 0900-1400LT, O/T O/R 24hr.

Fire N.

Strachowice see Wroclaw**Suwalki**

584' EPSU +01:00* N54 04.2 E022 53.8

Apt Operator Mobile 602273255, 602640355;
lotnisko.suwalki@gmail.com.

05/23 2100' GRASS. MTOW-13.

Rwy 23 Right-Hand Circuit.

O/R 24hr.

Fire N.

Swidwin

394' EPSN Mil. +01:00* N53 47.4 E015 49.6

ARO (261) 532 614; Fax (261) 532 263. ATC
(261) 532 616, (261) 533 310. ATS Fax (261)
533 304. Apt Operator (261) 532 252; Fax
(261) 532 705.

11/29 8202' CONCRETE. PCN 52/R/A/W/T.
TODA 11 9449'. TODA 29 9219'. ASDA 11
8694'. ASDA 29 8694'. HIRL. HIALS 29.

H24. Customs: PNR.

Jet A-1.

Fire 5 Cat 6 O/R 24hr.

Szczecin (Dabie)

3' EPSD +01:00* N53 23.4 E014 37.9

Aeroclub 914614226; Fax 914615550; aero-
klubszczecinski@wp.pl.

09/27 3281' GRASS. MTOW-13.

Rwy 27 Right-Hand Circuit.

O/R 24hr.

F-6.

Fire N.

Szczecin (Goleniow) Apt of Entry

155' EPSC SZZ +01:00* N53 35.1 E014
54.1

Apt Administration (91) 418 2864, (91) 481
7400; Fax (91) 418 3383. ATC (91) 469 7933,
(91) 469 7943, (91) 469 7961; Fax (91) 418
0299. Apt Operator (91) 481 7500 (Duty); Fax
(91) 481 7680 (Duty); epsc@airport.com.pl.

13/31 8202' ASPHALT. PCN 80/F/A/W/T. HIRL.
Sun-Thu 0400-0200Z, Fri-Sat 0400-2200Z.
Customs: H24.

F-3, Jet A-1.

Fire 7, CAT 9 O/R.

Szymanow

407' EPWS +01:00* N51 12.3 E016 59.9

Aeroclub aeroklub@aeroklub.wroc.pl. Apt
Operator 713878716; Mobile 601727996.

11/29 1837' GRASS. MTOW-13.

Rwy 29 Right-Hand Circuit.

POLAND

14L/32R 2297' GRASS. MTOW-13.

Rwy 32R Right-Hand Circuit.

RWY 14L/32R to be used only for night TKOF and LDG OPS.

14R/32L 2297' GRASS. MTOW-13.

Rwy 32L Right-Hand Circuit.

O/R 24hr.

F-7, F-3.

Fire N.

Tomaszow Mazowiecki

604' EPTM Mil. +01:00* N51 35.1 E020 05.8

ARO (261) 167 566; Fax (261) 167 565. ATC (261) 167 677. Apt Operator (261) 167 600; Fax (261) 167 633.

11/29 6562' CONCRETE. PCN 38/R/C/W/T. TODA 11 7904'. TODA 29 7717'.

MIL ATS H24. Aerodrome open according to NOTAM. Flights should be arranged with the aerodrome administration at MIL ARO.

Jet A-1. O/R.

Fire 3.

Torun

164' EPTO +01:00* N53 01.7 E018 32.7

Aeroclub 566222474; Fax 566544431; sekretariat@aeroklub.torun.pl.

10L/28R 3074' GRASS. TORA 28R 3583'. LDA 10L 3583'.

TORA 28R/LDA 10L incl. strip in front of THR 28R.

10R/28L 3871' CONCRETE. TORA 28L 4163'. LDA 10R 4163'.

TORA 28L/LDA 10R incl. strip in front of THR 28L.

O/R 24hr.

F-3.

Fire N.

Warsaw (Babice)

348' EPBC +01:00* N52 16.1 E020 54.4

ATS AFIS 261855369; Fax AFIS 261855368; afis.lotnisko@cul.com.pl. Apt Operator 261855900; Fax 261855363.

10L/28R 3281' GRASS.

10R/28L 4268' CONCRETE. PCN 10/R/B/X/U. RL.

Rwy 28L Right-Hand Circuit.

0600-2200 LT.

F-3, O/R. Jet A-1. O/R.

Fire U.

Warsaw (Chopin) Apt of Entry

362' EPWA WAW +01:00* N52 09.9 E020 58.0

Apt Administration (22) 650 1555; Fax (22) 650 2255. ARO (22) 574 7173; Fax (22) 574 7188. Apt Operator (22) 650 1555, 1343, 1428 (Duty), (22) 846 1100 (Duty).

11/29 9186' CONC/ASPH. PCN 77/R/A/W/T. TORA 11 7559'. LDA 11 8399'. LDA 29 7559'. TODA 11 7559'. ASDA 11 8399'. HIRL.

15/33 12106' ASPHALT. PCN 82/F/C/X/T. LDA 33 9937'. HIRL. ALS 33.

H24. Customs.

F-3, Jet A-1. Oxygen.

Fire 9.

Warsaw (Modlin) Apt of Entry

344' EPMO WMI +01:00* N52 27.1 E020 39.1

Apt Administration 223464000; Fax 223464005; info@modlinairport.pl. ATC 225745518, 225745519; Fax 225745527; epmo@pansa.pl. ATS 223464470; Mobile 609225592; Fax 223464479; afis@modlinairport.pl. Apt Operator 223464450, 223464451 (Duty); Mobile 609225592 (Duty); Fax 223464479 (Duty); dopl@modlinairport.pl.

08/26 8202' CONC/ASPH. PCN 53/F/B/X/T. HIRL. HIALS 08. HIALS 26.

First and last 1772'(540m) PCN 53/R/B/W/T.

By NOTAM. Customs: H24.

POLAND

F-3, Jet A-1.

Fire 7.

Watorowo

299' EPWT +01:00* N53 17.9 E018 24.8

Apt Operator (056) 6864956; Fax (056) 6867867.

08/26 2638' GRASS. MTOW-13.

O/R Mon-Fri 0800-1600LT.

Fire N.

Wloclawek (Kruszyn)

217' EPWK +01:00* N52 35.1 E019 00.9

Apt Operator 542355444; Fax 542355443; biuro@aeroklub.wloclawek.pl.

08/26 3281' GRASS. MTOW-13.

17/35 1969' GRASS. MTOW-13.

O/R 24hr.

Fire N.

Wroclaw (Strachowice) Apt of Entry

406' EPWR WRO +01:00* N51 06.2 E016 53.1

Apt Administration (71) 358 1310, (71) 358 1410; Fax (71) 357 3973. ARO (22) 574 7173; Fax (22) 574 7188, (71) 323 4879. ATC (71) 323 4861, (71) 358 1371; Fax (71) 323 4869. Apt Operator (71) 358 1301, (71) 358 1401, (71) 358 1100 (Duty).

11/29 8212' CONC/ASPH. PCN 65/F/B/X/T. HIRL. HIALS 11. HIALS 29.

H24. E and F Cat Acft PPR from the AD operator except Acft in emergency situations or Acft with EPWR as an alternate AD. Customs: H24.

F-3, Jet A-1.

Fire 7.

Zamosc

750' EPZA +01:00* N50 42.0 E023 12.3

Apt Operator 846169259; Fax 846169259; aer-ozam@wp.pl.

12/30 3051' GRASS. MTOW-13.

Mon-Fri 0900-1500LT, O/T and on Hol O/R 24hr (Sun 0600-1500LT for local ACB only).

Fire N.

Zar see Zywiec**Zegrze Pomorskie see Koszalin****Zerniki**

265' EPZE +01:00* N52 19.3 E017 02.4

Apt Operator Mobile 601237226; info@airport-biernat.pl.

06/24 1417' CONCRETE. MTOW-13. TORA 06 1745'. TORA 24 1745'. LDA 06 1581'. LDA 24 1581'.

Rwy 06 Right-Hand Circuit.

O/R Mon-Fri except Hol 0800-1600LT, O/T O/R 24hr.

Fire N.

Zielona Gora (Babimost)

194' EPZG IEG +01:00* N52 08.3 E015 47.9

Apt Administration Fax (68) 3512729; biur-ozg@polish-airports.com. Apt Manager (68) 3512300. Apt Operator (22) 6501000; Mobile 603958023 (Duty); Fax (22) 6501703.

06/24 8202' CONCRETE. PCN 57/R/A/W/T. HIRL.

Mon, Tue, Thu, Fri, 0600-0900Z, 1100-1600Z, 1800-2100Z; Wed, 0600-0900Z, 1100-1330Z; Sun, 1330-1600Z, 1800-2100Z. ATND SKD Mon-Fri 0500-2100Z, Sun 1300-2100Z, Sat closed, O/T O/R 72hr in advance. Customs: Mon-Fri 0500-2100Z, Sun 1300-2100Z, Sat closed, O/T O/R 72hr in advance. Traffic from/to non-Schengen states PNR 48hr in advance.

F-3, Jet A-1.

Fire 5 Cat 7 O/R 24hr.

Zielona Gora (Przylep)

253' EPZP +01:00* N51 58.8 E015 27.8

POLAND

Aeroclub (068) 3213010, (068) 3213015, (068) 3213022; Fax (068) 3213011; azl@azl.pl.

06/24 2362' GRASS. MTOW-13.

TORA 06/24 2986'/3018' incl. strip in front of RWY. LDA 06/24 3018'/2986' incl.strip behind the RWY.

Mon-Fri 0800-1600LT, O/T O/R 24hr.

F-3.

Fire N.

Zywiec (Zar)

1291' EPZR +01:00* N49 46.3 E019 13.1

Apt Administration 338621477, 338661046; Fax 338661090; recepcja@osrodekzar.pl.

04/22 1411' GRASS. MTOW-13. Rwy 04 Take-off not allowed.

08/26 1102' GRASS. MTOW-13. Rwy 08 Take-off not allowed. Rwy 26 Landing not allowed.

O/R 24hr.

F-3.

Fire N.

ROMANIA

Arad Apt of Entry

353' LRAR ARW +02:00* N46 10.6 E021
15.7

Apt Administration (0)257-254440, 339010; Fax
(0)257-254482, 254546; aero-
port.ar@rdslink.ro, ground.op@aeroportu-
larad.ro.

09/27 6562' CONCRETE. PCN 41/R/C/W/T.
TORA 09 5971'. LDA 09 5971'. LDA 27 5971'.
TODA 09 5971'. TODA 27 8202'. ASDA 09
5971'. HIRL. ALS.

H24. Customs.

F-3, Jet A-1, J.

Fire 7.

Avram Iancu see Cluj-Napoca**Bacau (George Enescu)** Apt of Entry

607' LRBC BCM +02:00* N46 31.3 E026
54.6

Apt Administration (0)234-552484; Fax
(0)234-575366; office@bacauairport.ro. Apt
Operator dispatch@bacauairport.ro.

16/34 8202' CONC/ASPH. PCN 20/R/A/W/T.
TODA 16 9514'. TODA 34 9514'. HIRL.

H24. Customs: 0400-2200Z. O/T O/R 24hr.

Jet A-1.

Fire 7.

Baia Mare (Maramures) Apt of Entry

606' LRBM BAY +02:00* N47 39.5 E023
28.0

Apt Administration (0)262-293444; Fax
(0)262-223394; ground@aimm.eu,
office@aimm.eu.

09/27 7054' ASPHALT. PCN 57/R/D/W/T.
HIRL. ALS 09.

Winter: 0500-1700. Summer: 0400-1600. O/T
O/R 24hr. Customs.

Jet A-1.

Fire 7.

Baneasa-Aurel Vlaicu see Bucharest**Bucharest (Baneasa-Aurel Vlaicu)** Apt of Entry

299' LRBS BBU +02:00* N44 30.2 E026
06.2

Apt Administration (0)21-2013304,
(0)21-2014000, (0)21-2014990, (0)21-2041000,
(0)21-3126866; Fax (0)21-2014990,
(0)21-3126866; contact@cnab.ro. Apt Operator
(0)21-2320020, (0)21-2323687; H24
(0)21-2323762; Fax (0)21-2323687,
(0)21-2323762.

07/25 10167' ASPHALT. PCN 63/R/D/W/T.
LDA 07 9714'. TODA 07 11020'. HIRL. ALS.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 7.

Bucharest (Henri Coanda) Apt of Entry

314' LROP OTP +02:00* N44 34.3 E026
05.1

Apt Administration (0)21-2013304,
(0)21-2014000, (0)21-2041000; Fax
(0)21-2014990, (0)21-3126866; con-
tact@cnab.ro. ARO (0)21-2032122,
(0)21-2032127, (0)21-3114315; Fax
(0)21-2032127, (0)21-3114316.

08L/26R 11480' ASPHALT. PCN 80/R/D/W/T.
LDA 08L 11460'. LDA 26R 11460'. TODA 08L
12300'. TODA 26R 12704'. HIRL. HIALS 08L.

08R/26L 11486' ASPHALT. PCN 70/R/D/W/T.
LDA 08R 11467'. LDA 26L 11463'. TODA 08R
12339'. TODA 26L 12536'. HIRL. HIALS 08R.

H24. Customs.

F-3, Jet A-1, Jet A-1+.

Fire 9.

Cluj-Napoca (Avram Iancu) Apt of Entry

1039' LRCL CLJ +02:00* N46 47.3 E023
41.5

ROMANIA

Apt Administration
(0)264-307500,416702,416708; Fax
(0)264-416712,307505; office@airportcluj.ro.

07/25 6693' CONCRETE. PCN 114/R/B/W/T.
LDA 07 5906'. TODA 07 6890'. TODA 25 6890'.
HIRL. HIALS 07. HIALS 25.

H24. Customs.

Jet A-1.

Fire 7.

Constanta (Mihail Kogalniceanu-Constanta)

Apt of Entry

353' LRCK CND +02:00* N44 21.7 E028
29.3

Apt Administration (0)241-255177, 255100,
255762; Fax (0)241-508022, 255762; aero-
port@mk-airport.ro. ARO (0) 241742158; Fax
(0) 241742158.

18/36 11483' CONCRETE. PCN 62/R/A/W/T.
TODA 18 12467'. TODA 36 11850'. HIRL. ALS
36.

H24. Customs.

Jet A-1, JP-8.

Fire 7 CAT 8 O/R 24hr PNR.

Craiova Apt of Entry

626' LRCV CRA +02:00* N44 19.1 E023
53.3

Apt Administration (0251) 411112, (0251)
412564, (0251) 416860; Fax (0251) 411112,
(0251) 416860; aeroportcv@yahoo.com, mir-
cea@aeroportcraiova.ro.

09/27 8202' ASPHALT. PCN 46/F/C/W/T. LDA
09 8182'. LDA 27 8182'. TODA 09 9186'. TODA
27 9843'. HIRL. ALS 27.

Winter: Mon 0600-2100, Tue-Fri 0430-2100,
Sat 0430-1000; summer: Mon 0500-2000, Tue-
Fri 0330-2000 and Sat 0330-0900. Customs:
H24.

Jet A-1.

Fire 7.

Delta Dunarii see Tulcea**George Enescu see Bacau****Henri Coanda see Bucharest****Iasi** Apt of Entry

411' LRIA IAS +02:00* N47 10.8 E027 37.2
Apt Administration (232) 271590; Fax (232)
271570; handling@aeroport.ro, iasi@aero-
port.ro, operational@aeroport.ro.

14/32 7874' ASPHALT. PCN 99/F/C/W/T.
TODA 14 8366'. TODA 32 8366'. HIRL. HIALS.
H24 ATND SKD H24. Notification on requested
services shall be addressed by fax, AFS or
SITA address of AD Administration. Customs:
H24.

F-3, Jet A-1.

Fire 7.

Maramures see Baia Mare**Mihail Kogalniceanu see Constanta****Oradea** Apt of Entry

468' LROD OMR +02:00* N47 01.5 E021
54.1

Apt Administration (0)259-416082, 413952,
410867; Fax (0)259-413951, 455641; air-
port@aeroportoradea.ro. Apt Operator opera-
tional@aeroportoradea.ro.

01/19 6890' CONCRETE. PCN 60/R/D/W/U.
LDA 01 6398'. LDA 19 6398'. TODA 01 8202'.
TODA 19 7087'. HIRL. HIALS 01. HIALS 19.

0500-1900Z, O/T O/R with 24hr in advance.
Customs.

F-3, Jet A-1.

Fire 7 Outside AD Ops hr O/R.

Satu Mare Apt of Entry

413' LRSM SUJ +02:00* N47 42.2 E022
53.1

Apt Administration (0)261-768846,
0)261-768640; Fax 0)261-768776.

ROMANIA

01/19 8202' ASPHALT. PCN 61/R/C/W/T. TODA 01 9514'. TODA 19 9514'. HIRL. ALS 19.

Mon-Sat 0500-1700Z. Customs.

F-3, Jet A-1.

Fire 5, O/R CAT 7 not later than 24hr before.

Sibiu Apt of Entry

1520' LRSB SBZ +02:00* N45 47.1 E024 05.1

Apt Administration (0)269 253135; Fax (0)269 253131, 253047.

09/27 8629' CONCRETE. PCN 56/R/D/W/T. TODA 09 9318'. ASDA 09 9114'. HIRL. ALS 27.

H24. Customs.

F-3, Jet A-1.

Fire 7.

Stefan cel Mare see Suceava**Suceava (Stefan cel Mare)** Apt of Entry

1375' LRSV SCV +02:00* N47 41.2 E026 21.3

Apt Administration 40-0230-529999, 529962, 529621; Fax 40-0230-529999, 529621. Apt Operator office@aeroportsuceava.ro.

16/34 8071' ASPHALT. PCN 110/F/C/W/T. LDA 34 6693'. TODA 34 8547'. HIRL. HIALS 16. HIALS 34.

0300-2100Z. Customs.

F-4, Jet A-1.

Fire 7.

Targu Mures (Transilvania-Targu Mures)

Apt of Entry

963' LRTM TGM +02:00* N46 28.1 E024 24.7

Apt Administration (0)265-328888/328259; Fax (0)265-263050, 328257. Apt Operator office@transylvaniaairport.ro.

07/25 6562' ASPHALT. PCN 70/F/D/W/T. LDA 07 6542'. LDA 25 6542'. TODA 07 7464'. TODA 25 7349'. HIRL. ALS 07.

H24. Customs.

F-3, Jet A-1.

ABN. Fire 7.

Timisoara (Traian Vuia) Apt of Entry

348' LRTR TSR +02:00* N45 48.6 E021 20.3

Apt Administration (0) 256386089, (0) 256493123; Fax (0) 256490705, (0) 256493123; office@aerotim.ro. ARO (0) 256494034; Fax (0) 256494034.

11/29 11483' ASPHALT. PCN 42/R/B/W/T. TODA 11 12139'. TODA 29 12139'. HIRL. HIALS.

H24. Customs.

Jet A-1.

Fire 7.

Traian Vuia see Timisoara**Transilvania-Targu Mures see Targu Mures****Tulcea (Delta Dunarii)** Apt of Entry

200' LRTC TCE +02:00* N45 03.8 E028 42.9

Apt Administration 240-512910, 240-513552; Fax 240-511040; handling@aeroportul-tulcea.ro, office@aeroportul-tulcea.ro, ops@aeroportul-tulcea.ro. ATC 240-511581; Fax 240-511581.

16/34 6759' ASPHALT. PCN 61/F/C/W/T. LDA 34 6539'. TODA 16 7694'. TODA 34 6955'. HIRL. ALS 34.

Winter: 0530-1730, Summer: 0430-1630, O/T O/R not later than 1300. Customs: H24.

F-3, Jet A-1.

Fire 3.

Tuzla

164' LRTZ +02:00* N43 59.0 E028 36.6

ROMANIA

Apt Administration (0241) 694402; Mobile
0745058654; Fax (0241) 733450;
office@regional-air.ro.

04/22 3117' GRASS. AUW-13. TODA 04 3379'.
TODA 22 3379'.

16/34 1247' GRASS. AUW-13. TODA 16 1509'.
TODA 34 1509'.

Winter: Mon-Fri 0600-1430, Summer: Mon-Fri
0500-1330, O/T O/R submitted not later than
1300.

F-3, Jet A-1.

Fire 3.

RUSSIA

Abakan Apt of Entry

830' UNAA ABA +07:00 N53 44.4 E091 23.1
Apt Operator (390-2) 282001; Fax (390-2)
282001; info@abakan.aero.

02/20 10663' ASPH/CONC. PCN 80/F/B/X/T.
LDA 02 9049'. LDA 20 9869'.

H24. Customs.

Jet A-1.

Fire 7.

Aldan

2277' UEEA ADH +09:00 N58 36.2 E125
24.5

06/24 5906' ASPH/CONC. TORA 24 5413'.
LDA 24 4757'. TODA 06 6398'. TODA 24 5577'.
ASDA 24 5413'. RL. ALS 24.

For Russian users only.

Alexey Leonov see Kemerovo**Alykel see Norilsk****Anadyr (Ugolny)** Apt of Entry

194' UHMA DYR +12:00 N64 44.1 E177
44.3

Apt Administration (42732) 27569; Fax (42732)
27531.

01/19 11486' CONCRETE. PCN 43/R/A/X/T.
TODA 01 12798'. TODA 19 11978'. RL. HIALS
01. HIALS 19.

2100-0600. Fri 0600-Sun 2100 and Hol clsd.
Customs.

Jet A-1.

Fire 8.

Anapa (Vityazevo) Apt of Entry

177' URKA AAQ +03:00 N45 00.1 E037
20.8

Apt Administration (86133) 98477, 43644; Fax
(86133) 43544.

04/22 8202' CONCRETE. PCN 52/R/B/W/T.
TODA 04 9514'. TODA 22 9350'. RL. HIALS.

15 May-28 Okt 0430-2100, 29 Oct-14 May
0500-1700. Customs: During skd operations.

2300 to 0700 as alternate available.

Jet A-1.

Fire 7.

Apatity (Khibiny)

525' ULMK KVK +03:00 N67 27.8 E033 35.1
Apt Operator (921) 5140015; Fax (81555)
77-369; airport@hibiny.aero.

11/29 8189' CONCRETE. PCN 30R/A/X/T.
TODA 11 8681'. TODA 29 8681'. HIRL. ALS
11.

53/R/A/X/T 27 OCT - 30 MAR

0300-2000.

For Russian users only.

Jet A-1.

Fire 5 Cat 6,7 O/R.

Arkhangelsk (Talagi) Apt of Entry

62' ULAA ARH +03:00 N64 36.0 E040 43.0

Apt Operator (8182) 63-11-72; Fax (8182)
63-16-11; airport@arhaero.ru.

08/26 8202' CONCRETE. PCN 44/R/C/X/T.
TODA 08 8694'. TODA 26 8694'. HIRL.

0400-1900. Customs.

Jet A-1.

Fire 7.

Arkhangelsk (Vaskovo)

82' ULAH +03:00 N64 26.5 E040 25.3

12/30 8009' CONCRETE. PCN 12/R/B/X/T.
TORA 12 7907'. TORA 30 7972'. TODA 12
7907'. TODA 30 7972'. ASDA 12 7907'. ASDA
30 7972'. RL. ALS.

For Russian Users Only.

Fire 3.

Astrakhan Apt of Entry

-62' URWA ASF +04:00 N46 17.0 E048 00.4

Apt Administration (8512) 39-33-30; Fax (8512)
39-42-53; mail@airport.astrakhan.ru.

RUSSIA

09/27 10499' ASPH/CONC. PCN 63/F/C/X/T. Jet A-1.
TODA 09 11811'. TODA 27 11811'. Fire 7.
HIRL. HIALS.

11/29 6398' GRASS. TODA 11 7710'. TODA 29 6660'.

H24. Customs.

Jet A-1.

Fire 7.

Balandino see Chelyabinsk

Baratayevka see Ulyanovsk

Barnaul (Mikhaylovka) Apt of Entry

837' UNBB BAX +07:00 N53 21.8 E083 32.4
Apt Administration (3852)543000; Fax
(3852)543025.

06/24 9360' ASPH/CONC. PCN 44/R/B/X/T.
LDA 06 8218'. TODA 06 10672'. TODA 24
9852'. HIRL.

Rwy 24 Right-Hand Circuit.

Rwy 06 first 348m: PCN 52/F/C/X/T.

H24. Customs.

Jet A-1.

Fire 7 Cat 8 PPR 24HR.

Batagay

699' UEBB BQJ +10:00 N67 38.9 E134 41.6

05/23 6562' SOIL. TORA 05 6398'. TORA 23
6398'. TODA 05 7054'. TODA 23 7054'. RL.
ALS 05.

For Russians users only.

Begishevo Apt of Entry

643' UWKE NBC +03:00 N55 33.9 E052
05.5

Apt Administration (8552) 715323, (8552)
796790; Fax (8552) 716808; office@nbc.aero.

03/21 8209' ASPH/CONC. PCN 44/R/C/X/T.
TORA 03 7881'. TORA 21 7881'. TODA 03
9193'. TODA 21 9193'. ASDA 03 7881'. ASDA
21 7881'. HIRL.

H24. Customs.

Jet A-1.

Fire 7.

Belgorod Apt of Entry

735' UUOB EGO +03:00 N50 38.6 E036
35.4

Apt Operator (4722) 23-57-66; Fax (4722)
23-57-88; inbox@belgorodavia.ru.

11/29 8202' ASPH/CONC. PCN 57/F/D/X/T.
TODA 11 9186'. TODA 29 9186'. HIRL. ALS
11. HIALS 29.

H24. Customs: O/R.

Jet A-1. JASU. Oxygen.

Fire 7.

Beloyarskiy

79' USHQ EYK +05:00 N63 41.3 E066 42.0

Apt Operator (34670) 37-5-88; Fax (34670)
2-38-33, 37-5-88; airportblr@mail.ru.

16/34 7028' CONCRETE. PCN 24/R/A/X/T.
TODA 16 7520'. TODA 34 8012'.

DLY 0300-1300.

For Russian users only.

Fire 5.

Beslan see Vladikavkaz

Besovets see Petrozavodsk

Blagoveshchensk (Ignatyev) Apt of Entry

640' UHBB BQS +09:00 N50 25.5 E127
24.7

Apt Operator Fax (4162) 210-543, (4162)
210-556; bqs@amurair.ru.

18/36 9186' ASPH/CONC. PCN 57/F/D/X/T.
TODA 18 9842'. TODA 36 9842'. HIRL. ALS.

2030-1100. Customs.

Jet A-1.

Fire 7 Cat 8 PPR.

Bogashevo see Tomsk

Bolshoe Savino see Perm

RUSSIA

Bovanenkovo

23' USDB +05:00 N70 18.9 E068 20.0

Apt Operator (3499) 598-340; Fax (3499) 598-340; na@bov.gazpromavia.ru.

10/28 8717' CONCRETE. PCN 62/R/A/X/T. TODA 10 9209'. TODA 28 9209'. HIRL.

DLY 0300-1500.

For Russian users only.

Jet A-1.

Fire 7.

Bratsk Apt of Entry

1611' UIBB BTK +08:00 N56 22.2 E101 41.9

Apt Operator (3953) 322-324, 322-514; Fax (3953) 322-329, 322-514; office@aerobrask.ru.

12/30 10367' CONCRETE. PCN 54/R/A/W/T. TODA 12 11351'. ASDA 12 10613'. ASDA 30 10613'. HIRL.

0000 - 1200, O/T PPR 48HR. Customs.

Jet A-1.

Fire 8.

Bryansk Apt of Entry

666' UUBP BZK +03:00 N53 12.9 E034 10.5

Apt Administration fin.mab@mail.ru. Apt Operator (4832) 644244, 590080; Fax (4832) 644244.

16/34 7874' CONCRETE. PCN 24/R/B/W/T. TODA 16 9186'. TODA 34 8530'. ALS.

Mon/Tue/Thr/Sat 0600-1500, Wed/Fri/Sun 0500-1500. Customs: H24.

Jet A-1. Oxygen.

Fire 6 ARR Acft requiring Cat 6 by prior coordination.

Bugulma

991' UWKB UUA +04:00 N54 38.5 E052 48.0

Apt Operator (85594) 57000; Fax (85594) 57004; asup@bugavia.ru.

01/19 6506' ASPH/CONC. PCN 15/F/C/Y/T. TORA 01 6407'. TORA 19 6407'. TODA 01

6899'. TODA 19 6899'. ASDA 01 6407'. ASDA 19 6407'. RL. ALS.

First 50m of Rwy 01/19 not used for TKOF. H24.

For Russian Users Only.

Jet A-1.

Fire 4.

Cheboksary Apt of Entry

561' UWKS CSY +03:00 N56 05.4 E047 20.8

Apt Operator (8352) 22-94-01, 22-94-30; Fax 8(499) 940-07-23, ext. 354; aeroport.cheboksary@aerofuels.ru.

06/24 8241' ASPH/CONC. PCN 55/F/D/X/T. TODA 06 8733'. TODA 24 8733'. HIRL.

0500-1930.

Jet A-1.

Fire 6.

Chelyabinsk (Balandino) Apt of Entry

771' USCC CEK +05:00 N55 18.3 E061 30.2

Apt Operator (351) 778-33-25, 778-32-36; Fax (351) 779-14-63; sekretar@sekport.ru.

09/27 10499' CONCRETE. PCN 60/R/A/W/T. TODA 09 11811'. TODA 27 11237'. HIRL.

H24. Customs.

Jet A-1. Oxygen.

Fire 8.

Cheremshanka see Krasnoyarsk**Cherepovets** Apt of Entry

377' ULWC CEE +03:00 N59 16.6 E038 01.1

Apt Operator (8202) 675 202; Fax (8202) 675 233; avia@severstal-avia.com.

03/21 8278' ASPH/CONC. PCN 37/R/B/X/T. TODA 03 8770'. TODA 21 8770'. RL.

0400-2030. Customs: By coordination.

Jet A-1.

RUSSIA

Fire 5.

Chersky

15' UESS CYX +11:00 N68 44.5 E161 20.4
13/31 5479' PAVED. TORA 13 5151'. TORA 31
5315'. LDA 13 5151'. LDA 31 5315'. TODA 13
5643'. TODA 31 5807'. ASDA 13 5151'. ASDA
31 5315'.

For Russian users only.

Chertovitskoye see Voronezh**Chita (Kadala) Apt of Entry**

2270' UIAA HTA +09:00 N52 01.6 E113
18.3

Apt Administration (8-302-2) 338411; Fax
(8-302-2) 411878; airport@chita.ru.

11/29 9183' CONCRETE. PCN 49/R/A/W/T.
TODA 11 10495'. TODA 29 10167'. RL.

2100-0900. Customs.

Jet A-1.

Fire 7 Cat 8 PPR at least 4 days.

Chokurdakh

167' UESO CKH +11:00 N70 37.5 E147
53.8

Apt Operator (411-58) 2-13-11; Fax (411-58)
2-10-09; chokurdach@aerosever.ru.

08/26 5577' SOIL. TODA 08 6069'. TODA 26
6069'.

Sun-Mon, Tue-Wed, Thu-Fri 2300-0800; Mon-
Tue, Wed-Thu 2200-0700.

For Russian users only.

Jet A-1.

Fire 4.

Chulman see Neryungri**Domodedovo see Moscow****Donskoe see Tambov****Dzemgi see Komsomolsk-Na-Amure****Elista Apt of Entry**

502' URWI ESL +03:00 N46 22.5 E044 19.4
Apt Administration (84722) 29947; Fax (84722)
29947.

09/27 10499' ASPH/CONC. PCN 38/F/D/X/T.
TODA 09 10991'. TODA 27 10991'. RL.

Mon, Tue, Wed, Thu, Sat 0700-1400. Thu, Sun
0700-1600. Customs: By operational require-
ments.

Jet A-1.

Fire 6.

Gagarin see Saratov**Gelendzhik**

131' URKG GDZ +03:00 N44 34.9 E038
00.8

Apt Administration (86141) 99-013; Fax (86141)
99-006; priem@gdz.basel.aero.

01/19 10171' ASPH/CONC. PCN 62/F/D/X/T.
TORA 01 5906'. TODA 01 5906'. TODA 19
10663'. RL. ALS 01. Rwy 19 Landing not
allowed.

0530-1700. O/T 48hr PPR.

For Russian users only.

Jet A-1. Oxygen.

Fire 7.

Gorno-Altaiisk

968' UNBG RGK +07:00 N51 58.1 E085
50.2

Apt Operator (38822) 47500; Fax (38844)
23376; aeroport.gorny@mail.ru, aero-
port@aeroport.gorny.ru.

02/20 7549' ASPH/CONC. PCN 57/F/A/X/T.
TODA 02 8041'. TODA 20 8041'.

Mon-Sun: 0100 - 1200.

For Russian users only.

Jet A-1, 91/115 octane.

Fire 7.

Grabtsevo see Kaluga

RUSSIA

Grozny (Severny) Apt of Entry

538' URMG GRV +03:00 N43 23.3 E045 42.0

Apt Operator (8712) 224966, 224190; Fax (8712) 224967, 224185; vaynah-avia@mail.ru.

08/26 8202' ASPH/CONC. PCN 44/F/D/X/T. TODA 08 8694'. TODA 26 8694'. RL. ALS 08. HIALS 26.

DLY 0600-1500, O/T O/R.

Jet A-1.

Fire 6.

Gumrak see Volgograd**Igarka**

82' UOII IAA +07:00 N67 26.2 E086 37.3

Apt Operator (39172) 2-34-00, 2-28-00; Fax (39172) 2-14-59; igarkaair@mail.ru.

12/30 8245' CONCRETE. PCN 35/R/A/X/T. TODA 12 9557'. TODA 30 8927'. HIRL. ALS 12.

PCN 45/R/A/X/T during the period from 01 OCT to 30 APR.

Mon 0200 - Sat 1300 H24, Sun u/s.

For Russian users only.

Jet A-1.

Fire 3 Cat 5 Mon 0200-1300, Tue-Sat 0100-1300.

Ignatyevovo see Blagoveshchensk**Irkutsk** Apt of Entry

1686' UIII IKT +08:00 N52 16.0 E104 23.7

Apt Administration (395-2) 26-68-53, 26-68-00; Fax (395-2) 26-64-55, 26-64-00; office@ikt-port.ru.

12/30 11696' CONCRETE. PCN 45/R/A/W/T. TORA 12 10387'. TORA 30 10387'. LDA 12 10387'. LDA 30 10387'. TODA 12 11043'. TODA 30 11699'. HIRL.

H24, rwy clsd Thu 0800-0900. Customs: H24.

Jet A-1.

Fire 8.

Irkutsk-2 (Vostochny)

1437' UIIR +08:00 N52 22.1 E104 11.0

Apt Operator (3952) 322909; Fax (3952) 322945; laz@irkut.ru.

14/32 8202' CONCRETE. PCN 31/R/B/X/T. TODA 14 8858'. TODA 32 9350'.

Winter: PCN 37/R/B/X/T, MTOW 848779lb. Summer: MTOW 705479lb.

DLY 0100-1500, O/T O/R.

For Russian users only.

Jet A-1.

Fire 8.

Iturup

387' UHSI ITU +11:00 N45 15.4 E147 57.3

Apt Administration (42-455) 21-8-44, 42-7-30, 42-5-88; Fax (42-455) 22-1-59; arp-iturup@mail.ru, mendeluk.73@mail.ru.

13/31 7552' CONCRETE. PCN 20/R/A/X/T. TODA 13 8044'. TODA 31 8044'. ALS 31.

by NOTAM.

For Russian users only.

Jet A-1.

Fire 5.

Ivanovo (Yuzhny)

410' UUBI IWA +03:00 N56 56.5 E040 55.9

Apt Operator (4923) 93-01-74; Fax (4932) 93-01-74; kanz@ivanovo.aero.

11/29 8215' ASPH/CONC. PCN 53/F/D/X/T. TODA 11 9527'. TODA 29 9527'. HIRL. ALS 11.

Mon-Fri 0600-1400.

For Russian Users Only.

Jet A-1.

Fire 7.

Izhevsk

535' USII IJK +04:00 N56 50.1 E053 27.7

RUSSIA

Apt Operator (3412) 63-06-09, 63-06-00; Fax (3412) 78-05-43; office@izhavia.aero.

01/19 8202' ASPH/CONC. PCN 44/R/C/X/T. TODA 01 9514'. TODA 19 9514'. RL.

H24.

For Russian Users only.

Jet A-1.

Fire 6.

Kadala see Chita

Kaliningrad (Khrabrovo) Apt of Entry

43' UMKK KGD +02:00 N54 53.5 E020 35.9

Apt Administration (4012) 610310, 610305; Fax (4012) 610311; info@kgd.aero.

06/24 10991' ASPH/CONC. PCN 64/R/C/X/T. TODA 06 12303'. TODA 24 11647'. HIRL. ALS 24.

H24. Customs.

Jet A-1.

Fire 7.

Kaluga (Grabtsevo) Apt of Entry

666' UUBC KLF +03:00 N54 32.9 E036 22.3

Apt Administration ops@airkaluga.ru. Apt Operator (4842)27-98-28; Fax (4842)27-98-27.

13/31 7218' ASPH/CONC. PCN 42/F/D/X/T. TODA 13 7710'. TODA 31 7710'. HIRL. HIALS.

Dly 0500-1800. Customs: O/R. PPR 72hr.

Jet A-1.

Fire 6.

Kavalerovo

722' UHWK +10:00 N44 16.3 E135 01.7

Apt Operator (42337) 98-086; Fax (42337) 98-086; Plastunavia-artem@mail.ru, kguap@plastun-avia.ru.

13/31 4265' ASPH/CONC. PCN 11/R/B/Y/U. TORA 13 4101'. TORA 31 4101'. TODA 13 4921'. TODA 31 4921'. ASDA 13 4101'. ASDA 31 4101'.

For Russian Users Only

Kazan Apt of Entry

410' UWKD KZN +03:00 N55 36.4 E049 16.8

Apt Administration (843) 2678753; Fax (843) 2659162.

11/29 12303' CONCRETE. PCN 58/R/A/W/T. TODA 11 12795'. TODA 29 12795'. HIRL. ALS 11.

H24. Customs.

Jet A-1. Oxygen.

Fire 8.

Kemerovo (Alexey Leonov) Apt of Entry

873' UNEE KEJ +07:00 N55 16.2 E086 06.4

Apt Administration (3842) 390214; Fax (3842) 390292; aerokem@mail.ru.

05/23 10499' CONCRETE. PCN 45/R/A/W/T. TODA 05 11483'. TODA 23 11483'. HIRL. ALS 05. HIALS 23.

H24. Customs.

Jet A-1.

Fire 8.

Keperveyem

623' UHMK KPW +12:00 N67 50.8 E166 08.3

09/27 8126' PAVED. TODA 09 9766'. TODA 27 8782'. ASDA 09 8290'. ASDA 27 8290'. RL. ALS 09.

For Russians users only.

Khabarovsk (Novy) Apt of Entry

243' UHHH KHV +10:00 N48 31.7 E135 11.3

Apt Operator (4212) 263530; Fax (4212) 263661; office@airkhv.ru.

05L/23R 11483' ASPH/CONC. PCN 56/R/C/X/T. TODA 05L 12795'. TODA 23R 12795'. RL.

05R/23L 13123' ASPH/CONC. PCN 68/R/A/X/T. TODA 05R 14435'. TODA 23L 14435'. HIRL. ALS 23L.

RUSSIA

H24. Customs.

Jet A-1.

Fire 9.

Khanty-Mansiysk Apt of Entry

141' USHH HMA +05:00 N61 01.7 E069 05.2

Apt Operator (3467) 354-216, 354-209; Fax (3467) 354-138; ugraavia@ugracom.ru.

06/24 9186' ASPH/CONC. PCN 38/F/B/X/T. TODA 06 9678'. TODA 24 9678'. HIRL.

H24. Customs.

Jet A-1.

Fire 7.

Khatanga

98' UOHH HTG +07:00 N71 58.7 E102 29.6

Apt Operator (39176) 21338; Fax (39176) 21338; aviahatanga@rambler.ru.

06/24 8871' CONCRETE. PCN 16/R/A/X/T. TORA 06 8379'. TORA 24 8609'. LDA 24 8221'. TODA 06 9035'. TODA 24 9134'. ASDA 06 8379'. ASDA 24 8609'. RL.

Mon, Tue, Thu, Fri - 0200-1400 Wed - 2300-1200 Sat, Sun and Hol. - closed.

For Russian users only.

Jet A-1.

Fire 5 Cat 6,7 O/R.

Khibiny see Apatity
Khomutovo see Yuzhno-Sakhalinsk
Khrabrovo see Kaliningrad
Kirov (Pobedilovo)

486' USKK KVX +03:00 N58 30.2 E049 20.8

Apt Operator (8332) 55-14-34.

03/21 8868' ASPH/CONC. PCN 45/F/D/W/T. TODA 03 9360'. TODA 21 9360'. RL. ALS 03. HIALS 21.

H24.

For Russian users only.

Jet A-1.

Fire 6.

Knevichi see Vladivostok
Kogalym

220' USRK KGP +05:00 N62 11.4 E074 32.0

Apt Operator (34667) 2-31-01; Fax (34667) 2-96-95; office@kogalymavia.ru.

17/35 8225' CONCRETE. PCN 25/R/A/X/T. TODA 17 8881'. TODA 35 8881'. HIRL. HIALS.

01 DEC- 15 APR PCN 35/R/A/X/T

DLY 0200-1700.

For Russian Users Only.

Jet A-1.

Fire 7.

Koltsovo see Yekaterinburg
Komsomolsk-Na-Amure (Dzemgi)

82' UHKD +10:00 N50 36.3 E137 04.9

Apt Administration (4217) 526-200, 228-525; Fax (4217) 526-421, 229-851; info@khaapo.com.

01/19 8097' CONCRETE. PCN 39/R/B/X/T. TORA 01 7933'. TORA 19 7933'. TODA 01 10558'. TODA 19 8917'. ASDA 01 7933'. ASDA 19 7933'. RL.

First 50m of RWY 01/19 not used for TKOF.

Mon-Fri 2300-1000. Sat, Sun, Hol clsd.

For Russian users only.

Jet A-1.

Fire 6.

Kostroma (Sokerkino)

446' UUBA KMW +03:00 N57 47.9 E041 01.1

14/32 5577' ASPH/CONC. PCN 16/F/D/X/T. TORA 14 5413'. TORA 32 5413'. TODA 14 6398'. TODA 32 6398'. ASDA 14 5413'. ASDA 32 5413'. RL. ALS 14.

RUSSIA

For Russian users only.

Krasnodar (Pashkovskiy) Apt of Entry
118' URKK KRR +03:00 N45 02.1 E039
10.2

Apt Operator (8861) 2277777; Fax (8861)
2191115, 2191622, 2191015; airport@airport-
krr.ru.

05L/23R 7218' ASPH/CONC. PCN 45/F/D/X/T.

05R/23L 9846' CONCRETE. PCN 54/R/B/W/T.
TODA 05R 10830'. TODA 23L 10830'.
HIRL. ALS.

H24. Customs.

Jet A-1.

Fire 7.

Krasnoyarsk (Cheremshanka)

833' UNKM +08:00 N56 10.6 E092 32.8

Apt Operator (391) 252-63-41; Fax (391)
252-65-85; info@cheremshanka.ru.

11/29 5906' CONCRETE. PCN 18/R/A/W/T.
TODA 11 7218'. TODA 29 7218'. RL. ALS 29.

Mon-Fri: 0200-1400, Sat, Sun: closed.

For Russian users only.

Jet A-1.

Fire 3.

Krasnoyarsk (Yemelyanovo) Apt of Entry

942' UNKL KJA +07:00 N56 10.4 E092 29.6

Apt Administration (391) 2286199, 2286123;
Fax (391) 2286124.

11/29 12139' ASPH/CONC. PCN 95/R/B/X/T.
TODA 11 13451'. TODA 29 13451'. HIRL. ALS.

H24. Customs.

Jet A-1.

Fire 8.

Kresty see Pskov**Kubinka**

610' UUMB +03:00 N55 36.7 E036 38.9

Apt Operator (495) 995-42-69; Fax (495)
995-42-69.

04/22 8202' CONCRETE. PCN 31/R/A/W/T.
RL.

Days, according to the permission for non-
scheduled (single) flights. Customs: O/R.

Jet A-1.

IBN. Fire 5.

Kupol

1745' UHEK +11:00 N66 54.1 E169 33.6

Apt Operator (4132) 69-06-50 ext. (41555); Fax
(4132) 64-37-37; Alexander.Novozhilov@kin-
ross.com, Oleg.Bratsevich@kinross.com, mag-
adan.office@kinross.com.

01/19 6004' SOIL. TORA 01 5840'. TORA 19
5840'. TODA 01 6332'. TODA 19 6332'. ASDA
01 5840'. ASDA 19 5840'. ALS.

WBC Winter-134482lb

Sun-Sat: 2100-0700.

For Russian Users Only

Jet A-1.

Fire 5.

Kurgan

240' USUU KRO +05:00 N55 28.5 E065
24.9

Apt Operator (3522) 47 8356/8478; airkur-
gan@yandex.ru.

02/20 8533' ASPH/CONC. PCN 50/F/D/X/T.
TODA 02 9025'. TODA 20 9845'. RL. ALS.

Mon-Fri 0000-1100, 1600-2359; Sat
0000-0400, 1600-2359; Sun 0000-0400,
1500-2359.

For Russian users only.

Jet A-1.

Fire 5 up to Cat 7 O/R.

Kursk (Vostochny) Apt of Entry

686' UUOK URS +03:00 N51 45.0 E036
17.7

RUSSIA

Apt Administration (4712) 389990, 389975; Fax (4712) 389993.

12/30 8202' CONCRETE. PCN 22/R/A/X/T. TORA 12 8038'. TORA 30 8038'. TODA 12 8530'. TODA 30 8530'. ASDA 12 8038'. ASDA 30 8038'.

Mon-Fri 0230-1800, Sat-Sun and HOL avbl for sked. Customs: By coordination.

Jet A-1.

Fire 6.

Kurumoch see Samara

Kyzyl

2142' UNKY KYZ +07:00 N51 40.2 E094 24.0

Apt Operator Fax (39422) 51177. Apt Switchboard (39422) 50185.

05/23 8858' CONCRETE. PCN 12/R/B/X/T. TORA 05 8694'. TORA 23 8694'. TODA 05 10006'. TODA 23 10006'. ASDA 05 8694'. ASDA 23 8694'.

Dly 0130-1300, except Sun/Hol.

For Russian users only.

Jet A-1, 91/115 octane.

Fire 3.

Lensk

807' UERL ULK +09:00 N60 43.4 E114 49.5

Apt Operator (41137) 45170; Fax (41137) 42040, 45225; air_lensk.zna@mail.ru, lskport@mail.ru.

07R/25L 6562' PAVED. TORA 07R 6398'. TORA 25L 6398'. TODA 07R 7218'. TODA 25L 7218'. ASDA 07R 7218'. ASDA 25L 7218'. RL. ALS 25L.

Sun-Sat 2300-0930, O/T PPR.

For Russian users only.

F-3, Jet A-1.

Fire 5 Cat 6 O/R.

Lipetsk Apt of Entry

587' UUOL LPK +03:00 N52 42.1 E039 32.3

Apt Administration (4742) 34-88-20; Fax (4742) 34-72-72; airport@lipetsk.ru.

15/33 7687' CONCRETE. PCN 41/R/B/W/T. TORA 15 6703'. TORA 33 6703'. LDA 15 6703'. LDA 33 6703'. TODA 15 6703'. TODA 33 7523'. ASDA 15 6703'. ASDA 33 6703'.

H24. Customs.

Jet A-1.

Fire 5.

Magadan (Sokol) Apt of Entry

574' UHMM GDX +11:00 N59 54.6 E150 43.2

Apt Administration (4132) 690777; Fax (4132) 690824; airport-magadan@mail.ru.

10/28 11325' ASPH/CONC. PCN 64/R/B/X/T. TODA 10 12598'. TODA 28 12638'. HIRL.

Dly 2200-1000. Customs: Sun-Thu 2145-0645, Fri 2145-0545, Hol U/S.

Jet A-1.

Fire 8.

Magas see Sleptsovskaya**Magnitogorsk** Apt of Entry

1430' USCM MQF +05:00 N53 23.6 E058 45.3

Apt Operator (3519) 299425; Fax (3519) 299248; airport@airmgn.ru.

18/36 10663' CONCRETE. PCN 35/R/A/W/T. TODA 18 11155'. TODA 36 11155'. HIRL.

01 Nov -15 Mar PCN 45/R/A/W/T.

H24. Customs: 0400-1200, PPR- H24.

Jet A-1.

Fire 6.

Makhachkala (Uytash) Apt of Entry

16' URML MCX +03:00 N42 49.0 E047 39.1

Apt Administration (8722) 988866; Fax (8722) 555502, 988898; info@mcx.aero.

RUSSIA

14/32 8661' ASPH/CONC. PCN 42/R/B/X/T.
TODA 14 9645'. TODA 32 9645'. HIRL.

H24. Customs.

Jet A-1.

Fire 7.

Mendeleyevo see Yuzhno-Kurilsk

Mikhaylovka see Barnaul

Mineralnyye Vody Apt of Entry

1047' URMM MRV +03:00 N44 13.6 E043
05.0

Apt Operator (87922) 67828; Fax (87922)
20401; office@mairport.ru.

12/30 12795' CONCRETE. PCN 54/R/A/W/T.
TODA 12 14107'. TODA 30 14107'. HIRL. ALS
12.

H24. Customs.

Jet A-1.

Fire 8 Cat 9 O/R.

Mirny

1161' UERR MJZ +09:00 N62 32.1 E114
02.3

Apt Operator (41136) 3-51-97, 9-90-00,
4-44-00; Fax (41136) 98399; map@alrosa.ru.

07/25 9186' CONCRETE. PCN 39/R/A/X/T.
TODA 07 10498'. TODA 25 10498'. HIRL.

Sun-Fri: 2300-1030. Fri-Sat: 2300-1030.

For emergency landing of flights operating
along the cross-polar routes or Russian users
only.

Jet A-1.

Fire 7 Cat 3 out of AD ops hrs.

Moscow (Domodedovo) Apt of Entry

594' UJDD DME +03:00 N55 24.5 E037
54.4

Apt Administration (495) 3633063; Fax (495)
7878635. Apt Operator adk@dme.ru.

14/32 12467' CONCRETE. PCN 94/R/A/W/T.
HIRL. ALS.

14L/32R 7776' CONCRETE. PCN 74/R/C/X/T.
TODA 14L 8268'. TODA 32R 8268'. HIRL.

14R/32L 11483' CONCRETE.
PCN 57/R/A/W/T. TODA 14R 12795'. TODA
32L 12795'. HIRL. ALS 14R.

H24. Customs.

Jet A-1.

Fire 9 Fire cat 7 RWY 14L/32R, H24.

Moscow (Sheremetyevo) Apt of Entry

630' UUEE SVO +03:00 N55 58.3 E037
24.8

Apt Administration (495) 578-01-11, 578-31-00;
Fax (495) 737-53-91; callcenter@svo.aero.

06C/24C 11647' CONCRETE.
PCN 64/R/B/W/T. TODA 06C 12959'. TODA
24C 12959'. HIRL. ALS 24C.

06L/24R 10499' CONCRETE.
PCN 69/R/A/W/T. TODA 06L 10991'. TODA
24R 10991'. HIRL. ALS.

06R/24L 12139' CONCRETE.
PCN 64/R/A/W/T. TODA 06R 13451'. TODA
24L 13451'. HIRL. ALS.

H24. Customs.

Jet A-1.

Fire 9.

Moscow (Vnukovo) Apt of Entry

686' UJWW VKO +03:00 N55 35.9 E037
16.4

Apt Administration (495) 436-71-96; Fax (495)
436-78-48; dir@vnukovo.ru.

01/19 10039' ASPH/CONC. PCN 105/F/D/X/T.
TODA 01 10531'. TODA 19 10531'. HIRL. ALS
19.

06/24 11483' ASPH/CONC. PCN 72/R/B/W/T.
TODA 06 11975'. TODA 24 11975'. HIRL. ALS.
H24. Customs.

Jet A-1.

Fire 9.

Mukhino see Ulan-Ude

RUSSIA

Murmansk Apt of Entry

266' ULMM MMK +03:00 N68 46.9 E032 45.1

Apt Administration (8152) 281-259, -254; Fax (815-2) 281541; info@airport-murmansk.ru.

13/31 8202' ASPH/CONC. PCN 46/R/B/X/T. TODA 13 9514'. TODA 31 9514'. RL.

H24. Charter flights O\R. Customs: 0600-1800, O/T O/R.

Jet A-1.

Fire 7.

Mys Kamenyy

4' USDK YMK +05:00 N68 28.0 E073 35.8

15/33 8071' UNPAVED. RL. ALS 15.

For Russian users only.

Fire 3.

Nadym

49' USMM NYM +05:00 N65 28.9 E072 41.9

Apt Administration (3499) 54-52-63; Fax (3499) 54-52-60; oao_nap@mail.ru.

14/32 8711' CONCRETE. PCN 40/R/A/X/T. TODA 14 9203'. TODA 32 9203'. HIALS.

Daily 0300-1330.

For Russian users only.

Jet A-1.

Fire 6.

Nalchik Apt of Entry

1463' URMN NAL +03:00 N43 30.8 E043 38.2

Apt Operator (8662) 91-33-01; Fax (8662) 96-68-63; nalavia@mail.ru.

06/24 7218' ASPH/CONC. PCN 45/F/C/X/T. TODA 06 8202'. RL. MIALS 24. Rwy 06 Landing not allowed. Rwy 24 Takeoff not allowed.

H24. Customs.

Jet A-1.

Fire 7.

Naryan-Mar

43' ULAM NNM +03:00 N67 38.4 E053 07.3

Apt Administration (818-53) 43-157, 91-501; Fax (818-53) 91-521, 91-518; avianm@avia-nao.ru.

06/24 8406' CONCRETE. PCN 25/R/B/X/T. TODA 06 9095'. TODA 24 9095'. RL. ALS.

SALS winter 2953'

0500-1700.

For Russian users only.

Jet A-1.

Fire 5.

Neryungri (Chulman)

2811' UELL NER +09:00 N56 54.8 E124 54.8

Apt Operator (411-47) 7-75-65, 7-72-17; Fax (411-47) 77-495.

08/26 11811' CONCRETE. PCN 30/R/A/X/T. TORA 08 11483'. TORA 26 11483'. TODA 08 12795'. TODA 26 12795'. ASDA 08 12303'. ASDA 26 12303'. RL. ALS 08.

Sun-Mon 2300-1130, Mon-Tue 2300-0930, Tue-Wen 2100-0300, Wen-Thu 2300-0900, Thu-Fri 2300-1130, Fri-Sat 2100-0300.

For Russian users only.

Jet A-1. Oxygen.

Fire 7.

Nikolayevsk na Amure (Nikolayevsk-na-Amure)

187' UHNN NLI +10:00 N53 09.2 E140 39.1

Apt Operator (42135) 3-06-14; Fax (42135) 3-06-14; info@khabavia.ru.

11/29 6112' CONCRETE. PCN 22/R/A/X/T. TODA 11 6604'. TODA 29 6604'. ALS.

Mon-Fri 2300-0800. Sat,Sun,Hol clsd. O/T PPR.

For Russian users only.

Jet A-1.

Fire 5.

RUSSIA

Nizhnevartovsk Apt of Entry

177' USNN NJC +05:00 N60 56.9 E076 28.8
Apt Administration office@nvia.ru. Apt Operator (3466) 24-10-41, 24-13-60, 42-45-16; Fax (3466) 244371.

03/21 10502' ASPH/CONC. PCN 54/R/B/X/T.
TODA 03 10994'. TODA 21 10994'. HIRL.

H24. Customs.

Jet A-1.

Fire 7 Cat 8 PPR.

Nizhny Novgorod (Strigino) Apt of Entry

259' UWGG GOJ +03:00 N56 13.8 E043 47.0

Apt Administration (831) 2618008; Fax (831) 2943981; airport@airportnn.ru.

18L/36R 9843' CONCRETE. PCN 60/R/B/W/T.
HIRL. ALS 18L.

18R/36L 9206' ASPH/CONC. PCN 33/R/A/W/T.
TODA 18R 10518'. TODA 36L 10518'. HIRL.

H24. Customs.

Jet A-1.

Fire 8.

Nogliki

128' UHSN +11:00 N51 47.0 E143 08.5

Apt Operator (42444) 9-69-69; Fax (42444) 9-76-89; office_NGK@airportus.ru.

04/22 5741' ASPH/CONC. PCN 17/F/B/Y/T.
TODA 04 6233'. TODA 22 6233'. RL. ALS 04.
ALS 22.

2100-0600.

For Russian Users Only

Jet A-1.

Fire 5.

Norilsk (Alykel)

597' UOOO NSK +07:00 N69 18.5 E087 19.7

Apt Operator (3919) 315353; Fax (3919) 315352; airport@airport-norilsk.ru.

01/19 9255' CONCRETE. PCN 52/R/A/W/T.
TODA 01 9747'. TODA 19 9747'. HIRL. ALS 19.

H24.

For emergency landing of flights operating along the cross-polar routes or Russian users only.

Jet A-1.

Fire 7.

Novokuznetsk (Spichenkovo) Apt of Entry

1024' UNWW NOZ +07:00 N53 48.7 E086 52.7

Apt Operator (3843) 993-444, ext. 22-18; Fax (3843) 993-444, ext. 22-52; reception@aerokuz.net.

01/19 8789' CONCRETE. PCN 38/R/A/W/T.
TODA 01 9773'. TODA 19 9773'.

First 100m of RWY 01/19 not available for take-off.

H24. Customs: By coordination.

Jet A-1.

Fire 7.

Novosibirsk (Tolmachevo) Apt of Entry

367' UNNT OVB +07:00 N55 02.0 E082 35.9

Apt Administration (383) 2169329; Fax (383) 2169169; ap@ovbport.ru.

07/25 11801' ASPH/CONC. PCN 62/R/C/X/T.
TODA 07 13113'. TODA 25 13113'.
HIRL. HIALS.

winter season - 01.12-01.03 PCN 73/R/B/X/T.

16/34 11818' CONCRETE. PCN 76/R/B/W/T.
TODA 16 12310'. TODA 34 12310'. HIRL. ALS 16.

H24. Customs.

Jet A-1.

Fire 9.

Novosibirsk (Yeltsovka)

653' UNNE +07:00 N55 05.5 E083 00.2

RUSSIA

01/19 10873' CONCRETE. TORA 01 9396'.
TORA 19 9068'. LDA 01 9396'. LDA 19 9396'.
TODA 01 9888'. TODA 19 9560'. ASDA 01
9396'. ASDA 19 9888'. ALS 19.

For Russian users only.

Novostroyka see Okha

Novy see Khabarovsk

Novy Urengoy

213' USMU NUX +05:00 N66 04.2 E076
31.2

Apt Administration (3494) 94-94-00; Fax (3494)
94-94-00; airport@nux.aero.

09/27 8366' CONCRETE. PCN 37/R/A/X/T.
TORA 09 8301'. TORA 27 8301'. LDA 09 8301'.
LDA 27 8301'. TODA 09 9613'. TODA 27 9613'.
ASDA 09 8301'. ASDA 27 8301'. HIALS.

10 NOV - 01 MAY PCN42/R/A/X/T.

DLY 0130-1330.

For Russian users only.

Jet A-1.

Fire 7.

Noyabrsk

446' USRO NOJ +05:00 N63 11.0 E075
16.1

Apt Administration (3496) 36-53-45; Fax (3496)
35-40-46.

01/19 8222' ASPH/CONC. PCN 39/R/A/X/T.
TODA 01 9206'. TODA 19 9206'. HIRL. HIALS.

Daily 0300-1300.

For Russian users only.

Fire 7.

Nyagan

361' USHN NYA +05:00 N62 06.6 E065
36.8

Apt Operator (34672) 95-503; Fax (34672)
95-595; navigatciya@mail.ru.

16/34 8301' CONCRETE. PCN 24/R/A/X/T.
TODA 16 9614'. TODA 34 9122'.

Dly: 0130-1400.

For Russian users only.

Jet A-1.

Fire 6.

Nyurba

387' UENN NYR +09:00 N63 17.8 E118
20.6

08/26 6302' SOIL. ALS 26.

For Russian users only.

Fire 4.

Okha (Novostroyka)

125' UHSH OHH +11:00 N53 31.0 E142
53.0

Apt Operator (42437) 5-08-28; Fax (42437)
5-07-20; airport_okha@mail.ru.

13/31 4272' CONCRETE. PCN 16/R/C/X/T.
TODA 13 5584'. TODA 31 5584'. ALS.

2200-0700.

For Russian Users Only

Jet A-1.

Fire 5.

Olekminsk

754' UEMO OLZ +10:00 N60 24.0 E120
28.3

08L/26R 6234' PAVED. TORA 08L 6004'.
TORA 26R 6070'. LDA 08L 6168'. TODA 08L
6431'. TODA 26R 6693'. ASDA 08L 6004'.
ASDA 26R 6070'. RL. ALS 26R.

For Russian users only.

Olenyok

758' UERO ONK +09:00 N68 31.0 E112
28.8

01/19 6562' SOIL. TODA 01 7382'. TODA 19
7382'. ALS 01.

For Russian users only.

Fire 3.

RUSSIA

Omolon

863' UHMN +12:00 N65 14.3 E160 32.7

14/32 4610' SOIL. TODA 14 5102'. TODA 32 5102'.

For Russian users only.

Fire 3.

Omsk (Tsentralny) Apt of Entry

312' UNOO OMS +06:00 N54 58.0 E073 18.6

Apt Operator (3812) 517721; Mobile (913) 6012178; Fax (3812) 517516, 379595; office@aeromsk.ru.

07/25 8205' ASPH/CONC. PCN 50/F/C/W/T. TORA 07 7877'. TORA 25 7877'. TODA 07 8533'. TODA 25 8533'. ASDA 07 7877'. ASDA 25 7877'. RL.

H24. Customs.

Jet A-1.

Fire 7 , Cat 8 O/R.

Orenburg Apt of Entry

387' UWOO REN +05:00 N51 47.7 E055 27.4

Apt Administration (3532) 676544; Fax (3532) 676670; info@orenairport.ru.

08/26 8205' ASPH/CONC. PCN 41/R/B/X/T. TODA 08 9517'. TODA 26 9517'. HIALS. HIALS.

H24. Customs.

Jet A-1. Oxygen.

Fire 7.

Orsk Apt of Entry

909' UWOR OSW +05:00 N51 04.3 E058 35.7

Apt Operator (3537) 203343; Fax (3537) 243554.

07/25 9514' ASPH/CONC. PCN 33/F/C/X/T. TODA 07 11154'. TODA 25 10826'.

1600-0400. Customs.

Jet A-1.

Fire 7.

Ostafyevo Apt of Entry

564' UUMO OSF +03:00 N55 30.4 E037 30.2

Apt Administration (495) 817-30-18; Fax (495) 8173060; airport@gazavia.gazprom.ru.

08/26 6726' CONCRETE. PCN 31/R/A/X/T. LDA 26 6322'. TODA 08 7218'. TODA 26 7218'. RL. HIALS 26.

H24. Customs.

Jet A-1.

Fire 5.

Palana

82' UHPL +12:00 N59 04.9 E159 53.5

Apt Operator (415-43) 3-13-55; palana@airkam.ru.

11/29 4724' CONCRETE. PCN 13/R/A/X/T. TODA 11 5216'. TODA 29 5216'.

Mon-Fri 2100-0600. Sat, Sun clsd.

Jet A-1.

Fire 3.

Pashkovskiy see Krasnodar**Pechora**

200' UUY PEX +03:00 N65 07.3 E057 07.8

Apt Operator (82142) 7-43-21; Fax (82142) 7-43-21; pechora.avia@komaviatrans.ru.

16/34 5906' CONC/ASPH. PCN 17/R/C/X/U. ALS.

Mon-Fri 0500-1300, hol clsd.

For Russian users only.

Fire 3.

Penza

604' UWPP PEZ +03:00 N53 06.5 E045 01.6

Apt Operator (8412) 45-38-88; Fax (8412) 45-38-85; aeroportpenza@yandex.ru.

RUSSIA

11/29 9186' ASPH/CONC. PCN 44/R/B/X/T. TODA 11 10498'. TODA 29 10498'. HIRL. ALS 11. ALS 29.

For Russian users only.

Jet A-1.

Fire 6.

Perm (Bolshoe Savino)

404' USPP PEE +05:00 N57 54.9 E056 01.3
Apt Administration (342) 2991825; Fax (342) 2991755; gen-dir@aviaperm.ru.

03/21 10512' CONCRETE. PCN 55/R/C/W/T. TODA 03 11004'. TODA 21 11004'. HIRL.

H24. Customs.

Jet A-1.

Fire 7.

Petropavlovsk-Kamchatsky (Yelizovo) Apt of Entry

128' UHPP PKC +12:00 N53 10.2 E158 27.0
Apt Administration (41531) 99368; Fax (41531) 99910; office@airport-pkc.ru.

16R/34L 11155' CONCRETE. PCN 60/R/A/W/T. TODA 16R 11647'. TODA 34L 11647'. HIRL. ALS 34L.

2000-0800. Customs.

Jet A-1.

Fire 8.

Petrozavodsk (Besovets) Apt of Entry

151' ULPB PES +03:00 N61 53.1 E034 09.3
Apt Operator (8142) 70-35-60; info@karelia.ru.

01/19 8212' CONCRETE. PCN 38/R/A/X/T. TODA 01 8704'. TODA 19 8704'.

0730-1600. Customs.

Jet A-1.

Fire 7.

Pevek

10' UHMP PWE +12:00 N69 47.0 E170 35.7
Apt Operator (42737) 4-24-50, OPS (042737) 9-24-14; Fax (42737) 4-17-14, (42737) 9-23-19.

17/35 8202' CONCRETE. PCN 23/R/A/X/T. TORA 17 8038'. TORA 35 7710'. TODA 17 9350'. TODA 35 9022'. ASDA 17 8038'. ASDA 35 7710'. ALS 35.

2100-0600, except Sat, Sun & HOL.

For Russian users only.

Jet A-1. Oxygen.

Fire 6.

Plastun

66' UHWP TLY +10:00 N44 48.9 E136 17.5

Apt Operator (42337) 98-086; Fax (42337) 98-086; plastunavia-artem@mail.ru.

13/31 4544' PAVED. TODA 13 5036'. TODA 31 5036'.

DLY 2200 - 0900. O/T PPR.

For Russian Users Only.

Platov see Rostov-Na-Donu**Pobedilovo see Kirov****Podkamennaya Tunguska**

214' UNIP TGP +08:00 N61 35.5 E090 00.0
Apt Operator (3919) 47-500; Fax (3919) 47-500; ptunguska@mail.ru.

04/22 5584' CONCRETE. PCN 13/R/B/X/T. TODA 04 6568'. TODA 22 7881'. RL. ALS.

PTO.

For Russian users only.

Poliarny

1670' UERP PYJ +09:00 N66 24.0 E112 01.8

Apt Operator (41136) 5-49-94; Fax (41136) 5-49-80; na_pol@map.alrosa-mir.ru.

17/35 10171' CONCRETE. PCN 25/R/A/W/T. TODA 17 11483'. TODA 35 10663'. RL. ALS 17. HIALS 35.

Sun-Fri 2330-1200.

For emergency landing of flights operating along the cross-polar routes or Russian users only.

RUSSIA

Jet A-1.

Fire 7 Cat 3 0900-1200.

Pridacha see Voronezh**Provideniya Bay**

71' UHMD PVS +12:00 N64 22.7 W173 14.6
Apt Operator (8-42735) 22031; Fax (8-42735)
91261.

01/19 6562' GRASS. AUW-132. TODA 01
7218'. TODA 19 7218'. ASDA 01 7218'. ASDA
19 7218'.

Daly 2200-0500, Fri-Sun 0500-2200 and Hol
clsd.

Jet A-1.

Fire 3.

Pskov (Kresty) Apt of Entry

154' ULOO PKV +03:00 N57 46.9 E028 23.6
Apt Administration (8112) 664653; Fax (8112)
620990; info@pskovavia.ru.

01/19 8281' CONCRETE. PCN 41R/B/X/T.
TODA 01 8773'. TODA 19 8773'. HIRL.

Mon-Sun 0400-2200. Customs.

Jet A-1.

Fire 5.

Pulkovo see St Petersburg**Ramenskoye Apt of Entry**

404' UUBW ZIA +03:00 N55 33.2 E038 09.0
Apt Operator (495) 556-58-88, 556-55-49; Fax
(495) 556-53-34; shturman@lii.ru.

12/30 15092' CONCRETE. PCN 71/R/B/W/T.
TODA 12 15584'. TODA 30 16076'. HIRL.
HIALS 30.

0200-2100. O/T PPR. Customs: H24.

Jet A-1.

Fire 8.

Roshchino see Tyumen**Rostov-Na-Donu (Platov) Apt of Entry**

282' URRP ROV +03:00 N47 29.6 E039
55.5

Apt Operator (863) 333-49-53; Fax (863)
333-47-85; airport@md-airport.ru.

05/23 11811' CONCRETE. PCN 57/R/A/W/T.
TODA 05 12467'. TODA 23 12795'. HIRL. ALS.
H24. Customs.

Jet A-1.

Fire 8.

Rostov-Na-Donu

282' URRR RVI +03:00 N47 15.5 E039 49.1
Apt Administration (863) 2548801, 2768810,
2767838; Fax (863) 2768000; airport@rnd-airport.ru.

04/22 8205' CONCRETE. PCN 59/R/C/W/T.
TODA 04 9517'. TODA 22 9517'. HIRL. ALS
04.

PPR (863) 333-4805. Customs.

Jet A-1.

Fire 7.

Sabetta Apt of Entry

46' USDA SBT +05:00 N71 12.9 E072 02.3
Apt Administration (495) 231-2717; air-
port@yamalspg.ru. Apt Operator (495)
228-9850, -13-826, 13-837; Fax (495)
228-9851.

04/22 8868' CONCRETE. PCN 48/R/A/W/T.
TODA 04 9360'. TODA 22 9360'. HIRL.

Mon-Sun 0400-1400. Customs.

Jet A-1.

Fire 8.

Salekhard

220' USDD SLY +05:00 N66 35.4 E066 36.7
Apt Operator (834922) 7-42-61; Fax (834922)
7-42-63.

04/22 8934' ASPH/CONC. PCN 39/R/B/X/T.
TODA 04 9590'. TODA 22 9590'. ASDA 04
9098'. ASDA 22 9098'. HIALS.

RUSSIA

10 Nov-05 May PCN 54/R/B/X/T.

0300-1400.

For emergency landing of flights operating along the cross-polar routes or Russian users only.

Jet A-1.

Fire 6 Cat 6; 0300-1400.

Samara (Kurumoch) Apt of Entry

476' UWWW KUF +04:00 N53 30.1 E050 09.2

Apt Administration (846) 966-55-19, 966-53-59;
Fax (846) 996-58-83, 996-55-21;
brif@uwww.aero, dir_cou@uwww.aero.

05/23 8379' ASPH/CONC. PCN 43/F/D/X/T.
TODA 05 8871'. TODA 23 9691'. HIRL.

15/33 9846' ASPH/CONC. PCN 82/R/C/X/T.
TODA 15 11158'. TODA 33 11158'. HIRL. ALS 15.

H24. Customs.

Jet A-1.

Fire 8.

Saransk

709' UWPS SKX +03:00 N54 07.5 E045 12.8

Apt Administration (8342) 462-301, 462-302,
462-495; Fax (8342) 462-366; air@moris.ru.

02/20 9193' CONCRETE. PCN 44/R/C/X/T.
TODA 02 10505'. TODA 20 10177'.

H24.

Jet A-1.

Fire 6.

Saratov (Gagarin) Apt of Entry

103' UWSG GSV +04:00 N51 42.8 E046 10.3

Apt Operator (8452) 44-44-46 ext. 18-01; Fax (8452) 44-44-46 ext. 18-08; saraeroinvest@ar-management.ru.

08/26 9843' CONCRETE. PCN 58/R/C/W/T.
TODA 08 10335'. TODA 26 10335'. HIRL.

H24. Customs.

Jet A-1.

Fire 7.

Saratov (Tsentralny) Apt of Entry

499' UWSS RTW +04:00 N51 33.9 E046 02.7

Apt Operator (8452) 649074, 696302; Fax (8452) 997715; secretaria@saravia.ru.

12/30 7290' ASPH/CONC. PCN 27/F/C/X/T.
TODA 12 7782'. TODA 30 8274'. HIRL. HIALS 12. ALS 30.

Mon, Tue, Wed, Sat, Sun 0315-1000
1200-1900. Thu, Fri 0315-1000 1200-2000.
Customs: H24.

AD perm clsd.

Jet A-1, J. Oxygen.

Fire 6.

Severny see Grozny**Shakhtersk**

56' UHSK +10:00 N49 11.4 E142 05.0

Apt Operator (42432) 32-332, 32-292; Fax (42432) 32-332, 32-292.

16/34 5341' ASPH/CONC. PCN 17/F/C/Z/T.
TORA 16 5046'. LDA 16 5046'. TODA 16 5538'.
TODA 34 5833'. ASDA 16 5046'.

By NOTAM.

Jet A-1.

Sheremetyevo see Moscow**Shpakovskoye see Stavropol****Sleptsovskaya (Magas)**

1207' URMS IGT +03:00 N43 19.4 E045 00.7

Apt Operator (8732) 22-72-28; Fax (8732) 22-25-40; apmagas@mail.ru.

09/27 9843' CONCRETE. PCN 43/R/B/X/T.
TODA 09 10335'. TODA 27 10335'.
0500-1600.

RUSSIA

For Russian users only.

Jet A-1.

Fire 6.

Sochi Apt of Entry

89' URSS AER +03:00 N43 26.7 E039 56.8

Apt Administration (862) 24975-15, 23; Fax (862) 24026-34.

02/20 8202' CONCRETE. PCN 49/R/A/W/T. LDA 02 7874'. TODA 20 8694'. RL. Rwy 02 Takeoff not allowed. Rwy 20 Landing not allowed.

06/24 9498' CONCRETE. PCN 63/R/B/W/T. LDA 06 9219'. TODA 24 9990'. RL. Rwy 06 Takeoff not allowed. Rwy 24 Landing not allowed.

H24. Customs.

Jet A-1.

Fire 9.

Sokerkino see Kostroma**Sokol see Magadan****Sovetskiy**

351' USHS OVS +05:00 N61 19.5 E063 36.3

Apt Administration (34675) 3-11-30; Fax (34675) 3-11-30; sovaero@gmail.com.

12/30 8209' CONCRETE. PCN 27/R/A/X/T. TODA 12 9193'. TODA 30 9193'. MIALS.

Mon, Tue, Thu 0330-1300. Wed, Fri, Sat, Sun 0500-1600.

For Russian users only.

F-3, Jet A-1.

Fire 5.

Spichenkovo see Novokuznetsk**St Petersburg (Pulkovo)** Apt of Entry

79' ULLI LED +03:00 N59 48.0 E030 15.7

Apt Administration (812) 9483075, 3244790, 3244344. Apt Operator (812) 3373822, 3373444; Fax (812) 3314748.

10L/28R 11145' CONCRETE.

PCN 84/R/C/W/T. HIRL. ALS.

10R/28L 12402' CONCRETE.

PCN 71/R/B/W/T. HIRL. ALS 10R.

H24. Customs.

Jet A-1.

Fire 9.

Staraya Russa

89' ULNR +03:00 N57 57.7 E031 23.1

01/19 6568' CONCRETE. PCN 24/R/A/X/T. TODA 01 7060'. TODA 19 7060'.

For Russian users only.

Stary Oskol

719' UUOS +03:00 N51 19.7 E037 46.1

04/22 5906' CONCRETE. PCN 21/R/B/W/T. TODA 04 7218'. TODA 22 7218'. ALS.

For Russian users only.

Stavropol (Shpakovskoye) Apt of Entry

1486' URMT STW +03:00 N45 06.5 E042 06.8

Apt Administration (865-2) 246027, 248954; Fax (865-2) 248102, 248954; kancelaria@stavavia.ru.

07/25 8530' ASPH/CONC. PCN 29/R/B/X/T. TODA 07 9843'. TODA 25 9843'. RL.

H24. Customs.

Jet A-1. Oxygen.

Fire 6.

Strezhevoy

165' UNSS SWT +07:00 N60 42.5 E077 39.7

Apt Operator (38259) 5-23-03.

15/33 6555' CONCRETE. PCN 14/R/A/X/T. TORA 15 6227'. TORA 33 6227'. TODA 15

RUSSIA

7211'. TODA 33 7539'. ASDA 15 6227'. ASDA 33 6227'. ALS.
DLY 0230-1000.
For Russian users only.
Fire 3.

Strigino see Nizhny Novgorod**Surgut** Apt of Entry

200' USRR SGC +05:00 N61 20.6 E073 24.1

Apt Operator (3462) 770276, 280074; Fax (3462) 280079.

07/25 9154' ASPH/CONC. PCN 56/F/B/W/T. TODA 07 9646'. TODA 25 9646'. HIRL. HIALS.

07/25 9154' GRASS.

H24. Customs.

Jet A-1.

Fire 7.

Syktvykar Apt of Entry

338' UUYU SCW +03:00 N61 38.8 E050 50.7

Apt Administration (8212) 280-501; Fax (8212) 280506; komiaviatrans@komi.com.

18/36 8202' ASPH/CONC. PCN 49/F/D/X/T. TODA 18 9514'. TODA 36 9514'. HIRL.

H24. Customs.

Jet A-1.

Fire 7.

Taganrog (Yuzhny)

118' URRU TGK +03:00 N47 11.9 E038 50.9

Apt Administration (8634) 32-07-58; Fax (8634) 32-07-58; postavnichev@beriev.com.

10/28 9052' CONCRETE. PCN 44/R/B/X/T. TORA 10 8888'. TORA 28 8888'. LDA 28 8222'. TODA 10 9380'. TODA 28 10200'. ASDA 10 8888'. ASDA 28 8888'. ALS.

First 50 m of Rwy 10/28 not used for TKOF.

Mon-Fri 0530-1300. Sat, Sun, Hol and O/T PPR. Customs.

For Russian users only.
Jet A-1.
ABN. Fire 6.

Talagi see Arkhangelsk**Talakan**

1329' UECT TLK +09:00 N59 52.9 E111 02.7

Apt Operator (41137) 52-044; Fax (41137) 52-037; talakan@airsurgut.ru.

01/19 10171' CONCRETE. PCN 51/R/A/W/T. TODA 01 10663'. TODA 19 10663'. RL. ALS 01. HIALS 19.

2300-1100.

For Russian users only.

Jet A-1.

Fire 6.

Tambov (Donskoe)

417' UUOT TBW +03:00 N52 48.4 E041 29.0

Apt Operator (4752) 567-203, 567-204; Fax (4752) 567-203; aerotambov@mail.ru.

14/32 6883' CONCRETE. PCN 14/R/C/X/T. TORA 14 6719'. TODA 14 8031'. TODA 32 8195'. ASDA 14 7375'. ALS 32.

Mon-Fri 0400-1930, Sat 0400-0600, Sun 1600-1930.

For Russian users only.

Fire 5.

Tiksi

30' UEST IKS +09:00 N71 41.7 E128 54.0

Apt Operator (411-67) 2-84-99; Fax (411-67) 2-84-97.

03/21 9843' CONCRETE. PCN 37/R/B/X/T. TORA 03 9514'. TORA 21 9514'. LDA 03 8694'. LDA 21 8694'. TODA 03 10335'. TODA 21 10335'. ASDA 03 9514'. ASDA 21 9514'. ALS 21.

RUSSIA

PCN 50/R/B/X/T 15 OCT-15 MAY, PCN 37/R/B/X/T 15 MAY-15 OCT.

Mon-Fri 0000-1000. Sat, Sun, Hol & 3 last days of every month clsd.

For Russian users only.

Fire 6.

Tilichiki

3' UHPT +12:00 N60 23.1 E166 01.5

Apt Operator (415-44) 5-90-09; tilichiki@airkam.ru.

02/20 4921' GRVL/SAND. PCN 16/F/D/Y/U. TODA 02 5905'. TODA 20 5905'. RL.

Mon-Fri 2100-0600. Sat, Sun clsd.

Jet A-1.

Fire 3.

Tolmachevo see Novosibirsk**Tomsk (Bogashevo)** Apt of Entry

597' UNTT TOF +07:00 N56 23.0 E085 12.6

Apt Administration (3822) 93-27-27; Fax (3822) 93-27-33; tsk@tomskairport.ru.

03/21 8202' ASPH/CONC. PCN 67/R/B/X/T. TODA 03 9449'. TODA 21 9580'.

2300-1100. Customs: Customs by coordination/Immigration NIL.

Jet A-1.

Fire 7.

Tsentralny see Omsk**Tsentralny see Saratov****Tunoshna see Yaroslavl****Turukhansk**

128' UOTT +07:00 N65 48.0 E087 55.8

Apt Operator (39190) 4-49-37, 4-41-38, 87-00-12; Fax (39190) 4-49-37, 4-41-38, 87-00-12; turuhanskap@mail.ru.

13/31 5906' CONCRETE. PCN 14/R/A/X/T. TORA 13 5741'. TORA 31 5741'. TODA 13

6398'. TODA 31 5741'. ASDA 13 6004'. ASDA 31 5741'. RL. ALS 13.

First 50m of Rwy 13/31 not used for TKOF. HS.

Tynda

2021' UHBW TYD +09:00 N55 17.1 E124 46.7

Apt Operator (41656) 5-19-30; Fax (41656) 5-19-30; t_air@mail.ru.

06/24 6309' ASPH/CONC. PCN 16F/B/Z/T. TODA 06 6965'. TODA 24 6965'.

2300-0800, except Fri, Sat, shifted hol.

Jet A-1.

Fire 5.

Tyoply Klyuch

938' UEMH KDY +10:00 N62 47.4 E136 51.3

09/27 5906' PAVED. TORA 09 5741'. TORA 27 5741'. TODA 09 6233'. TODA 27 6233'. ASDA 09 5741'. ASDA 27 5741'. RL. ALS 09.

For Russian users only.

Tyumen (Roshchino) Apt of Entry

377' USTR TJM +05:00 N57 10.1 E065 19.0

Apt Administration (3452) 496413, 395684, 496493. H24 (3452) 496478. Apt Operator Fax (3452) 496386.

03/21 9846' ASPH/CONC. PCN 74/R/C/X/T. TODA 03 10830'. TODA 21 10830'. HIRL.

12/30 8858' ASPH/CONC. PCN 42/R/C/X/T. TODA 12 9350'. TODA 30 9350'. RL.

H24. Customs.

Jet A-1.

Fire 8.

Ufa Apt of Entry

450' UWUU UFA +05:00 N54 33.5 E055 52.4

RUSSIA

Apt Administration Fax (347) 2730609;
 mau@airportufa.ru. Apt Operator (347)
 2723790.

14L/32R 8255' ASPH/CONC. PCN 79/F/D/W/T.
 TODA 14L 9239'. TODA 32R 9239'. HIRL.

14R/32L 12339' CONCRETE.
 PCN 87/R/B/W/T. TODA 14R 12831'. TODA
 32L 12831'. HIRL. ALS.

H24. Customs.

Jet A-1.

Fire 8.

Ugolny see Anadyr**Ukhta**

482' UUYH UCT +03:00 N63 34.0 E053
 48.3

Apt Administration (8216) 75-77-14; Fax (8216)
 75-77-14. Apt Operator uhta.avia@komiavia-
 trans.ru.

18/36 8691' ASPH/CONC. PCN 24/R/B/X/T.
 TODA 18 9675'. TODA 36 10003'.

from 01 NOV till 01 APR PCN 33/R/B/X/T.

Notified by NOTAM.

For Russian users only.

Jet A-1.

Fire 6.

Ulan-Ude (Mukhino) Apt of Entry

1699' UIUU UUD +08:00 N51 48.6 E107
 26.4

Apt Operator (3012) 227959; Fax (3012)
 227141; mail@airportbaikal.ru.

08/26 11155' CONCRETE. PCN 50/R/A/W/T.
 TODA 08 11647'. TODA 26 11647'. HIRL.

2200-1400, Tue 1900-Wed 1400, Thu 1900-Fri
 1400. Customs: H24.

Jet A-1.

Fire 7.

Ulyanovsk (Baratayevka) Apt of Entry

449' UWLL ULV +04:00 N54 16.3 E048 13.6

Apt Administration (8422) 39-81-23; Fax (8422)
 44-54-45; apr2865@mail.ru.

02/20 10171' ASPH/CONC. PCN 64/R/C/X/T.
 TODA 02 11483'. TODA 20 11483'. HIRL.

H24. Customs.

Jet A-1.

Fire 7.

Ulyanovsk (Vostochny) Apt of Entry

253' UWLW ULY +04:00 N54 24.0 E048
 48.1

Apt Operator (8422) 287829, 287920; Fax
 (8422) 287984, 204756; info@ulvost.aero.

02/20 16404' CONCRETE. PCN 63/R/A/W/T.
 HIRL.

H24. Customs.

Jet A-1.

Fire 8.

Uray

190' USHU URJ +05:00 N60 06.4 E064 49.5

Apt Administration (34676) 315-61; Fax (34676)
 305-78; Air_urai_buch@mail.ru.

18/36 7552' CONCRETE. PCN 27/R/B/X/T.
 TODA 18 8536'. TODA 36 8536'. ALS.

Mon-Fri 0400-1300, Sat 0500-1000.Sun clsd.
 O/T only on previous request submitted not
 later than 24hr before flight.

For Russian users only.

Jet A-1.

Fire 6.

Usinsk

262' UUYs USK +03:00 N66 00.3 E057 22.0

Apt Administration (82144) 41435. Apt Operator
 Fax (82144) 41-427, 41-254;
 usinsk.avia@mail.ru.

13/31 8205' CONCRETE. PCN 31/R/A/X/T.
 TORA 31 7959'. LDA 31 7959'. TODA 13 9517'.
 TODA 31 7959'. ASDA 31 7959'. ALS.

RWY 13/31 PCN in winter 43/R/A/X/T

RUSSIA

0400-2000.

For Russian users only.

Jet A-1.

Fire 6.

Ust-Kut

2188' UITT UKX +08:00 N56 51.5 E105 43.8

Apt Operator (3956) 550907, 551730; Fax (3956) 550331; ustkut.airport@mail.ru.

12/30 6519' CONCRETE. PCN 30/R/A/X/T. TODA 12 7667'. TODA 30 7667'. ASDA 30 7175'.

Tue, Thu - 0000-0900. Mon, Wed, Fri, Sat, Sun - 0100-0900.

For Russian users only.

Jet A-1.

Fire 5.

Ust-Maya

560' UEMU UMS +10:00 N60 21.4 E134 26.1

06/24 6234' PAVED. TORA 06 5824'. TORA 24 5578'. LDA 06 5988'. LDA 24 5741'. TODA 06 6480'. TODA 24 5824'. ASDA 06 5824'. ASDA 24 5578'. HIRL. ALS 06.

For Russian users only.

Uytash see Makhachkala

Vaskovo see Arkhangelsk

Vityazevo see Anapa

Vladikavkaz (Beslan) Apt of Entry

1673' URMO OGZ +03:00 N43 12.3 E044 36.4

Apt Operator (8672) 50-50-29; Fax (8672) 40-88-35; info@mav.aero.

09/27 9843' ASPH/CONC. PCN 35/F/B/X/T. TODA 09 11155'. TODA 27 11155'. HIRL.

Dly 0600-1800. Customs.

Jet A-1.

Fire 6.

Vladivostok (Knevichi) Apt of Entry

59' UHWW VVO +10:00 N43 23.9 E132 08.9

Apt Operator (423) 2306999; Fax (423) 2306906; via@vvo.aero.

07R/25L 11490' CONCRETE. PCN 57/R/B/W/T. TODA 07R 12802'. TODA 25L 12802'. HIRL. ALS 25L.

H24. Mon 0700-0900 clsd. Customs: H24.

Jet A-1.

Fire 9.

Vnukovo see Moscow

Volgograd (Gumrak) Apt of Entry

476' URWW VOG +04:00 N48 46.8 E044 20.1

Apt Operator (8442) 261000, 261061; Fax (8442) 261001, 261061; airport@mav.ru.

06/24 9186' ASPH/CONC. PCN 58/R/B/X/T. TODA 06 10170'. TODA 24 10170'. HIRL. ALS 06.

H24. Customs.

Jet A-1.

Fire 7.

Vologda

387' ULWW VGD +03:00 N59 16.9 E039 56.7

Apt Operator (8172) 50-77-43, 55-36-85; Fax (8172) 50-77-86; avia@vologda.ru.

15/33 4925' CONCRETE. PCN 13/R/B/X/T. TORA 15 4826'. TORA 33 4826'. LDA 15 4826'. LDA 33 4826'. TODA 15 5876'. TODA 33 5876'. ASDA 15 4826'. ASDA 33 4826'. ALS.

For Russian Users Only.

Jet A-1.

Fire 3.

Vorkuta

604' UUYW VKT +03:00 N67 29.3 E063 59.6

RUSSIA

Apt Operator (82151) 3-03-85; Fax (82151) 3-03-85; vorkuta.avia@komiaviatrans.ru.

08/26 7218' ASPH/CONC. PCN 18/R/B/X/T. LDA 26 6234'. TODA 08 7644'. TODA 26 8366'.

By Notam.

For Russian users only.

Fire 5.

Voronezh (Chertovitskoye) Apt of Entry

515' UJOO VOZ +03:00 N51 48.9 E039 13.8

Apt Operator (473) 210-77-85; Fax (473) 210-77-85; mail@voz.aero.

12/30 7546' ASPH/CONC. PCN 42/R/B/X/T. TODA 12 8530'. TODA 30 8530'.

PCN 45/R/B/X/T during winter time DEC 10 - MAR 20.

H24. Customs.

F-4, Jet A-1. Oxygen.

Fire 7.

Voronezh (Pridacha)

359' UUOD +03:00 N51 39.2 E039 15.4

Apt Administration (473) 244-86-66, 249-91-11; Fax (473) 249-90-17.

03/21 7874' CONCRETE. PCN 22/R/B/X/T. TODA 03 8366'. RL. ALS 21. Rwy 03 Landing not allowed. Rwy 21 Takeoff not allowed.

In daylight hours. Customs: O/R

For Russian Users Only.

Jet A-1.

ABN. Fire 7.

Vostochny see Irkutsk-2

Vostochny see Kursk

Vostochny see Ulyanovsk

Yakutsk Apt of Entry

328' UEEE YKS +09:00 N62 05.6 E129 46.4

Apt Administration (4112) 491001, 495735; Fax (4112) 443233, 495246.

05R/23L 11155' ASPH/CONC. PCN 45/R/B/X/T. TODA 05R 12631'. TODA 23L 12631'. HIRL. HIALS 23L.

H24, Sun 0000-2000 clsd. Customs: H24.

Jet A-1. Oxygen.

Fire 8 Fire 9 O/R.

Yamburg

108' USMQ +05:00 N67 59.3 E075 05.8

Apt Administration (34949) 6-77-38; Fax (34949) 6-77-53; yamoffice@yandex.ru.

13/31 7989' CONCRETE. PCN 25/R/A/X/T. TODA 13 8645'. TODA 31 8645'. ALS.

(Nov 01 - Apr 30) PCN31/R/A/X/T 0300-1430.

For Russian users only.

Jet A-1.

Fire 5.

Yaroslavl (Tunoshna) Apt of Entry

305' UUDL IAR +03:00 N57 33.6 E040 09.4

Apt Operator (4852) 43-18-10, 43-18-14, 43-18-16; Fax (4852) 43-18-65; info@yara-via.ru.

05/23 9875' ASPH/CONC. PCN 38/R/C/X/T. TODA 05 10367'. TODA 23 10367'.

01 DEC - 15 MAR: PCN 51/R/C/X/T.

H24. Customs: H24, by prior request.

Jet A-1.

Fire 7.

Yedinka

98' UHWE EDN +10:00 N47 10.8 E138 38.9

Apt Operator (42337) 98-086; Fax (42337) 98-086.

13/31 4593' PAVED.

DLY 2200-0900. O/T PPR.

For Russian Users Only.

Yekaterinburg (Koltsovo) Apt of Entry

768' USSS SVX +05:00 N56 44.6 E060 48.2

RUSSIA

Apt Operator (343) 345-36-72, 278-57-78; Fax (343) 3453673; airport@koltsovo.ru.

08L/26R 9856' ASPH/CONC.
PCN 101/F/D/W/T. LDA 26R 9036'. TODA 08L 10348'. TODA 26R 10348'.

It is prohibited for B747 ACFT to use RWY 08L/26R PAPI.

08R/26L 9925' CONCRETE. PCN 52/R/B/W/T.
TORA 08R 9678'. LDA 08R 9678'. LDA 26L 8859'. TODA 08R 10170'. TODA 26L 10417'.
ASDA 08R 9678'.

H24. Customs.

Jet A-1.

Fire 8 Fire 9: 4 days PPR.

Yelizovo see Petropavlovsk-Kamchatsky

Yeltsovka see Novosibirsk

Yemelyanovo see Krasnoyarsk

Yeniseysk

253' UNII EIE +07:00 N58 28.5 E092 06.7
Apt Operator (391) 2918198; Fax (391) 2918184; onfo@ak-krasavia.ru.

17/35 7185' ASPH/CONC. PCN 17/R/B/W/T.
TORA 17 6923'. TORA 35 6923'. TODA 17 7809'. TODA 35 7809'. ASDA 17 7316'. ASDA 35 7316'.

First 80m of rwy 17/35 not available for take off.
Mon-Fri 0100-1000.

For Russian users only.

Jet A-1.

Yoshkar-Ola

348' UWKJ JOK +03:00 N56 42.3 E047 53.7
Apt Operator (8362) 56-56-81; Fax (8362) 53-53-10; a-portmari@mail.ru.

16/34 7877' ASPH/CONC. PCN 16/F/D/Y/T.
TODA 16 8861'. TODA 34 8861'. RL. ALS.

DLY 0540-1330.

For Russian users only.

Jet A-1.

Fire 5.

Yuzhno-Kurilsk (Mendeleyevo)

709' UHSM DEE +11:00 N43 57.7 E145 41.1

Apt Operator (914) 7651236, (42455) 2-23-02, 2-18-44; Fax (42455) 2-23-02, 2-18-44; mende-luk.73@mail.ru.

01/19 6745' CONCRETE. PCN 20/R/A/X/T.
TODA 01 7237'. TODA 19 7237'. RL. ALS 01.

by Notam.

For Russian Users Only

Jet A-1.

Fire 5.

Yuzhno-Sakhalinsk (Khomutovo) Apt of Entry

59' UHSS UUS +11:00 N46 53.3 E142 43.0

Apt Administration Fax (4242) 788385, 788525.
Apt Operator (4242) 788-390, 788-643; ysa@airportus.ru.

01/19 11158' CONCRETE. PCN 60/R/A/X/T.
TODA 01 11650'. TODA 19 11650'. HIRL.

2100-1200. Customs: 2100-1100.

Jet A-1.

Fire 8 Cat 7: 0900-2100.

Yuzhny see Ivanovo

Yuzhny see Taganrog

Zhigansk

295' UEVV ZIX +10:00 N66 47.7 E123 21.7

18/36 5906' PAVED. TORA 18 5577'. TORA 36 5741'. LDA 18 5741'. TODA 36 6397'. ASDA 18 5577'. ASDA 36 5741'. RL. ALS 36.

For Russian users only.

Zyryanka

121' UESU ZKP +11:00 N65 44.9 E150 53.3

16/34 5741' PAVED. TORA 16 5413'. TORA 34 5413'. LDA 16 5413'. LDA 34 4757'. TODA 16

RUSSIA

5577'. TODA 34 5577'. ASDA 16 5413'. ASDA
34 5413'.

Winter time unrestricted.

For Russian users only.

SLOVAKIA

Boleraz (Stefan Banic)

666' LZTR +01:00* N48 27.2 E017 31.6

Aeroclub Mobile 0903272469; aktrnava@aktrnava.sk.

14/32 3937' GRASS. AUW-13/0.8000 MPa. TODA 14 4265'. TODA 32 4265'.

Rwy 32 Right-Hand Circuit.

Sat Sun Hol SR - SS.

Bratislava (M.R. Stefanik) Apt of Entry

436' LZIB BTS +01:00* N48 10.2 E017 12.8

Apt Administration sekretariat@bts.aero. ATIS H24 2/48 57 20 90, 2/48 57 20 91, 2/48 57 20 92. Apt Manager (2)33033003; Fax (2)33033009. Apt Operator H24 (2)33033312; Fax (2)43294940; generalaviation@bts.aero, occ@bts.aero. Gen Aviation H24 (2)33033354.

04/22 9514' CONCRETE. PCN 56/R/B/X/T. TODA 04 10498'. TODA 22 9711'. HIRL.

13/31 10466' CONCRETE. PCN 54/R/B/X/T. LDA 31 9678'. TODA 13 10663'. TODA 31 10663'. HIRL. ALS 31.

Rwy 31 Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1.

Fire 7 , CAT 8 O/R in 2hr. CAT 9 for Cargo/Mail flight only.

Dubnica

771' LZDB +01:00* N48 59.8 E018 11.5

Apt Operator (042) 4493185; akdubnica@bb.telecom.sk.

05L/23R 3609' GRASS. MTOW-26/0.5000 MPa. TODA 05L 3937'. TODA 23R 3937'. ASDA 05L 3937'. ASDA 23R 3937'.

05R/23L 3609' GRASS. MTOW-26/0.5000 MPa. TODA 05R 3937'. TODA 23L 3937'. ASDA 05R 3937'. ASDA 23L 3937'.

Rwy 05R Right-Hand Circuit.

Mon-Fri O/R, OCT-MAR Sat Sun 0900-1500LT, APR-SEP Sat Sun 0800-1600LT.

F-3, F-6, Jet A-1.

Holic

528' LZHL +01:00* N48 48.6 E017 08.0

Aeroclub Mobile 0903445967; pavol223@gmail.com.

04/22 3937' GRASS. AUW-12/0.5000 MPa.

Rwy 04 Right-Hand Circuit.

By operational requirements.

Kosice Apt of Entry

755' LZKZ KSC +01:00* N48 39.8 E021 14.5

Apt Administration 55/6832123, 6832100; Fax 55/6832202, 6221093; sekretariat@airportkosice.sk. ATIS H24 02/48572090, 48572091, 48572092. Apt Operator dispecing@airportkosice.sk, handling@airportkosice.sk.

01/19 10171' ASPHALT. PCN 55/F/C/W/T. TODA 01 10827'. TODA 19 11155'. HIRL. ALS 01.

H24. Customs.

Jet A-1.

Fire 6 O/R CAT 7 up to 1hr.

Lucenec

709' LZLU +01:00* N48 20.4 E019 44.1

Aeroclub Mobile 0905626529; edoschuller@gmail.com.

13/31 2625' ASPHALT. MTOW-13/0.4000 MPa. TODA 13 2822'. TODA 31 3609'.

Rwy 13 Right-Hand Circuit.

O/R.

M.R. Stefanik see Bratislava

Male Bielice

604' LZPT +01:00* N48 37.2 E018 20.0

Apt Operator Mobile 0910990822; freefly.sk@gmail.com.

SLOVAKIA

07L/25R 3018' GRASS. AUW-13/0.4000 MPa. Aeroclub Mobile 0903311267; msedliak@letis-kooocova.sk.
TODA 07L 3346'.

Rwy 25R Right-Hand Circuit.

07R/25L 2428' GRASS. AUW-13/0.4000 MPa. TODA 08 2723'. TODA 26 2723'.
TODA 07R 2756'.

Mon-Fri O/R, Sat Sun 1000LT - SS.

Martin

1378' LZMA +01:00* N49 03.9 E018 57.0

Apt Operator Mobile 0905475138; vlp@aero-klubmartin.sk.

18L/36R 2625' GRASS. AUW-13/0.4000 MPa. TODA 18L 2822'. TODA 36R 2953'.

Rwy 36R Right-Hand Circuit.

18R/36L 2625' GRASS. AUW-13/0.4000 MPa. TODA 18R 2822'. TODA 36L 2953'.

Rwy 36L Right-Hand Circuit.

Mon-Fri O/R, Sat Sun 1000LT - SS.

Nitra

443' LZNI +01:00* N48 16.8 E018 08.0

Apt Operator Mobile 0911430786; ak.nitra@gmail.com.

15L/33R 3543' GRASS. AUW-13/0.7000 MPa. TODA 15L 3805'. TODA 33R 3805'.

Rwy 15L Right-Hand Circuit.

15R/33L 3543' GRASS. AUW-13/0.7000 MPa. TODA 15R 3805'. TODA 33L 3805'.

Rwy 15R Right-Hand Circuit.

Mon-Fri 0800-1600LT. Customs: O/R 48hr.

Nove Zamky

376' LZNZ +01:00* N47 57.7 E018 11.0

Aeroclub Mobile 0948822966; aero-klub.nz@mail.telekom.sk.

16/34 3284' GRASS. MTOW-13/0.7000 MPa.

Rwy 34 Right-Hand Circuit.

O/R, SR-SS.

Ocova

1207' LZOC +01:00* N48 35.7 E019 15.9

Aeroclub Mobile 0903311267; msedliak@letis-kooocova.sk.

08/26 2559' GRASS. MTOW-13/0.3000 MPa. TODA 08 2723'. TODA 26 2723'.

Rwy 08 Right-Hand Circuit.

O/R.

Piestany Apt of Entry

545' LZPP PZY +01:00* N48 37.5 E017 49.7

Apt Administration 33/772 26 29; occ@airport-piestany.sk.

01/19 6562' ASPH/CONC. PCN 35/F/B/X/T. TODA 01 7218'. TODA 19 6759'. HIRL.

Rwy 19 Right-Hand Circuit.

Mon-Fri 0715-1900Z, O/T and Sat/Sun/Hol PPR one working day in advance until 1100Z. Customs: Flights from/to Non-Schengen states PPR in written form preceding workday before 1100Z via E-mail.

Jet A-1.

Fire 4 , up to Fire Cat 7 O/R 24hr.

Poprad (Tatry) Apt of Entry

2356' LZTT TAT +01:00* N49 04.4 E020 14.5

Apt Administration (52) 431 13 33, (52) 431 14 30; Fax (52) 7725005; airport@airport-poprad.sk. ATIS 248 57 20 90, 248 57 20 91, 248 57 20 92. Apt Operator (52) 4311444.

07L/25R 2493' GRASS. AUW-4/0.4000 MPa. Rwy 07L Runway closed. Rwy 25R Runway closed.

07R/25L 2493' GRASS. AUW-4/0.4000 MPa. TODA 07R 2575'. TODA 25L 2575'.

RWY 07R/25L PPR by airport operator.

09/27 8530' CONCRETE. PCN 33/R/A/X/T. TODA 09 8727'. TODA 27 8858'. HIRL.

Rwy 09 Right-Hand Circuit.

Mon-Sun 0615-1800, O/T confirmed Fax or E-Mail request preceding one working day before 1300. Customs.

F-3, Jet A-1.

SLOVAKIA

Fire 5 , Cat 7 O/R 24hr.

Prievidza

854' LZPE +01:00* N48 46.0 E018 35.3

Aeroclub info@aeroklub-prievidza.sk. Apt Operator (046) 5430611; Mobile 0911110504.

04L/22R 3097' GRASS. AUW-13/0.4000 MPa. TODA 04L 3294'. TODA 22R 3294'. Rwy 22R Landing not allowed.

Rwy 04L Right-Hand Circuit.

04R/22L 3114' ASPHALT. PCN 29/F/D/W/T. TODA 04R 3507'. TODA 22L 3547'. ASDA 04R 3310'. ASDA 22L 3350'. Rwy 22L Landing not allowed.

Rwy 04R Right-Hand Circuit.

APR-OCT 0800-1500LT, O/T O/R 24hr. Customs: O/R 48hr.

Senica

620' LZSE +01:00* N48 39.5 E017 19.8

Aeroclub Mobile 0903461853; zahumensky.r@gmail.com.

12L/30R 3543' ASPHALT. AUW-33/1.2000 MPa. TODA 12L 3740'. TODA 30R 3740'.

Rwy 30R Right-Hand Circuit.

12R/30L 3543' GRASS. AUW-13/0.3000 MPa. TODA 12R 3740'. TODA 30L 3740'.

Rwy 30L Right-Hand Circuit.

24hr PPR.

Sliac Apt of Entry

1044' LZSL SLD +01:00* N48 38.3 E019 08.0

Apt Administration (45) 5443323; handling@airportsliac.sk, marketing@airportsliac.sk.

18/36 7874' CONCRETE. PCN 53/R/B/W/T. TORA 36 7743'. LDA 36 7743'. TODA 18 8793'. TODA 36 7743'. ASDA 36 7743'. HIRL.

Rwy 36 Right-Hand Circuit.

Mon - Sun, 0630-1830Z. O/T on written request in advance 1 working day till 1000Z and con-

firmed by AD Opr. ATND SKD Mon-Fri 0700-1700, O/T on written request in advance 1 working day till 1000. Customs: Flights from/to Non-Schengen states PPR in written form preceding workday before 1100 via E-mail Handling.

Outside Mon - Fri 0700-1700Z, Rwy 18/36 can not be used by GAT for landing and take-off although the ATS are provided. Overflight Rwy 18/36 can be allowed in height not lower than 500 ft AGL.

Jet A-1.

Fire 5 , CAT 10 O/R on written request in advance 1 working day till 1100.

Spisska Nova Ves

1624' LZSV +01:00* N48 56.4 E020 32.0

Apt Operator (053) 4412373; aklubsnv@gmail.com.

12L/30R 4469' GRASS. AUW-13/0.3000 MPa. TODA 12L 4666'. TODA 30R 4666'.

Rwy 30R Right-Hand Circuit.

12R/30L 4469' GRASS. AUW-13/0.3000 MPa. TODA 12R 4666'. TODA 30L 4666'.

Rwy 30L Right-Hand Circuit.

SR - SS.

Stefan Banic see Boleraz**Svidnik**

1161' LZSK +01:00* N49 20.0 E021 34.2

Apt Administration Mobile 0918887696; letisko@svidnik.sk.

01/19 3937' ASPHALT. PCN 22/F/C/Y/T. TORA 01 3314'. LDA 19 3314'. TODA 01 3314'. TODA 19 4134'.

Rwy 01 Right-Hand Circuit.

Days.

F-6.

Tatry see Poprad

SLOVAKIA

Trencin

676' LZTN +01:00* N48 51.8 E017 59.5

ATS (032) 6565255 (TWR); twr@lotn.sk. Aero-club (032) 6520811.

03L/21R 3281' GRASS. AUW-15/0.7000 MPa. TODA 03L 3445'. TODA 21R 3445'.

03R/21L 3281' GRASS. AUW-15/0.7000 MPa. TODA 03R 3445'. TODA 21L 3445'.

04/22 6562' CONCRETE. PCN 36/R/B/W/T. TORA 04 4675'. TORA 22 4675'. LDA 04 4117'. LDA 22 4117'. TODA 04 4675'. TODA 22 4675'.
Mon-Fri 0800-1300LT.

Zilina

1020' LZZI ILZ +01:00* N49 14.0 E018 36.8

Apt Administration Mobile 903 533601, 911 600694; operate@airport.sk.

06/24 3773' CONC/ASPH. PCN 45/F/B/X/T. TODA 06 3970'. TODA 24 3970'. HIRL.

Rwy 24 Right-Hand Circuit.

06/24 3707' GRASS. AUW-10/0.3000 MPa. Rwy 06 Runway closed. Rwy 24 Runway closed.

Mon-Fri 0700-1500 (0600-1400). O/T and holidays O/R 24hr PNR within operating hours. ATND SKD Mon-Fri 0700-1500 (0600-1400). O/T and holidays O/R 24hr PNR within operating hours. Customs: Flights from/to Non-Schengen states PPR in written form preceding work-day before 1100 (1000) via Fax or E-mail.

Jet A-1.

Fire 3 Cat 4 O/R 24hr PNR.

TAJIKISTAN
Bokhtar Apt of Entry

1472' UTDT KQT +05:00 N37 52.0 E068
51.9

Apt Administration +(992)4471012 - 4471018;
Fax +(992) 4471013; airportkt@mail.ru.

17/35 7497' ASPH/CONC. PCN 22/F/A/X/T.
TORA 17 7005'. TORA 35 7005'. LDA 35 6562'.
TODA 17 7005'. TODA 35 8317'. ASDA 17
7005'. ASDA 35 7005'. Rwy 17 Landing not
allowed.

During skd operations. Customs.

Jet A-1.

Fire 6.

Dushanbe Apt of Entry

2575' UTDD DYU +05:00 N38 32.6 E068
49.5

Apt Operator (37) 2213461; Fax (37) 2278717.

09/27 10210' ASPH/CONC. PCN 72/F/C/W/T.
TORA 09 9882'. TORA 27 9882'. LDA 27 8875'.
TODA 09 11194'. TODA 27 11194'. ASDA 09
9882'. ASDA 27 9882'.

H24. Customs.

Jet A-1.

Fire 7.

Khujand Apt of Entry

1450' UTDL LBD +05:00 N40 12.9 E069
41.8

Apt Operator (47) 4483281, 2242822; Fax (47)
4489595.

08/26 10499' ASPH/CONC. PCN 70/F/B/X/T.
LDA 26 9541'.

H24. Customs.

Jet A-1.

Fire 7.

Kulob Apt of Entry

2295' UTDK TJU +05:00 N37 59.3 E069
48.4

Apt Administration 22727; Fax 25753.

01/19 9843' ASPH/CONC. PCN 49/F/B/X/
T estimated. TORA 19 9514'. TODA 19 10334'.
ASDA 19 9514'. RL. HIALS 01. Rwy 01 Takeoff
not allowed. Rwy 19 Landing not allowed.

By operational requirements. Customs.

Jet A-1.

Fire 6.

TURKMENISTAN

Ashgabat Apt of Entry

692' UTAA ASB +05:00 N37 59.5 E058 21.7
Apt Administration (12) 234923; Fax (12)
234817; ashgabatairport@online.tm.

12L/30R 12467' CONCRETE.
PCN 110/R/B/W/T. TODA 12L 13451'. TODA
30R 13451'. HIRL.

12R/30L 12467' CONCRETE.
PCN 110/R/B/W/T. TODA 12R 13451'. TODA
30L 13451'. HIRL.

H24. Customs.

Jet A-1.

Fire 9.

Dashoguz Apt of Entry

282' UTAT TAZ +05:00 N41 45.6 E059 50.1
Apt Operator (322) 91100; Fax (322) 91200.

08/26 12467' CONCRETE. PCN 107/R/B/W/T.
TODA 08 14403'. TODA 26 14403'. HIRL. ALS.

H24. Customs.

Jet A-1.

Fire 7.

Mary Apt of Entry

728' UTAM MYP +05:00 N37 37.3 E061
53.8

Apt Operator (522) 32472; Fax (522) 32407.

18L/36R 9186' CONCRETE. PCN 40/R/A/X/T.
TODA 18L 10170'. TODA 36R 10170'. HIRL.

18R/36L 12467' CONCRETE.
PCN 80/R/A/W/T. TODA 18R 13451'. TODA
36L 13451'. HIRL.

H24. Customs.

AD may be AVBL as ALTN only by prior coordi-
nation with AD Administration, except 'TURK-
MENHOWAYLLARY' ACFT.

Jet A-1.

Fire 8.

Turkmenabat

649' UTAV CRZ +05:00 N38 55.8 E063 33.8

Apt Operator (422) 94705; Fax (422) 94705.

13/31 12467' CONCRETE. PCN 80/R/A/W/T.
TODA 13 14403'. TODA 31 14386'. HIRL. ALS.
H24. Customs.

Jet A-1.

Fire 9.

Turkmenbashi Apt of Entry

283' UTAK KRW +05:00 N40 03.8 E053
00.4

Apt Administration (243) 30000; Fax (243)
30005. Apt Operator (243) 30010, 30004.

16L/34R 8202' CONCRETE. PCN 26/R/A/X/T.
TODA 16L 9186'. TODA 34R 9186'. RL. ALS.

16R/34L 11483' CONCRETE. PCN 70/R/A/X/T.
TODA 16R 12467'. TODA 34L 12467'. HIALS.

H24. Customs.

Jet A-1.

Fire 8.

UKRAINE

Antonov-1 Natl see Kyiv

Antonov-2 Intl see Kyiv

Boryspil Intl see Kyiv

Cherkasy (Cherkasy Intl) Apt of Entry

374' UKKE CKC +02:00* N49 24.9 E031 59.7

Apt Administration 472 552903, 472 639481; Fax 472 552903. Apt Operator aeroport-cherkasy1@ukr.net.

14/32 8202' ASPHALT. PCN 24/F/C/Y/T. TODA 14 8694'. TODA 32 8694'.

Mon-Fri 0700-1330, O/T O/R 48hr before. Customs: O/R.

Jet A-1.

Fire 4 Cat 6 O/R, 48hr before.

Chernivtsi (Chernivtsi Intl) Apt of Entry

827' UKLN CWC +02:00* N48 15.6 E025 58.8

Apt Administration 372241530; Fax 372241530. ARO 322972132, 322972134; Fax 322972134; briefing_ukll@uksatse.aero. ATC 372243012, 372586916.

15/33 7270' ASPHALT. PCN 31/F/D/X/U. TODA 15 8254'. TODA 33 8582'. HIRL.

0500-2030Z. Filled flight plan for flight to/from the AD must be submitted not later than 1300Z. ATND SKD 0500-2030Z. Customs: 0500-2030Z.

Jet A-1.

Fire 6.

Dnipro (Dnipro Intl) Apt of Entry

482' UKDD DNK +02:00* N48 21.4 E035 06.0

Apt Administration 562395417; Fax 563762457; info@dnk.aero. ARO 563758105; Fax 563758154; ukdd.ais@uksatse.aero.

08/26 9377' CONCRETE. PCN 35/R/C/X/U. TODA 08 10033'. TODA 26 10361'. HIRL.

H24. Charter flights PPR. ATND SKD H24. Customs: H24.

Fuel: U.

Fire 6.

Gavryshivka Intl see Vinnytsia

Ivano-Frankivsk (Ivano-Frankivsk Intl) Apt of Entry

919' UKLI IFO +02:00* N48 53.0 E024 41.1
Apt Administration 342728035; Fax 342728046. ARO 322972132, 322972134; Fax 322972134; briefing_ukll@uksatse.aero. ATS 342557823. Apt Operator airport.ifr@ukrpost.ua.

10/28 8202' CONCRETE. PCN 25/R/A/X/T. TORA 10 8120'. TORA 28 8120'. LDA 10 8120'. LDA 28 8120'. TODA 10 8612'. TODA 28 8612'. ASDA 10 8120'. ASDA 28 8120'. RL.

0430-2030Z. Customs.

Jet A-1.

Fire 7.

Kharkiv (Osнова) Apt of Entry

529' UKHH HRK +02:00* N49 55.6 E036 17.4

Apt Administration office@hrk.aero. ARO 0577755443. Apt Operator 0577755418; Fax 0577755418.

07/25 8202' CONCRETE. PCN 56/R/C/X/T. TODA 07 9022'. TODA 25 8924'. HIRL. ALS.

H24. Customs.

Jet A-1.

Fire 7.

Kharkiv (Sokolnyky Natl)

591' UKHD +02:00* N50 01.5 E036 16.0

Apt Administration 57 700 34 39, 57 707 08 13; Fax 57 707 08 34; ksamc@ukroboron-prom.com. ARO 57 707 07 86; sokolniki.d646@ukr.net. Apt Operator 57 707 08 20.

02/20 5906' CONCRETE. PCN 12/R/B/X/T. TORA 02 5741'. TORA 20 5741'. TODA 02

UKRAINE

6234'. TODA 20 6398'. ASDA 02 5741'. ASDA 20 5741'.

Rwy 20 Right-Hand Circuit.

O/R before one working day, Mon-Fri 0600-1440Z. Sat, Sun and Hol O/R, request to be submitted to the AD before one working day not later than 1200Z. Not use as alternative AD. Customs: O/R. Sat, Sun and Hol O/R, request to be submitted to the AD before one working day not later than 1200Z.

Fire 4.

Kherson (Kherson Intl) Apt of Entry

148' UKOH KHE +02:00* N46 40.6 E032 30.4

Apt Administration 552337187; Fax 552337187; airport_kherson@i.ua. ARO 487305034; Fax 487305078; ais_briefing_ukoo@uksatse.aero. ATS 487988441, 552795743.

03/21 8202' ASPH/CONC. PCN 33/F/D/Y/T. TODA 03 9514'. TODA 21 9514'. RL.

First 1640' (500M) of Rwy 21 PCN 28/R/C/X/T. 0400-2000Z, O/T O/R. Request to be submitted to the AD on the eve of day of flight not later than 1500 after 2 workers of day. ATND SKD 0400-2000Z, O/T O/R. Request to be submitted to the AD on the eve of day of flight not later than 1500 after 2 workers. Customs: H24.

Jet A-1.

Fire 7, Mon-Sat 0300-1900Z Cat 6.

Kirovohrad

571' UKKG KGO +02:00* N48 32.5 E032 17.0

Apt Administration (0522) 344010; Fax (0522) 344010. ATS (0522) 350097.

15/33 4268' ASPHALT. PCN 13/F/D/Y/T. TORA 15 4252'. TORA 33 4252'. LDA 15 4252'. LDA 33 4252'. TODA 15 4908'. TODA 33 5236'. ASDA 15 4252'. ASDA 33 4252'.

Mon-Thu 0700-1500 (0600-1400), Fri 0700-1300 (0600-1200); O/T O/R 2 days before

by 0522 394778. ATND SKD Mon-Thu 0700-1500 (0600-1400), Fri 0700-1300 (0600-1200); O/T O/R 2 days before by phone.

Jet A-1.

Fire 4.

Kremenchuk (Velyka Kokhnyvka Natl)

278' UKHK KHU +02:00* N49 08.0 E033 28.6

Apt Administration 536 72 56 43; Fax 536 72 56 43. Apt Operator 536 72 45 06.

01/19 5249' GRASS. TODA 01 5577'. TODA 19 6070'. Rwy 19 Landing not allowed.

18/36 3281' GRASS. TODA 18 4101'. TODA 36 3609'. RL. Rwy 36 Landing not allowed.

0630-1330Z. O/T O/R 2 days before 1330Z.

Fire 4.

Kryvyi Rih (Lozuvatka) Apt of Entry

407' UKDR KWG +02:00* N48 02.6 E033 12.5

Apt Administration 564405660; Fax 564405660; aerokwg@i.ua. ARO 563758105; Fax 563758154; ukdd.ais@uksatse.aero. ATS 504804199, 564048810, 564048811, 564048855; Fax 564048817; ukdr_spv@uksatse.aero.

18/36 8202' CONCRETE. PCN 32/R/B/W/U. TODA 18 9514'. TODA 36 9514'. HIRL.

H24 ATND SKD H24. Customs: H24.

Jet A-1.

Fire 5.

Kyiv (Antonov-1 Natl)

581' UKKT +02:00* N50 28.7 E030 23.0

Apt Administration 444542811, 444542869; Fax 444540235, 459799915.

14/32 5925' CONCRETE. PCN 19/R/B/X/T. TORA 32 5827'. TODA 32 6319'. ASDA 32 5827'. Rwy 14 Takeoff not allowed. Rwy 32 Landing not allowed.

UKRAINE

Mon-Fri 0730-1500Z except HOL. Aerodrome operates by agreement with State Enterprise "ANTONOV". ATND SKD Mon-Fri 0730-1500Z except HOL.

Fire 4.

Kyiv (Antonov-2 Intl) Apt of Entry

518' UKKM GML +02:00* N50 36.0 E030 11.6

Apt Administration 444542869; Fax 449799915.

15/33 11490' CONCRETE. PCN 60/R/C/X/T. TODA 15 12802'. TODA 33 11982'. HIRL. ALS 15.

0730-1500Z, except HOL. Customs.

Jet A-1.

Fire 8.

Kyiv (Boryspil Intl) Apt of Entry

427' UKBB KBP +02:00* N50 20.7 E030 53.6

Apt Administration 442817244; Fax 442817996.

18L/36R 13123' CONCRETE. PCN 113/R/C/W/T. TODA 18L 13615'. TODA 36R 13615'. HIRL. ALS 36R.

18R/36L 11483' CONCRETE. PCN 39/R/C/W/T. TORA 18R 10663'. TORA 36L 10663'. TODA 18R 11975'. TODA 36L 11975'. ASDA 18R 10663'. ASDA 36L 10663'. HIRL.

First 250m of Rwy 18R/36L are not AVLB for TKOF.

H24. Customs.

Jet A-1.

Fire 9.

Kyiv (Zhuliany Intl) Apt of Entry

587' UKKK IEV +02:00* N50 24.1 E030 27.1

Apt Administration 442412001; Fax 442490136; ukkk@airport.kiev.ua. ARO 443516412; Fax 442462185; ukkksai@uksatse.aero.

08/26 7579' ASPHALT. PCN 46/R/C/X/T. TORA 26 7382'. LDA 08 7087'. LDA 26 7422'. TODA 08 8071'. HIRL.

H24. Customs.

Jet A-1.

Fire 7.

Lozuvatka see Kryvyi Rih**Lviv (Lviv Intl)** Apt of Entry

1077' UKLL LWO +02:00* N49 48.6 E023 57.5

Apt Administration (32) 2298216, 2298496; Fax (32) 2298025, 2298215. ARO (32) 2972132; Fax (32) 2972134.

13/31 10843' CONCRETE. PCN 70/R/C/X/T. TORA 31 10384'. LDA 13 9498'. LDA 31 10449'. TODA 13 11040'. TODA 31 10581'. HIRL. ALS.

H24. Customs.

Jet A-1.

Fire 8.

Mykolaiv (Mykolaiv Intl) Apt of Entry

184' UKON NLV +02:00* N47 03.5 E031 55.2

Apt Administration 512 59 79 10, 512 76 56 11, 512 76 56 12; Fax 512 76 56 11; mia@airport-mk.com, mukolaivairport@gmail.com. ARO 48 730 50 34; Fax 48 730 50 78; ais_briefing_ukoo@uksatse.aero.

04/22 8383' CONCRETE. PCN 35/R/B/X/T. TODA 04 9203'. TODA 22 9367'. RL.

Irregular service. O/R, 48hr PNR. ATND SKD Mon-Fri 0600-1400Z. O/T O/R, 48hr PNR. Customs: Mon-Fri 0600-1400Z. O/T O/R, 48hr PNR.

Jet A-1.

Fire 7.

Odesa Apt of Entry

171' UKOO ODS +02:00* N46 25.6 E030 40.6

UKRAINE

Apt Administration 487495825; Fax 487616858.
ARO 487305034; Fax 487305078; ais_briefing_ukoo@uksatse.aero.

16/34 9186' ASPH/CONC. PCN 35/R/B/X/T.
TORA 16 9088'. TORA 34 9088'. TODA 16 10400'. TODA 34 10400'. ASDA 16 9088'. ASDA 34 9088'. HIRL. HIALS.

Rwy 16 Right-Hand Circuit.

98' (30m) from Thr not Avbl for take-off.

H24. Customs.

F-5, Jet A-1.

Fire 7.

Osnova see Kharkiv

Ozerne (Ozerne Intl) Apt of Entry

764' UKKO +02:00* N50 09.5 E028 44.3

ATS 412 40 09 86. Apt Operator (412)421910;
Fax (412)421910.

11/29 10010' CONCRETE. PCN 40/R/C/X/U.
TORA 11 9911'. LDA 11 9911'. TODA 11 11224'. TODA 29 11322'. ASDA 11 9911'.

Rwy 11 Right-Hand Circuit.

Irregular service, O/R 48hr. Customs: O/R.

Jet A-1.

Fire 6.

Poltava (Suprunivka Intl) Apt of Entry

505' UKHP PLV +02:00* N49 34.2 E034 23.6

Apt Administration 532 64 85 00; Fax 532 64 85 00.

09/27 8366' CONCRETE. PCN 28/R/C/X/T.
TODA 09 8858'. TODA 27 8858'. RL.

0600-1600Z, except Hol, O/T O/R no later than 1 day before. Customs: O/R.

Fire 5, CAT 6 according to request for one day.

Rivne (Rivne Intl) Apt of Entry

755' UKLR RWN +02:00* N50 36.5 E026 08.4

Apt Administration 362613119, 362613133; Fax 362613133. ARO 322972132, 322972134; Fax 322972134; briefing_ukll@uksatse.aero. ATC 362613031, 362613035.

11/29 8615' CONCRETE. PCN 45/R/B/X/U.
TORA 11 8123'. LDA 11 8123'. TODA 29 9927'. ASDA 11 8123'. RL.

0700-1430Z (0500-1330 Summer) except Mon, Tue, Sat, Sun and Hol, O/T O/R. Request to be submitted to the AD on the eve of day of flight not later than 1100Z. Customs.

Jet A-1.

Fire 4.

S.P. Korolyov Natl see Zhytomyr**Sokolnyky Natl see Kharkiv**

Sumy (Sumy Natl)

594' UKHS UMY +02:00* N50 51.5 E034 45.8

Apt Administration 542617122; Fax 542617096; sumyaeropot@gmail.com. ARO 577401615; Fax 577755443; briefing.ukhh@uksatse.aero.

08/26 8202' ASPHALT. PCN 16/F/D/X/T. TODA 08 8694'. TODA 26 8694'. RL.

Mon-Fri 0600-1430Z, O/T O/R. Customs: O/R.

Fire 5.

Suprunivka Intl see Poltava

Ternopil (Ternopil Natl) Apt of Entry

1073' UKLT TNL +02:00* N49 31.5 E025 42.9

Apt Administration 352241322; Fax 352243116. ARO 322972132; Fax 322972134; briefing_ukll@uksatse.aero. ATS 352475936; Fax 352475938.

10/28 6588' CONCRETE. PCN 35/R/C/X/T.
TODA 10 7244'. TODA 28 7244'. RL.

Mon-Fri, 0700-1500Z, Sat, Sun and HOL-O/R. Change and prolongation of hours of operation by previous coordination for 1 day. Customs: O/R.

UKRAINE

Jet A-1.

Fire 4.

Uzhhorod (Uzhhorod Intl)

384' UKLU UDJ +02:00* N48 38.1 E022 15.8

Apt Administration 312641138, 312642871; Fax 312643435; aeroport@utel.net.ua, uklu.udj@ukr.net. ARO 322972132, 322972134; Fax 322972134; briefing_ukll@uksatse.aero.

10/28 6686' ASPHALT. PCN 29/F/D/X/T. TORA 28 6457'. LDA 10 6467'. LDA 28 4364'. TODA 28 6555'. ASDA 28 6457'. RL. Rwy 10 Takeoff not allowed.

Rwy 10 Right-Hand Circuit.

0700-1600Z. ATND SKD 0700-1600Z. Customs: 0700-1600Z.

Jet A-1.

Fire 3, CAT 5 O/R 1 day before.

Velyka Kokhnyvka Natl see Kremenchuk

Vynnytsia (Gavryshivka Intl) Apt of Entry

974' UKWW VIN +02:00* N49 14.5 E028 36.8

Apt Administration 432658860; Fax 432658860; airvinnitsa@gmail.com. ARO 443516412; Fax 442462185; ukksai@uksatse.aero. ATS 432610491.

13/31 8202' CONCRETE. PCN 25/R/B/W/T. TODA 13 9514'. TODA 31 9514'. RL.

0600-1800 for ACFT designation codes A. For ACFT other codes, H24, change and prolongation of operation hours by previous coordination not later than 1 day. Customs: O/R.

Jet A-1.

Fire 7.

Zaporizhzhia (Zaporizhzhia Intl) Apt of Entry

374' UKDE OZH +02:00* N47 52.0 E035 18.9

Apt Administration 617214531; Fax 612270578. ARO 563758105; Fax 563758154; ukdd.ais@uksatse.aero. ATS 503422308, 612270917; Fax 612270942. Apt Operator airport_zp@comint.net.

02L/20R 6890' GRASS. TODA 02L 8202'. TODA 20R 8202'. RL.

02R/20L 8202' CONCRETE. PCN 43/R/B/W/T. TODA 02R 9186'. TODA 20L 9186'. RL.

H24 ATND SKD H24. Customs: H24.

Jet A-1.

Fire 7.

Zhuliany Intl see Kyiv

Zhytomyr (S.P. Korolyov Natl)

725' UKKV ZTR +02:00* N50 16.1 E028 44.6

Apt Administration 412 43 30 08; Mobile 50 722 44 74, 67 533 29 22; aeroportztr@ukr.net. ATS 412 43 30 09.

13/31 5413' ASPH/CONC. PCN 20/F/D/Y/T. TODA 13 6070'. TODA 31 6070'.

Rwy 31 Right-Hand Circuit.

Mon-Fri 0700-1600, Sat, Sun and Hol O/R in daylight. Change and prolongation of hours of ops PPR 1 day. Alternate aerodrome is not provided.

Fire 5.

UZBEKISTAN

Andizhan Apt of Entry

1558' UTFA AZN +05:00 N40 43.6 E072 17.5

Apt Administration (74) 2241557, (74) 2242744; Fax (74) 2244864.

04/22 9793' CONCRETE. PCN 19/R/B/X/T. TODA 04 10941'. TODA 22 11105'. ASDA 04 9957'. ASDA 22 9957'. RL. ALS 04.

Weekdays 0800-1700 LT.

Jet A-1.

Fire 7.

Bukhara Apt of Entry

751' UTSB BHK +05:00 N39 46.5 E064 28.9
Apt Administration 652251405, 652251425.

01/19 9843' ASPH/CONC. PCN 45/R/A/W/T. TODA 01 11155'. TODA 19 11155'. ASDA 01 10020'. ASDA 19 10020'. HIRL. HIALS 01. ALS 19.

H24. Customs: O/R.

Jet A-1.

Fire 8.

Fergana Apt of Entry

2052' UTFF FEG +05:00 N40 21.5 E071 44.7

Apt Administration (73) 226-5461; Fax (73) 226-2331.

18/36 9390' ASPH/CONC. PCN 40/F/A/W/T. TODA 18 10702'. TODA 36 10702'. ASDA 18 9574'. ASDA 36 9554'. RL. MIALS 18. Rwy 36 Landing not allowed.

0300-1200. Customs.

Jet A-1.

Fire 8.

Islam Karimov see Tashkent

Karshi Apt of Entry

1232' UTSK KSQ +05:00 N38 48.2 E065 46.4

Apt Operator (75) 228 5782; Fax (75) 228 5253.

16/34 9268' ASPH/CONC. PCN 44/F/B/X/T. LDA 34 8858'. TODA 16 10088'. TODA 34 10580'. ASDA 16 9432'. ASDA 34 9432'. RL. MIALS.

During sked operations. Customs: O/R.

Jet A-1.

Fire 7.

Namangan Apt of Entry

1705' UTFN NMA +05:00 N40 59.1 E071 33.4

Apt Operator (69) 228-69-25, 228-68-83.

10/28 10748' ASPH/CONC. PCN 52/F/A/X/T. TORA 28 10512'. LDA 28 10512'. TODA 10 11814'. ASDA 10 10945'. ASDA 28 10512'. HIRL. HIALS 28.

Declared distances are reduced due to obstacles within take-off / go-around area.

H24. Customs.

Jet A-1.

Fire 7.

Navoi Apt of Entry

1142' UTSA NVI +05:00 N40 07.0 E065 10.3

Apt Administration (36) 5393540, 5393523; Fax (36) 5393538.

07/25 13123' CONCRETE. PCN 62/R/A/X/T. TODA 07 14435'. TODA 25 14435'. ASDA 07 13369'. ASDA 25 13369'. HIRL. HIALS.

H24. Customs.

Jet A-1.

Fire 9.

Nukus Apt of Entry

250' UTNN NCU +05:00 N42 29.3 E059 37.4

Apt Operator (61) 2228535.

15/33 9843' ASPH/CONC. PCN 60/F/A/W/T. TODA 15 11155'. TODA 33 11155'. ASDA 15

UZBEKISTAN

10007'. ASDA 33 10007'. RL. MIALS 15. HIALS 33. Fire 7.

H24. Customs.

Jet A-1.

Fire 7.

Samarkand Apt of Entry

2226' UTSS SKD +05:00 N39 42.0 E066 59.0

Apt Administration (662) 308686, (662) 308699.

09/27 10187' ASPH/CONC. PCN 48/R/B/X/T. LDA 27 9400'. TODA 09 10679'. TODA 27 10679'. HIRL. HIALS 09. MIALS 27.

H24. Customs.

Jet A-1.

Fire 8.

Tashkent (Islam Karimov) Apt of Entry

1417' UTTT TAS +05:00 N41 15.4 E069 16.9

Apt Operator (71) 1402884; Fax (71) 1402900.

08L/26R 13123' ASPH/CONC. PCN 74/R/A/X/T. LDA 08L 12303'. LDA 26R 12303'. TODA 08L 13615'. TODA 26R 13615'. HIRL. ALS 08L.

08R/26L 12812' ASPH/CONC. PCN 69/F/A/W/T. TORA 08R 12320'. LDA 08R 11663'. LDA 26L 12139'. TODA 26L 13304'. ASDA 08R 12320'. HIRL. MIALS 26L.

H24. Customs.

Jet A-1. Oxygen.

Fire 9.

Termez Apt of Entry

1028' UTST TMJ +05:00 N37 17.2 E067 18.5

Apt Administration 762293300.

07/25 9843' CONCRETE. PCN 19/R/A/X/T. TODA 07 11155'. TODA 25 11155'. HIRL. HIALS 25.

H24 or by NOTAM. Customs: H24.

Jet A-1.

Urgench Apt of Entry

322' UTNU UGC +05:00 N41 35.0 E060 38.6

Apt Administration 62 7803236; Fax 62 7803237.

13/31 9843' ASPH/CONC. PCN 55/F/B/X/T. TODA 13 11155'. TODA 31 10827'. ASDA 13 10007'. ASDA 31 10007'. HIRL. MIALS 13. HIALS 31.

H24. Customs.

Jet A-1.

Fire 7.



Airport Directory

Airport Decode Listings - China

CHINA
IATA LOCATION IDENTIFIERS DECODE

A

AVK Arvaikheer, Mongolia

B

BAV Baotou (Donghe), China, PR of
 BPE Qinhuangdao (Beidaihe), China, PR of
 BYN Bayankhongor, Mongolia

C

CAN Guangzhou (Baiyun), China, PR of
 CGO Zhengzhou (Xinzheng), China, PR of
 CGQ Changchun (Longjia), China, PR of
 CKG Chongqing (Jiangbei), China, PR of
 COQ Dornod (Choibalsan), Mongolia
 CSX Changsha (Huanghua), China, PR of
 CTU Chengdu (Shuangliu), China, PR of
 CZX Changzhou (Benniu), China, PR of

D

DAT Datong (Yungang), China, PR of
 DLC Dalian (Zhoushuizi), China, PR of
 DLZ Gurvansaikhan, Mongolia
 DNH Dunhuang, China, PR of
 DSN Ordos (Ejin Horo), China, PR of
 DYG Zhangjiajie (Hehua), China, PR of

E

ERL Erenhot (Saiwusu), China, PR of

F

FNJ Pyongyang (Sunan), DPR of Korea
 FOC Fuzhou (Changle), China, PR of

H

HAK Haikou (Meilan), China, PR of
 HET Hohhot (Baita), China, PR of
 HFE Hefei (Xinqiao), China, PR of
 HGH Hangzhou (Xiaoshan), China, PR of
 HIA Huaian (Lianshui), China, PR of
 HKG Hong Kong (Hong Kong Intl), Hong Kong, PRC
 HLD Hulunbeier (Hailar), China, PR of
 HRB Harbin (Taiping), China, PR of
 HSN Zhoushan (Putuoshan), China, PR of
 HTM Khatgal (Khuvsgul), Mongolia
 HTN Hotan, China, PR of
 HVD Khovd, Mongolia

I

INC Yinchuan (Hedong), China, PR of

J

JHG Xishuangbanna (Gasa), China, PR of
 JJN Quanzhou (Jinjiang), China, PR of
 JMU Jiamusi, China, PR of

K

KHG Kashi, China, PR of
 KHN Nanchang (Changbei), China, PR of
 KHR Kharkhorin (Uvurkhangai), Mongolia
 KMG Kunming (Changshui), China, PR of
 KWE Guiyang (Longdongbao), China, PR of
 KWL Guilin (Liangjiang), China, PR of

CHINA
IATA LOCATION IDENTIFIERS DECODE

L		SJW	Shijiazhuang (Zhengding), China, PR of
LHW	Lanzhou (Zhongchuan), China, PR of	SWA	Jieyang (Chaoshan), China, PR of
LJG	Lijiang (Sanyi), China, PR of	SYX	Sanya (Phoenix), China, PR of
LTJ	Gobi Altai (Altai), Mongolia	SZX	Shenzhen (Baoan), China, PR of
LUM	Dehong (Mangshi), China, PR of		
LXA	Lhasa (Gonggar), China, PR of	T	
LYI	Linyi (Shubuling), China, PR of	TAO	Qingdao (Liuting), China, PR of
		TEN	Tongren (Fenghuang), China, PR of
M		TNA	Jinan (Yaoqiang), China, PR of
MDG	Mudanjiang (Hailang), China, PR of	TNZ	Tosontsengel (Zavkhan), Mongolia
MFM	Macao (Macao Intl), Macao, PRC	TSN	Tianjin (Binhai), China, PR of
MXV	Khuvsgul (Muren), Mongolia	TXN	Huangshan (Tunxi), China, PR of
MXW	Mandalgobi, Mongolia	TYN	Taiyuan (Wusu), China, PR of
MXZ	Meixian (Changgangji), China, PR of		
		U	
N		UBN	Ulaanbaatar (Ulaanbaatar Intl.), Mongolia
NDG	Qiqihar (Sanjiazi), China, PR of	UGA	Bulgan, Mongolia
NGB	Ningbo (Lishe), China, PR of	ULN	Ulaanbaatar (Chinggis Khaan Intl), Mongolia
NKG	Nanjing (Lukou), China, PR of	ULO	Deglii Tsagaan, Mongolia
NNG	Nanning (Wuxu), China, PR of	UNR	Khentii (Undurkhaan), Mongolia
NTG	Nantong (Xingdong), China, PR of	URC	Urumqi (Diwopu), China, PR of
NZH	Manzhouli (Xijiao), China, PR of	UUN	Baruun-Urt, Mongolia
P		W	
PEK	Beijing (Beijing Capital), China, PR of	WEH	Weihai (Dashuipo), China, PR of
PKX	Beijing (Daxing), China, PR of	WNZ	Wenzhou (Longwan), China, PR of
PVG	Shanghai (Pudong), China, PR of	WUH	Wuhan (Tianhe), China, PR of
		WUX	Wuxi (Shuofang), China, PR of
S		WXN	Wanzhou (Wuqiao), China, PR of
SHA	Shanghai (Hongqiao), China, PR of		
SHE	Shenyang (Taoxian), China, PR of		

CHINA
IATA LOCATION IDENTIFIERS DECODE**X**

XIC Xichang (Qingshan), China, PR of
XIY Xi'An (Xianyang), China, PR of
XMN Xiamen (Gaoqi), China, PR of
XNN Xining (Caojiapu), China, PR of
XUZ Xuzhou (Guanyin), China, PR of

YIW

Yiwu, China, PR of

YNJ

Yanji (Chaoyangchuan), China, PR of

YNT

Yantai (Penglai), China, PR of

YNZ

Yancheng (Nanyang), China, PR of

YTY

Yangzhou (Taizhou), China, PR of

Y

YIH Yichang (Sanxia), China, PR of

Z

ZYI

Zunyi (Xinzhou), China, PR of

CHINA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

VH	FIR/UIR	ZG	China, PR of	ZL	FIR/UIR
VHHK	Hong Kong FIR	ZGDY	Zhangjiajie (Hehua)	ZLHW	Lanzhou FIR
VH	Hong Kong, PR of China	ZGGG	Guangzhou (Baiyun)	ZL	China, PR of
VHHH	Hong Kong (Hong Kong Intl)	ZGHA	Changsha (Huanghua)	ZLDH	Dunhuang
VM	Macao, PR of China	ZGKL	Guilin (Liangjiang)	ZLIC	Yinchuan (Hedong)
VMMC	Macao (Macao Intl)	ZGMX	Meixian (Changgangji)	ZLLL	Lanzhou (Zhongchuan)
ZB	FIR/UIR	ZGNN	Nanning (Wuxu)	ZLXN	Xining (Caojiapu)
ZBPE	Beijing FIR	ZGOW	Jieyang (Chaoshan)	ZLXY	Xi'An (Xianyang)
ZB	China, PR of	ZGSZ	Shenzhen (Baoan)	ZM	FIR/UIR
ZBAA	Beijing (Beijing Capital)	ZH	FIR/UIR	ZMUB	Ulaanbaatar FIR
ZBAD	Beijing (Daxing)	ZHWH	Wuhan FIR	ZM	Mongolia
ZBDH	Qinhuangdao (Beidaihe)	ZH	China, PR of	ZMAH	Arvaikheer
ZBDS	Ordos (Ejin Horo)	ZHCC	Zhengzhou (Xinzheng)	ZMAT	Gobi Altai (Altai)
ZBDT	Datong (Yungang)	ZHHH	Wuhan (Tianhe)	ZMBH	Bayankhongor
ZBER	Erenhot (Saiwusu)	ZHYC	Yichang (Sanxia)	ZMBN	Bulgan
ZBHH	Hohhot (Baita)	ZJ	FIR/UIR	ZMBS	Bulgan Sum
ZBLA	Hulunbeier (Hailar)	ZJSA	Sanya FIR	ZMBU	Baruun-Urt
ZBMZ	Manzhouli (Xijiao)	ZJ	China, PR of	ZMCD	Dornod (Choibalsan)
ZBOW	Baotou (Donghe)	ZJHK	Haikou (Meilan)	ZMCK	Ulaanbaatar (Ulaanbaatar Intl.)
ZBSJ	Shijiazhuang (Zhengding)	ZJSY	Sanya (Phoenix)	ZMDA	Khentii (Deluun Boldog)
ZBTJ	Tianjin (Binhai)	ZK	FIR/UIR	ZMDN	Zavkhan (Donoi)
ZBYN	Taiyuan (Wusu)	ZKKP	Pyongyang FIR	ZMDZ	Gurvansaikhan
ZG	FIR/UIR	ZK	Korea, DPR of	ZMGT	Ovoot
ZGZU	Guangzhou FIR	ZKPY	Pyongyang (Sunan)	ZMHG	Khatgal (Khuvsgul)
		ZKWS	Wonsan (Kalma)	ZMHH	Kharkhorin (Uvurkhangai)
				ZMKB	Khanbumbat

CHINA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

ZMKD	Khovd	ZSFZ	Fuzhou (Changle)	ZUGY	Guiyang (Longdongbao)
ZMMG	Mandalgobi	ZSHC	Hangzhou (Xiaoshan)	ZULS	Lhasa (Gonggar)
ZMMN	Khuvsgul (Muren)	ZSJM	Jinan (Yaoqiang)	ZUTR	Tongren (Fenghuang)
ZMTL	Tosontsengel (Zavkhan)	ZSLY	Linyi (Shubuling)	ZUUU	Chengdu (Shuangliu)
ZMTT	Tavantolgoi	ZSNB	Ningbo (Lishe)	ZUWX	Wanzhou (Wuqiao)
ZMUB	Ulaanbaatar (Chinggis Khaan Intl)	ZSNJ	Nanjing (Lukou)	ZUXC	Xichang (Qingshan)
ZMUG	Deglii Tsagaan	ZSNT	Nantong (Xingdong)	ZUZY	Zunyi (Xinzhou)
ZMUH	Khentii (Undurkhaan)	ZSOF	Hefei (Xinqiao)		
ZMUL	Bayan-Ulgii (Ulgii)	ZSPD	Shanghai (Pudong)	ZW	FIR/UIR
		ZSQD	Qingdao (Liuting)	ZWUQ	Urumqi FIR
ZP	FIR/UIR	ZSSH	Huaian (Lianshui)	ZW	China, PR of
ZPKM	Kunming FIR	ZSSS	Shanghai (Hongqiao)	ZWSH	Kashi
ZP	China, PR of	ZSTX	Huangshan (Tunxi)	ZWTN	Hotan
ZPJH	Xishuangbanna (Gasa)	ZSWH	Weihai (Dashuipo)	ZWWW	Urumqi (Diwopu)
ZPLJ	Lijiang (Sanyi)	ZSWX	Wuxi (Shuofang)	ZY	FIR/UIR
ZPMS	Dehong (Mangshi)	ZSWZ	Wenzhou (Longwan)	ZYSH	Shenyang FIR
ZPPP	Kunming (Changshui)	ZSXZ	Xuzhou (Guanyin)	ZY	China, PR of
		ZSYA	Yangzhou (Taizhou)	ZYCC	Changchun (Longjia)
ZS	FIR/UIR	ZSYN	Yancheng (Nanyang)	ZYHB	Harbin (Taiping)
ZSHA	Shanghai FIR	ZSYT	Yantai (Penglai)	ZYJM	Jiamusi
ZS	China, PR of	ZSYW	Yiwu	ZYMD	Mudanjiang (Hailang)
ZSAM	Xiamen (Gaoqi)	ZSZS	Zhoushan (Putuoshan)	ZYQQ	Qiqihar (Sanjiazi)
ZSCG	Changzhou (Beniu)	ZUCK	Chongqing (Jiangbei)	ZYTL	Dalian (Zhoushuizi)
ZSCN	Nanchang (Changbei)			ZYTX	Shenyang (Taoxian)
				ZYYJ	Yanji (Chaoyangchuan)



Airport Directory

Airport Data - China

CHINA, P.R. OF

Baita see Hohhot

Baiyun see Guangzhou

Baoan see Shenzhen

Baotou (Donghe)

3320' ZBOW BAV +08:00 N40 33.5 E110
00.0

Apt Administration 472-4601074.

13/31 9186' ASPHALT. PCN 59/F/B/W/T. HIRL.

Rwy 13 Right-Hand Circuit.

H24. Customs: During skd operations or O/R.

Jet A-1.

Fire 6.

Batang see Yushu

Beijing (Beijing Capital) Apt of Entry

115' ZBAA PEK +08:00 N40 04.4 E116 35.9

Apt Administration (010) 64535801; Fax (010)
64531114.

01/19 12467' CONCRETE. PCN 117/R/B/W/T.
TODA 01 14107'. HIRL. ALS 01.

Rwy 01 Right-Hand Circuit.

18L/36R 12467' ASPHALT. PCN 108/F/B/W/T.
TODA 18L 13123'. TODA 36R 13123'. HIRL.
ALS 36R.

18R/36L 10499' ASPHALT. PCN 95/F/B/W/T.
HIRL. ALS 18R.

Rwy 18R Right-Hand Circuit.

H24. Customs.

Jet A-1, J.

Fire 10.

Beijing (Daxing) Apt of Entry

83' ZBAD PKX +08:00 N39 30.0 E116 24.0

Apt Administration (10) 89229612; Fax (010)
60263336.

01L/19R 11155' CONCRETE.
PCN 90/R/B/W/T. HIRL. ALS 01L.

11L/29R 12467' CONCRETE.
PCN 90/R/B/W/T. HIRL. Rwy 11L Landing not
allowed. Rwy 29R Takeoff not allowed.

17L/35R 12467' CONCRETE.
PCN 90/R/B/W/T. HIRL.

17R/35L 12467' CONCRETE.
PCN 90/R/B/W/T. HIRL. ALS 35L.

H24. Customs.

Jet A-1, J.

Fire 10.

Benniu see Changzhou

Binhai see Tianjin

Boao see Qionghai

Caojiapu see Xining

Changbei see Nanchang

Changchun (Longjia) Apt of Entry

705' ZYCC CGQ +08:00 N43 59.9 E125
41.3

Apt Operator 431-88797029; Fax
431-88797096; jldaws@cahs.com.cn.

06/24 10499' CONCRETE. PCN 81/R/B/W/T.
HIRL.

Rwy 06 Right-Hand Circuit.

During skd operations or O/R. Customs.

Jet A-1.

Fire 8.

Changle see Fuzhou

Changsha (Huanghua) Apt of Entry

220' ZGHA CSX +08:00 N28 11.4 E113 13.1

Apt Administration 731-84797022; Fax
731-84799343; csjcm@hncaac.com.

18L/36R 12467' CONCRETE.
PCN 102/R/C/W/T. HIRL. ALS 36R.

Rwy 36R Right-Hand Circuit.

18R/36L 10499' ASPHALT. PCN 79/F/B/W/T.
HIRL.

CHINA, P.R. OF

Rwy 36L Right-Hand Circuit.

H24. Customs.

Jet A-1.

Fire 9.

Changshui see Kunming

Changzhou (Benniu) Apt of Entry

24' ZSCG CZX +08:00 N31 55.1 E119 46.6

Apt Administration 519 83385501; Fax 519 83256260.

11/29 11155' CONCRETE. PCN 70/R/B/W/T. HIRL.

By operational requirements. Customs.

Jet A-1.

Fire 8.

Chaoshan see Jieyang

Chaoyangchuan see Yanji

Chengdu (Shuangliu) Apt of Entry

1681' ZUUU CTU +08:00 N30 34.8 E103 56.9

Apt Administration 28-85206122, 28-85206123; Fax 28-85206124.

02L/20R 11811' CONCRETE. PCN 88/R/B/W/T. HIRL. ALS 02L.

02R/20L 11811' CONCRETE. PCN 98/R/B/W/T. HIRL. ALS 02R.

H24. Customs.

Jet A-1.

Fire 10.

Chongqing (Jiangbei) Apt of Entry

1364' ZUCK CKG +08:00 N29 43.2 E106 38.4

Apt Administration 23-67152355; Fax 23-67823075.

02L/20R 10499' ASPHALT. PCN 76/F/B/W/T. HIRL. ALS 02L.

Rwy 20R Right-Hand Circuit.

Rwy 02L/20R inward 0-656 ft PCN 79/F/A/W/T, 656-1640 ft PCN 77/F/B/W/T.

02R/20L 11811' CONCRETE. PCN 74/R/A/W/T. LDA 02R 11155'. LDA 20L 11155'. HIRL.

Rwy 20L Right-Hand Circuit.

Rwy 02R/20L inward 0-3937 ft PCN 80/R/A/W/T.

03/21 12467' CONCRETE. PCN 84/R/B/W/T. HIRL. ALS 21.

Rwy 21 Right-Hand Circuit.

H24. Customs: During sked operations or O/R.

Jet A-1.

Fire 10.

Dalian (Zhoushuizi) Apt of Entry

107' ZYTL DLC +08:00 N38 58.0 E121 32.4

Apt Administration 41183886699; Fax 41186651188.

10/28 10827' CONC/ASPH. PCN 68/F/B/W/T. LDA 10 10171'. LDA 28 9843'. ASDA 10 10991'. ASDA 28 10991'. HIRL.

During skd operations or O/R. Customs.

J.

Fire 8.

Dashuipo see Weihai

Datong (Yungang)

3468' ZBDT DAT +08:00 N40 03.7 E113 29.0

Apt Administration 352-5688005, 352-5688222; dt5688@163.com.

14/32 9843' CONCRETE. PCN 50/R/B/W/T. TODA 14 10499'. TODA 32 10499'. HIRL.

During skd operations. Customs.

J.

Fire 6.

Daxing see Beijing

CHINA, P.R. OF

Dehong (Mangshi) Apt of Entry

2877' ZPMS LUM +08:00 N24 24.0 E098
32.0

Apt Administration (692) 2934655.

05/23 8530' ASPHALT. PCN 61/F/B/W/T. HIRL.

first 1312' concrete, PCN 62/R/B/W/T.

During skd operations or O/R.

J.

Fire 6.

Diwopu see Urumqi**Donghe see Baotou****Dunhuang** Apt of Entry

3690' ZLDH DNH +08:00 N40 09.8 E094
48.6

Apt Administration 86-937-5955611; Fax
86-937-5955666.

08/26 11155' ASPHALT. PCN 73/F/B/W/T.

ASDA 08 11352'. ASDA 26 11352'. HIRL.

Rwy 26 Right-Hand Circuit.

H24. Customs: During skd operations.

J.

Fire 6.

Ejin Horo see Ordos**Enshi (Xujiaping)**

1624' ZHES ENH +08:00 N30 19.3 E109
29.2

Apt Administration 718-8412217; Fax
718-8411752.

01/19 8530' CONCRETE. PCN 42/R/B/W/T.

LDA 01 7907'. LDA 19 7710'. TODA 01 8727'.

TODA 19 9055'. ASDA 01 8727'. ASDA 19
8727'. HIRL.

Rwy 01 Right-Hand Circuit.

H24. Customs: During skd operations or O/R.

J.

Fire 6.

Fuzhou (Changle) Apt of Entry

46' ZSFZ FOC +08:00* N25 56.0 E119 39.9

Apt Administration 591-28013372; Fax
591-28013368.

03/21 11811' CONCRETE. PCN 83/R/B/W/T.

HIRL.

Rwy 21 Right-Hand Circuit.

H24. Customs.

J.

ABN. Fire 9.

Gaoqi see Xiamen**Gasa see Xishuangbanna****Gonggar see Lhasa****Guangzhou (Baiyun)** Apt of Entry

49' ZGGG CAN +08:00 N23 23.6 E113 18.5

Apt Administration 20-86636728; Fax
20-86636728.

01/19 11811' CONCRETE. PCN 98/R/B/W/T.

HIRL.

Rwy 19 Right-Hand Circuit.

02L/20R 12467' CONCRETE.

PCN 109/R/B/W/T. LDA 20R 11811'.

HIRL. ALS.

Rwy 02L Right-Hand Circuit.

02R/20L 12467' CONCRETE.

PCN 79/R/B/W/T. HIRL. ALS.

Rwy 02R Right-Hand Circuit.

First 2625' rwy 02R/20L PCN 98/R/B/W/T.

H24. Customs: During sked operations or O/R.

Jet A-1.

Fire 10.

Guanyin see Xuzhou**Guilin (Liangjiang)** Apt of Entry

571' ZGKL KWL +08:00 N25 13.0 E110 02.3

Apt Administration 7732845114.

CHINA, P.R. OF

01/19 10499' CONCRETE. PCN 86/R/B/X/T.
TODA 01 11155'. TODA 19 11155'. ASDA 01
10696'. ASDA 19 10696'. HIRL. HIALS.

H24. Customs: By Operational Requirements.

J.

Fire 8.

Guiyang (Longdongbao) Apt of Entry

3737' ZUGY KWE +08:00 N26 32.2 E106
48.0

Apt Operator 851-85498024; Fax
851-85497000; gzcws@cahs.com.cn.

01/19 10499' CONCRETE. PCN 68/R/B/W/T.
TODA 01 11221'. TODA 19 11221'. HIRL.

H24. Customs: During sked operations or O/R.

J.

Fire 8.

Haikou (Meilan) Apt of Entry

75' ZJHK HAK +08:00 N19 56.0 E110 27.6

Apt Administration 898-69966909; Fax
898-69966310; hwyxzhzx@hnair.com.

09/27 11811' CONCRETE. PCN 95/R/B/W/T.
HIRL. ALS 09.

Rwy 27 Right-Hand Circuit.

H24. Customs.

J.

Fire 9.

Hailang see Mudanjiang

Hailar see Hulunbeier

Hangzhou (Xiaoshan) Apt of Entry

22' ZSHC HGH +08:00 N30 13.7 E120 26.0

Apt Administration 57186662999.

06/24 11155' CONCRETE. PCN 92/R/B/W/T.
HIRL. ALS 06.

Rwy 24 Right-Hand Circuit.

07/25 11811' CONCRETE. PCN 95/R/B/W/T.
HIRL.

Rwy 07 Right-Hand Circuit.

H24. Customs.

J.

Fire 9.

Harbin (Taiping) Apt of Entry

457' ZYHB HRB +08:00 N45 37.5 E126 15.1

Apt Operator 451-87753030; Fax
451-87753022.

05/23 10499' ASPHALT. PCN 78/F/B/W/T.
HIRL.

Rwy 23 Right-Hand Circuit.

During skd operations or O/R. Customs: During
skd operations or O/R. 24HR PN required.

J.

Fire 8.

Hedong see Yinchuan

Hefei (Xinqiao) Apt of Entry

208' ZSOF HFE +08:00 N31 59.2 E116 58.5

Apt Operator 551-63777028; Fax
551-63777033.

15/33 11155' CONCRETE. PCN 70/R/B/W/T.
HIRL.

Rwy 15 Right-Hand Circuit.

0-3281' from both Ends PCN 88/R/B/W/T.

H24. Customs.

J.

Fire 8.

Hehua see Zhangjiajie

Hohhot (Baita) Apt of Entry

3556' ZBHH HET +08:00 N40 50.9 E111
49.4

Apt Administration 4714941050.

08/26 11811' CONCRETE. PCN 74/R/B/W/T.
TODA 08 13123'. TODA 26 12467'. ASDA 08
12057'. ASDA 26 12057'. HIRL.

H24. Customs: During skd operations or O/R.

Jet A-1.

Fire 8.

CHINA, P.R. OF

Hongqiao see Shanghai**Hotan**

4672' ZWTN HTN +08:00 N37 02.4 E079
51.7

Apt Administration 903-2933151; Fax
903-2933151.

11/29 10499' CONCRETE. PCN 52/R/B/X/T.
ASDA 11 10696'. ASDA 29 10696'. HIRL.

Rwy 29 Right-Hand Circuit.

During sked ops.

J.

Fire 6.

Huaian (Lianshui) Apt of Entry

36' ZSSH HIA +08:00 N33 47.4 E119 07.4

Apt Administration 517-81666019; Fax
517-81666023.

04/22 9186' CONCRETE. PCN 66/R/B/W/T.
HIRL.

Rwy 22 Right-Hand Circuit.

By operational requirements. Customs.

J.

Fire 7.

Huanghua see Changsha**Huangshan (Tunxi) Apt of Entry**

440' ZSTX TXN +08:00 N29 44.1 E118 15.3

Apt Administration 0559-2934114; Fax
0559-2934023.

13/31 8530' ASPHALT. PCN 61/R/B/W/T.
HIRL.

Rwy 13 Right-Hand Circuit.

H24. Customs: During skd operations or O/R.

Fuel: U.

Fire 6.

Hulunbeier (Hailar)

2165' ZBLA HLD +08:00 N49 12.3 E119
49.6

Apt Administration 470-8215010; Fax
470-8277484.

09/27 9186' CONCRETE. PCN 70/R/B/W/T.
TODA 09 12795'. TODA 27 10170'. ASDA 09
9383'. ASDA 27 9383'. HIRL.

H24. Customs: During skd operations or O/R.

Jet A-1.

Fire 6.

Jiamusi

262' ZYJM JMU +08:00 N46 50.5 E130 27.9

Apt Administration Fax 4548330882. Apt Oper-
ator Fax 454-8330882.

06/24 8202' CONCRETE. PCN 60/R/B/W/T.
HIRL.

Rwy 06 Right-Hand Circuit.

During skd operations or O/R. Customs.

Jet A-1.

Fire 6.

Jiangbei see Chongqing**Jiayuguan**

5115' ZL02 +08:00 N39 51.5 E098 20.4

Apt Administration 86-937-6381006.

14/32 9843' ASPHALT. PCN 57/F/B/X/T. ASDA
14 10040'. ASDA 32 10040'. HIRL. HIALS 14.
HIALS 32.

Emergency forced landing aerodrome for for-
eign airline transport flights. ICAO ident is
ZLJQ.

J.

Fire 6.

Jieyang (Chaoshan) Apt of Entry

52' ZGOW SWA +08:00 N23 33.2 E116 30.1

Apt Operator 663-3820106; Fax 663-3820109.

04/22 9186' ASPHALT. PCN 82/F/B/X/T. ASDA
04 9383'. ASDA 22 9383'. HIRL.

Rwy 22 Right-Hand Circuit.

First 500m rwy 04/22 PCN 90/F/B/X/T.

H24. Customs.

CHINA, P.R. OF

J.

Fire 7.

Jinan (Yaoqiang) Apt of Entry

76' ZSJN TNA +08:00 N36 51.5 E117 12.9
Apt Administration 531- 82086166, 82086266;
Fax 531-82086111; Jinanaoc@163.com.

01/19 11811' CONCRETE. PCN 77/R/C/W/T.
HIRL.

During skd operations or O/R. Customs.

Jet A-1.

Fire 8.

Jinjiang see Quanzhou**Kashi** Apt of Entry

4528' ZWSH KHG +08:00 N39 32.7 E076
01.3

Apt Administration 9982928005; Fax
9982928005.

08/26 10499' CONCRETE. PCN 74/R/A/W/T.
TODA 08 11483'. TODA 26 11483'. ASDA 08
10696'. ASDA 26 10696'. HIRL.

Rwy 08 Right-Hand Circuit.

H24. Customs: During skd operations or O/R.

Jet A-1.

Fire 8.

Kunming (Changshui) Apt of Entry

6903' ZPPP KMG +08:00 N25 06.3 E102
56.5

Apt Administration 871-67091111; Fax
871-67092222.

03/21 13123' CONC/ASPH. PCN 110/R/B/W/T.
LDA 03 11351'. HIRL. ALS 03.

Central part PCN:114/F/B/W/T.

04/22 14764' CONC/ASPH. PCN 110/R/B/W/T.
LDA 22 13124'. HIRL. ALS 22.

Central part PCN:114/F/B/W/T.

H24. Customs: During sked operations or O/R.

J.

Fire 9.

Lanzhou (Zhongchuan) Apt of Entry

6388' ZLLL LHW +08:00 N36 30.9 E103
37.2

Apt Administration 931-8168815; Fax
931-8168809.

18/36 13123' CONCRETE. PCN 75/R/B/W/T.
HIRL.

H24. Customs: During skd operations or O/R.

J.

Fire 8.

Lhasa (Gonggar) Apt of Entry

11713' ZULS LXA +08:00 N29 17.8 E090
54.7

Apt Administration Fax 891-6182110. Apt Oper-
ator 891-6216009.

09L/27R 13123' ASPHALT. PCN 71/F/B/W/T.
HIRL.

During skd operations, or O/R. Customs.

J.

Fire 8.

Liangjiang see Guilin**Lianshui see Huaian****Lijiang (Sanyi)**

7359' ZPLJ LJG +08:00 N26 40.7 E100 14.8
Apt Operator 888-5173088; Fax 888-5141186.

02/20 9843' ASPHALT. PCN 57/F/B/W/T. HIRL.
First 656' concrete, PCN 68/R/B/W/T.

By operational requirements. Customs.

Fuel: U.

Fire 8.

Linyi (Shubuling)

223' ZSLY LYI +08:00 N35 02.9 E118 24.8
Apt Operator 539-8082767; Fax 539-8082766.

01/19 10499' CONCRETE. PCN 55/R/B/W/T.
HIRL.

Rwy 01 Right-Hand Circuit.

During skd operations and O/R. Customs.

CHINA, P.R. OF

J.
Fire 7.

Lishe see Ningbo

Liuting see Qingdao

Longdongbao see Guiyang

Longjia see Changchun

Longwan see Wenzhou

Lukou see Nanjing

Mangshi see Dehong

Manzhouli (Xijiao) Apt of Entry
2231' ZBMZ NZH +08:00 N49 33.9 E117
20.0
Apt Operator 04706246017; Fax 04706246018;
xiaoyuan_ma@mzlairport.net.
12/30 9186' CONCRETE. PCN 55/R/B/W/T.
TODA 12 11811'. TODA 30 9842'. ASDA 12
9383'. ASDA 30 9383'. HIRL. HIALS.
Rwy 12 Right-Hand Circuit.
During skd operations or O/S. Customs.

J.
Fire 6.

Meilan see Haikou

Meixian see Meizhou

Meizhou (Meixian)
305' ZGMX MXZ +08:00 N24 16.0 E116
05.9
Apt Administration 753-2242666; Fax
753-2333393.
04/22 7874' CONC/ASPH. PCN 61/F/B/W/T.
ASDA 04 8071'. ASDA 22 8071'. HIRL.
Rwy 22 Right-Hand Circuit.
First 1969' PCN 57/R/B/W/T.
By operational requirements. Customs: During
skd operations or O/R.

J.
Fire 6.

Mudanjiang (Hailang) Apt of Entry
885' ZYMD MDG +08:00 N44 31.4 E129
34.2
Apt Operator 4536882866; Fax 4536481022.
04/22 8530' ASPHALT. PCN 58/F/B/W/T. HIRL.
PPR. During skd operations or O/R. Customs.
Jet A-1.
Fire 6.

Nanchang (Changbei) Apt of Entry
143' ZSCN KHN +08:00 N28 51.8 E115 54.0
Apt Operator 791-87652134, -87652239; Fax
791-87652273, -87652143.
03/21 11155' CONCRETE. PCN 70/R/B/W/T.
HIRL.
H24. Customs: 2hr before T/O and 0.5-1hr after
T/O.
Fuel: U.
Fire 8.

Nanjing (Lukou) Apt of Entry
49' ZSNJ NKG +08:00 N31 44.6 E118 51.8
Apt Administration 25-69820256; Fax
25-69820258; JSFW@njairport.cn.
06/24 11811' CONCRETE. PCN 82/R/B/W/T.
HIRL.
Rwy 24 Right-Hand Circuit.
07/25 11811' CONCRETE. PCN 82/R/B/W/T.
HIRL. ALS 07.
Rwy 07 Right-Hand Circuit.
The first 3281' rwy 07/25 PCN 102/R/B/W/T
H24. Customs.
Jet A-1.
Fire 9.

Nanning (Wuxu) Apt of Entry
420' ZGNN NNG +08:00 N22 36.6 E108
10.4

CHINA, P.R. OF

- Apt Administration (771) 2885100; Fax (771) 2885101.
During skd operations or O/R.
J.
Fire 8.
- 05/23** 10499' CONCRETE. PCN 87/R/B/X/T.
Fire 8.
Penglai see Yantai
- Rwy 05 Right-Hand Circuit.
Phoenix see Sanya
- H24. Customs.
Pudong see Shanghai
- J.
Putuoshan see Zhoushan
- Fire 8.
- Nantong (Xingdong)** Apt of Entry
Qingdao (Liuting) Apt of Entry
16' ZSNT NTG +08:00 N32 04.1 E120 58.9
33' ZSQD TAO +08:00 N36 15.9 E120 22.4
Apt Administration 513-86560596; Fax 513-86560100.
Apt Administration 53283787050; Fax 53284715390.
18/36 11155' ASPHALT. PCN 72/R/B/W/T.
17/35 11155' ASPHALT. PCN 81/R/B/W/T.
HIRL.
HIRL.
Rwy 18 first and RWY 36 last 3281' PCN 76/R/B/W/T.
Rwy 17 Right-Hand Circuit.
By operation requirements. Customs.
H24. Customs.
Jet A-1.
J.
Fire 7.
Fire 9.
- Nanyang see Yancheng**
- Ningbo (Lishe)** Apt of Entry
Qingshan see Xichang
13' ZSNB NGB +08:00 N29 49.6 E121 27.8
53' ZJQH BAR +08:00 N19 08.3 E110 27.2
Apt Administration 574-89006326; Fax 898-62629001; Fax 898-62629000.
574-87427089; nbairport@nbairport.com.
13/31 10499' CONCRETE. PCN 66/R/B/W/T.
15/33 10499' CONCRETE. PCN 100/R/B/W/T.
LDA 13 10007'. HIRL.
HIRL.
Rwy 13 Right-Hand Circuit.
Rwy 33 Right-Hand Circuit.
H24. Customs: During sked operations or O/R.
By operational requirements. Customs: During skd operations or O/R.
Jet A-1.
J.
Fire 8.
Fire 8.
- Ordos (Ejin Horo)** Apt of Entry
Qiqihar (Sanjiazi) Apt of Entry
4593' ZBDS DSN +08:00 N39 29.4 E109 51.9
476' ZYQQ NDG +08:00 N47 14.3 E123 55.0
Apt Administration Fax 477-8901511. Apt Operator 477-3855887.
Apt Administration 0452-2393705; Fax 0452-2393700.
13/31 10499' ASPHALT. PCN 90/F/B/W/T.
17/35 8530' CONCRETE. PCN 51/R/B/W/T.
HIRL.
HIRL.
Rwy 13 Right-Hand Circuit.

CHINA, P.R. OF

During skd operations or O/R. Customs.

J.

Fire 6.

Quanzhou (Jinjiang) Apt of Entry

21' ZSQZ JJN +08:00 N24 47.9 E118 35.3

Apt Operator (0595) 85628602; Fax (0595) 85688540; zjlbgs@qzair.com.

03/21 8530' CONCRETE. PCN 63/R/B/W/T. HIRL.

Rwy 03 Right-Hand Circuit.

H24. Customs: During sked operations or O/R.

J.

Fire 7.

Sanjiazi see Qiqihar

Sanxia see Yichang

Sanya (Phoenix) Apt of Entry

95' ZJSY SYX +08:00 N18 18.1 E109 24.8

Apt Administration 898-88289086, 88289780; Fax 898-88289044. Apt Operator xchzh@hnair.com.

08/26 11155' CONCRETE. PCN 80/R/B/W/T. ASDA 08 11352'. ASDA 26 11352'. HIRL.

Rwy 08 Right-Hand Circuit.

H24. Customs: During operation requirements.

Jet A-1.

Fire 9.

Sanyi see Lijiang

Shanghai (Hongqiao) Apt of Entry

10' ZSSS SHA +08:00 N31 11.8 E121 20.1

Apt Operator 21-22342063, 22369728; hqzhzxywk@shairport.com.

18L/36R 11155' ASPHALT. PCN 130/F/C/W/T. TORA 18L 10827'. TORA 36R 10827'. LDA 18L 10499'. LDA 36R 10499'. TODA 18L 10827'. TODA 36R 10827'. ASDA 18L 10827'. ASDA 36R 10827'. HIRL.

Rwy 18L Right-Hand Circuit.

18R/36L 10827' CONCRETE. PCN 104/R/B/W/T. LDA 18R 9843'. LDA 36L 9843'. HIRL.

Rwy 18R Right-Hand Circuit.

H24. Customs: During sked operations and O/R.

Jet A-1, J.

Fire 9.

Shanghai (Pudong) Apt of Entry

13' ZSPD PVG +08:00 N31 08.7 E121 47.6

Apt Administration (21) 68347136; Fax (021) 68342735.

16L/34R 12467' CONCRETE. PCN 83/R/B/W/T. HIRL.

Rwy 34R Right-Hand Circuit.

PCN End part: 104/R/B/W/T.

16R/34L 12467' CONCRETE. PCN 88/R/B/W/T. HIRL. ALS.

Rwy 34L Right-Hand Circuit.

PCN end part: 109/R/B/W/T.

17L/35R 13123' CONCRETE. PCN 121/R/B/W/T. HIRL. ALS.

Rwy 17L Right-Hand Circuit.

17R/35L 11155' CONCRETE. PCN 84/R/B/W/T. HIRL.

Rwy 17R Right-Hand Circuit.

PCN end part: 104/R/B/W/T.

PPR. During skd operations or O/R. Customs.

Jet A-1.

Fire 10.

Shenyang (Taoxian) Apt of Entry

198' ZYTX SHE +08:00 N41 38.5 E123 29.1

Apt Administration 2489398050. Apt Operator Fax 24-31929005.

06/24 10499' ASPHALT. PCN 82/F/B/W/T. TODA 06 11155'. TODA 24 11155'. HIRL.

Rwy 06 Right-Hand Circuit.

During skd operations or O/R. Customs.

CHINA, P.R. OF

J.
Fire 9.

Shenzhen (Baoan) Apt of Entry

13' ZGSZ SZX +08:00 N22 38.3 E113 48.7
Apt Operator 755-23456789; Fax
755-23456043.

15/33 11155' CONCRETE. PCN 72/R/B/W/T.
HIRL. ALS.

Rwy 15 Right-Hand Circuit.

16/34 12467' CONCRETE. PCN 89/R/B/W/T.
HIRL.

Rwy 16 Right-Hand Circuit.

Rwy 16/34 first 1000 m inward PCN
110/R/B/W/T.

H24. Customs.

Jet A-1.

Fire 9.

Shijiazhuang (Zhengding)

233' ZBSJ SJW +08:00 N38 16.9 E114 41.9
Apt Administration 31188027131; Fax
31188027140.

15/33 11155' CONCRETE. PCN 63/R/B/W/T.
TODA 15 11942'. TODA 33 11942'. HIRL.

Rwy 33 Right-Hand Circuit.

H24. Customs: By operational requirements.

Fuel: U.

Fire 8.

Shuangliu see Chengdu**Shubuling see Linyi****Shuofang see Wuxi****Taiping see Harbin****Taiyuan (Wusu)** Apt of Entry

2579' ZBYN TYN +08:00 N37 44.9 E112
37.8

Apt Administration 351-7012317; Fax
351-7040388.

13/31 11811' CONC/ASPH. PCN 69/R/B/W/T.
TODA 13 12303'. TODA 31 12303'. ASDA 13
12008'. ASDA 31 12008'. HIRL.

H24. Customs.

Jet A-1.

Fire 9.

Taizhou see Yangzhou**Taoxian see Shenyang****Tianhe see Wuhan****Tianjin (Binhai)** Apt of Entry

6' ZBTJ TSN +08:00 N39 07.4 E117 20.7

Apt Operator 22-24903355.

16L/34R 10499' CONCRETE.
PCN 74/R/B/W/T. HIRL. ALS.

Rwy 34R Right-Hand Circuit.

Both side 0-1000m PCN 93/R/B/W/T.

16R/34L 11811' ASPHALT. PCN 86/F/B/W/T.
LDA 16R 10499'. TODA 16R 12467'. TODA
34L 12467'. ASDA 16R 12008'. ASDA 34L
12008'. HIRL. ALS 16R.

Rwy 34L Right-Hand Circuit.

H24. Customs.

Jet A-1.

Fire 9.

Tunxi see Huangshan**Urumqi (Diwopu)** Apt of Entry

2126' ZWWW URC +08:00 N43 54.5 E087
28.5

Apt Administration 991-3806317; Fax
991-3806317.

07/25 11811' ASPH/CONC. PCN 87/R/B/W/T.
TODA 07 12467'. TODA 25 12467'. ASDA 07
12008'. ASDA 25 12008'. HIRL. ALS 25.

H24. Customs.

J.

Fire 9.

CHINA, P.R. OF

Wanzhou (Wuqiao)

1867' ZUWX WXN +08:00 N30 48.2 E108 25.9

Apt Administration 23-58538035; Wanzhou_airport@yahoo.com.

11/29 7874' CONCRETE. PCN 69/R/B/W/T. HIRL.

Rwy 29 Right-Hand Circuit.

During skd operations or O/R. Customs.

Jet A-1, J.

Fire 6.

Weihai (Dashuipo) Apt of Entry

148' ZSWH WEH +08:00 N37 11.3 E122 13.8

Apt Administration 631-8641269; Fax 631-8641143.

03/21 8530' CONCRETE. PCN 88/R/B/W/T. HIRL.

Rwy 03 Right-Hand Circuit.

During skd operations or O/R. Customs.

J.

Fire 7.

Wenzhou (Longwan) Apt of Entry

17' ZSWZ WNZ +08:00 N27 54.6 E120 51.2

Apt Administration 577-96555; Fax 577-86374941.

03/21 10499' CONCRETE. PCN 78/R/B/X/T. HIRL.

Rwy 03 Right-Hand Circuit.

H24. Customs: During sked ops and O/R.

J.

Fire 8.

Wuhan (Tianhe) Apt of Entry

115' ZHHH WUH +08:00 N30 47.1 E114 12.4

Apt Administration 27-85818885; Fax 27-85818785.

04L/22R 11155' ASPHALT. PCN 83/F/B/W/T. TODA 04L 11385'. TODA 22R 11516'. HIRL.

Rwy 22R Right-Hand Circuit.

first 1640' RWY 04L and 2625' RWY 22R PCN 102/F/B/W/T.

04R/22L 11811' CONCRETE. PCN 66/R/B/W/T. HIRL. ALS 04R.

Rwy 04R Right-Hand Circuit.

The first 2625' rwy 04R/22L PCN 83/R/B/W/T.

H24. Customs: During sked operations.

J.

Fire 9.

Wuqiao see Wanzhou**Wusu see Taiyuan****Wuxi (Shuofang)** Apt of Entry

16' ZSWX WUX +08:00 N31 29.6 E120 25.7
Apt Operator 510 85215008; Fax 510 85217166; Wen_wuxiairport@126.com.

03/21 10499' ASPHALT. PCN 67/R/B/W/T. HIRL.

H24. Customs: During sked operations and O/R.

AD not available for over night business FLT, except emergency.

J.

Fire 8.

Wuxu see Nanning**Xi'An (Xianyang)** Apt of Entry

1572' ZLXY XIY +08:00 N34 26.7 E108 45.0
Apt Administration 029-88371025; Fax 029-88371111.

05L/23R 9843' ASPHALT. PCN 75/F/B/W/T. ASDA 05L 10040'. ASDA 23R 10040'. HIRL. ALS 23R.

Rwy 23R Right-Hand Circuit.

First 1640' from THR 05L and 984' from THR 23R PCN 82/F/B/W/T.

CHINA, P.R. OF

05R/23L 12467' CONCRETE.
PCN 78/R/B/W/T. ASDA 05R 12861'. ASDA
23L 12861'. HIRL. ALS 05R.

Rwy 05R Right-Hand Circuit.

First 2362' PCN 86/R/B/W/T.

H24. Customs: During skd operations or O/R.

Jet A-1.

Fire 9.

Xiamen (Gaoqi) Apt of Entry

59' ZSAM XMN +08:00 N24 32.7 E118 07.6

Apt Operator 592-5706002; Fax 592-5730699.

05/23 11155' ASPH/CONC. PCN 90/F/B/W/T.
TORA 23 10663'. LDA 05 10663'. LDA 23
10007'. TODA 23 10663'. ASDA 23 10663'.
HIRL.

Rwy 23 Right-Hand Circuit.

H24. Customs: During skd operations or O/R.

J.

Fire 9.

Xianyang see Xi'An

Xiaoshan see Hangzhou

Xichang (Qingshan)

5115' ZUXC XIC +08:00 N27 59.4 E102
11.0

Apt Administration 834-2586188; Fax
834-2586196; XCAP1975@163.com.

18/36 11811' ASPHALT. PCN 62/F/B/W/T.
HIRL.

Rwy 18 Right-Hand Circuit.

During skd operations or O/R.

J.

Fire 6.

Xijiao see Manzhouli

Xingdong see Nantong

Xining (Caojiapu) Apt of Entry

7166' ZLXN XNN +08:00 N36 31.9 E102
02.3

Apt Operator 971-8813015; Fax 971-8813014;
sunsj@westaport.com.

11/29 12467' ASPHALT. PCN 73/F/B/X/T.
ASDA 11 12664'. ASDA 29 12664'. HIRL.

Rwy 11 Right-Hand Circuit.

H24. Customs: During sked ops or O/R.

J.

Fire 8.

Xinqiao see Hefei

Xinzheng see Zhengzhou

Xinzhou see Zunyi

Xishuangbanna (Gasa) Apt of Entry

1815' ZPJH JHG +08:00 N21 58.5 E100
45.7

Apt Administration 691-2159170; Fax
691-2159016.

16/34 7874' ASPHALT. PCN 58/F/B/W/T.
TODA 16 8530'. TODA 34 8530'. HIRL.

Rwy 34 Right-Hand Circuit.

PPR. During skd operations or O/R. Customs.

Jet A.

Fire 7.

Xujiaping see Enshi

Xuzhou (Guanyin) Apt of Entry

115' ZSXZ XUZ +08:00 N34 03.5 E117 33.3

Apt Administration 516-83068000; Fax
516-83068059.

09/27 11155' CONCRETE. PCN 72/R/B/W/T.
HIRL.

Rwy 09 Right-Hand Circuit.

2300-1600 or during skd operations. Customs.

J.

Fire 7.

CHINA, P.R. OF

Yancheng (Nanyang) Apt of Entry

10' ZSYN YNZ +08:00 N33 25.5 E120 12.1

Apt Operator 515-88215005; Fax
515-88215052.**04/22** 9186' CONCRETE. PCN 52/R/B/W/T.
HIRL. HIALS.0-450m PCN53/R/B/W/T, 450-600 PCN
48/F/B/W/T.

During skd operations or O/R.

J.

Fire 7.

Yangzhou (Taizhou) Apt of Entry

16' ZSYA YTY +08:00 N32 33.7 E119 43.1

Apt Administration 514-89999999; Fax
514-86100217.**17/35** 10499' CONCRETE. PCN 69/R/B/W/T.
HIRL.

Rwy 17 Right-Hand Circuit.

By operation requirements. Customs.

Jet A-1.

Fire 8.

Yanji (Chaoyangchuan)

623' ZYYJ YNJ +08:00 N42 52.9 E129 27.0

Apt Administration 4432252479; Fax
4432226214.**09/27** 8530' CONCRETE. PCN 50/R/C/W/T.
HIRL.

Rwy 27 Right-Hand Circuit.

During skd operations or O/R.

Jet A-1.

Fire 7.

Yantai (Penglai) Apt of Entry

154' ZSYT YNT +08:00 N37 39.7 E120 58.7

Apt Administration 535-5139777; Fax
535-5139020; yntcaac@126.com.**05/23** 11155' CONCRETE. PCN 80/R/B/W/T.
HIRL.

Rwy 23 Right-Hand Circuit.

H24. Customs.

Jet A-1.

Fire 8.

Yaoqiang see Jinan**Yichang (Sanxia)**

673' ZHYC YIH +08:00 N30 33.3 E111 28.9

Apt Administration 717-6532530; Fax
717-6561000.**14/32** 8530' CONCRETE. PCN 74/R/B/W/T.
TODA 14 9514'. ASDA 14 8727'. ASDA 32
8727'.

Rwy 32 Right-Hand Circuit.

H24. Customs.

J.

Fire 6.

Yinchuan (Hedong) Apt of Entry

3744' ZLIC INC +08:00 N38 19.2 E106 23.6

Apt Administration 951-6912293.

03/21 11811' CONCRETE. PCN 66/R/B/W/T.
HIRL.

H24. Customs.

J.

Fire 8.

Yiwu Apt of Entry

272' ZSYW YIW +08:00 N29 20.6 E120 02.0

Apt Administration 579-85664428,
579-85665456(for night); Fax 579-85665428.**02/20** 9843' CONCRETE. PCN 71/R/A/W/T.
HIRL.

Rwy 02 Right-Hand Circuit.

During skd operations or O/R. Customs.

J.

Fire 7.

Yungang see Datong**Yushu (Batang)**

12812' ZL03 +08:00 N32 50.1 E097 02.1

CHINA, P.R. OF

Apt Administration 86-976-8813718; Fax 86-976-8813717; 1504432003@qq.com.

10/28 12467' CONCRETE. PCN 52/R/A/W/T. HIRL. MIALS 10. HIALS 28.

By operational requirements.

Emergency forced landing aerodrome for foreign airline transport flights. ICAO ident is ZLYS.

J.

Fire 5.

Zhangjiajie (Hehua) Apt of Entry

712' ZGDY DYG +08:00 N29 06.1 E110 26.7

Apt Administration 744-8238212; Fax 744-8238438.

08/26 8530' CONCRETE. PCN 56/R/B/W/T. TODA 08 9121'. TODA 26 9219'. HIRL.

Rwy 26 Right-Hand Circuit.

H24. Customs: During skd operations or O/R.

Jet A-1.

Fire 7.

Zhengding see Shijiazhuang

Zhengzhou (Xinzheng) Apt of Entry

495' ZHCC CGO +08:00 N34 31.1 E113 50.4

Apt Administration 371-58516932; Fax 371-58516932; cgozhh@126.com.

12L/30R 11811' CONCRETE. PCN 82/R/B/W/T. HIRL. ALS 12L.

Rwy 12L Right-Hand Circuit.

first 2625' PCN 98/R/B/W/T.

12R/30L 11155' CONCRETE. PCN 74/R/B/W/T. HIRL.

Rwy 12R Right-Hand Circuit.

H24. Customs.

Jet A-1.

Fire 9.

Zhongchuan see Lanzhou

Zhoushan (Putuoshan) Apt of Entry

6' ZSZS HSN +08:00 N29 56.1 E122 21.8

Apt Operator 580-6260888.

18/36 8202' CONCRETE. PCN 53/R/B/W/T. LDA 36 7874'. HIRL.

Rwy 36 Right-Hand Circuit.

During skd operations or O/R. Customs.

J.

Fire 6.

Zhoushuizi see Dalian

Zunyi (Xinzhou)

2723' ZUZY ZYI +08:00 N27 48.6 E107 14.7

Apt Administration 851-27335566; Fax 851-27335566.

18/36 9186' CONCRETE. PCN 52/R/B/W/T. HIRL.

Rwy 18 Right-Hand Circuit.

During skd operations or O/R. Customs.

J.

Fire 6.

Hong Kong (Hong Kong Intl) Apt of Entry

28' VHHH HKG +08:00 N22 18.5 E113 54.9

ATIS H24 852 3141 2705, 852 3141 2820. Apt
Operator 21887111; Fax 28240717.

07L/25R 12467' ASPHALT. PCN 72/F/B/W/T.
LDA 07L 11900'. LDA 25R 11896'. TODA 07L
13451'. TODA 25R 13451'. HIRL. ALS.

07R/25L 12467' ASPHALT. PCN 72/F/B/W/T.
LDA 07R 11942'. TODA 07R 13451'. TODA
25L 13451'. HIRL. ALS.

H24. Customs.

F-4, O/R. Jet A-1.

Fire 10.

KOREA, D.P.R.OF

Kalma see Wonsan**Pyongyang (Sunan)** Apt of Entry

89' ZKPY FNJ +09:00 N39 12.3 E125 40.2

Apt Administration 218111999 Ext 8108; Fax
23814410 Ext 4625.

17/35 11237' CONCRETE. PCN 70/R/A/W/T.
TODA 17 12221'. TODA 35 12221'. MIRL.
HIALS 17. HIALS 35.

Rwy 35 Right-Hand Circuit.

H24. Customs.

Jet A-1. Oxygen.

Fire 8.

Sunan see Pyongyang**Wonsan (Kalma)** Apt of Entry

7' ZKWS +09:00 N39 09.9 E127 29.2

15/33 10253' CONCRETE. PCN 50/R/A/W/U.
TODA 15 11237'. TODA 33 11237'.
HIRL. HIALS.

H24. Customs: Summer: 2130-1330. Winter:
2230-1230.

ABN. Fire 8.

Macao (Macao Intl) Apt of Entry

20' VMMC MFM +08:00 N22 09.0 E113 35.5

Apt Operator 28861111; Fax 28862222.

16/34 11024' CONCRETE. PCN 66/R/B/W/T.
TORA 16 10581'. TORA 34 10827'. LDA 16
9400'. LDA 34 9613'. TODA 16 10778'. ASDA
16 10778'. HIRL. HIALS 16. HIALS 34.

Rwy 34 Right-Hand Circuit.

H24. Customs.

F-3, Jet A-1.

Fire 9.

MONGOLIA

Altai see Gobi Altai**Arvaikheer**

5932' ZMAH AVK +08:00 N46 15.0 E102 48.1

Apt Operator 11-281203, -286124, 70-322 769/294/233; Fax 11-281203, 70-322 294.

14/32 8202' GRAVEL. CBR 29. TODA 14 9580'. MIRL. MIALS 32. Rwy 14 Landing not allowed. Rwy 32 Takeoff not allowed.

By operational requirements.

Jet A-1.

Fire 4.

Baruun-Urt

3202' ZMBU UUN +09:00 N46 39.6 E113 17.1

Apt Operator 11-286121, 705-18665/259/421/112; Fax 11-281153.

18/36 7251' GRAVEL. CBR 42. TODA 18 8301'. Rwy 18 Landing not allowed. Rwy 36 Takeoff not allowed.

Days.

Jet A-1.

Fire 4.

Bayankhongor

6119' ZMBH BYN +08:00 N46 10.0 E100 42.2

Apt Administration 7044-2667/2380/2236. Apt Operator Fax 11-281183; bayankhongor.airport@mcaa.gov.mn.

16/34 9186' ASPHALT. PCN 45/F/A/Y/U. TODA 16 10269'. TODA 34 9941'. MIRL. MIALS 34.

By operational requirements.

Jet A-1.

Fire 4.

Bayan-Ulgii (Ulgii)

5755' ZMUL +07:00 N48 59.6 E089 55.4

Apt Administration 11-281171, 281172; Fax 70422056.

13/31 9350' CONCRETE. PCN 45/R/B/X/T. TODA 13 10564'. TODA 31 10334'. ASDA 13 9547'. ASDA 31 9547'.

13L/31R 7874' GRAVEL. TODA 13L 9088'. TODA 31R 10171'.

By operational requirements. Customs.

Jet A-1.

Fire 4.

Bulgan Sum

3917' ZMBS +07:00 N46 06.0 E091 35.0

Apt Operator 11-286156; Fax 11-286156.

17/35 5906' GRAVEL. TODA 17 6562'. Rwy 17 Landing not allowed. Rwy 35 Takeoff not allowed.

Days.

Fire 4.

Chinggig Khaan Intl see Ulaanbaatar**Choibalsan see Dornod****Deglii Tsagaan**

3068' ZMUG ULO +07:00 N50 04.0 E091 56.2

Apt Administration 11-281201,-286126; Fax 11-281201, 70452550.

13/31 8852' CONCRETE. PCN 45/R/B/X/T. TODA 13 9771'. TODA 31 9836'. ASDA 13 9049'. ASDA 31 9049'. MIRL. MIALS 31.

By operational requirements.

Jet A-1.

Fire 4.

Dornod (Choibalsan) Apt of Entry

2454' ZMCD COQ +09:00 N48 08.1 E114 38.8

Apt Operator 11-281194, 286122, 70-58 3832, 2868, 4868; Fax 70-58 4868.

MONGOLIA

12/30 8520' CONCRETE. PCN 25/R/B/X/U. TODA 12 9504'. TODA 30 9176'. MIRL. MIALS 30.

By operational requirements. Customs.

Jet A-1.

Fire 4.

Gobi Altai (Altai)

7277' ZMAT LTI +07:00 N46 22.6 E096 13.0

Apt Operator 70483544; Mobile 11281200, 11286127; Fax 70484044; govi-altai.airport@mcaa.gov.mn.

10/28 9514' ASPHALT. 25/F/A/Y/U. TODA 10 10105'. TODA 28 9973'. ASDA 10 9711'. ASDA 28 9711'. MIRL.

By operational requirement.

Jet A-1.

Fire 4.

Gurvansaikhan

4783' ZMDZ DLZ +08:00 N43 36.5 E104 22.0

Apt Administration 11-281210. Apt Operator 70533 190/969/739, 70532657; Fax 95311 33/36.

11/29 7218' ASPHALT. PCN 27/F/B/Y/U. TODA 11 7677'. TODA 29 9514'. ASDA 11 7316'. ASDA 29 7316'. MIRL. MIALS 29.

By operational requirements.

Jet A-1.

Fire 4.

Khanbumbat

3924' ZMKB +08:00 N43 08.6 E106 50.6

Apt Operator (976)-11-286136; Fax (967)-70103604-7920; otaerodrome@ot.mn.

16/34 10663' CONCRETE. PCN 57/R/B/W/T. TODA 16 11746'. TODA 34 11746'. ASDA 16 10860'. ASDA 34 10860'. HIRL. MIALS 34.

By operational requirements.

ABN. Fire 7.

Khentii (Undurkhaan)

3409' ZMUH UNR +08:00 N47 18.3 E110 36.5

Apt Operator 11 281205, 70562524, 119; Fax 11 2811205.

06/24 6430' GRAVEL. CBR35. TODA 06 7349'. TODA 24 7185'. MIRL. MIALS 24.

By operational requirements.

Jet A-1.

Fire 4.

Khovd

4898' ZMKD HVD +07:00 N47 57.3 E091 37.6

Apt Administration 11-281202; Fax 70-433926.

16/34 9350' ASPHALT. PCN 45/F/B/X/U. TODA 16 10334'. TODA 34 10170'. ASDA 16 9514'. ASDA 34 9514'. MIRL. MIALS 34.

By operational requirements.

Jet A-1.

ABN. Fire 4.

Khuvsgul (Muren)

4272' ZMMN MXV +08:00 N49 39.8 E100 06.0

Apt Operator 11-281208, 11-286125, 70382002/6/8; Fax 70382002.

10/28 7874' ASPHALT. PCN 27/F/B/Y/T. TODA 10 8858'. TODA 28 8793'. ASDA 28 7972'. MIRL. MIALS 28.

By operational requirements.

Jet A-1.

Fire 4.

Muren see Khuvsgul**Tavantolgoi**

4790' ZMTT +08:00 N43 46.4 E105 34.7

Apt Operator 70122279; Fax 11322279.

15/33 7710' GRAVEL. TODA 15 8648'. TODA 33 8579'. RL. ALS.

By operational requirements.

MONGOLIA

ABN. Fire 4.

Ulaanbaatar (Chinggis Khaan Intl) Apt of

Entry

4364' ZMUB ULN +08:00 N47 50.5 E106
46.0

Apt Administration 11-283047, 283081; Fax
70049588.

14/32 10171' ASPHALT. PCN 55/F/A/X/U.
TODA 32 11319'. ASDA 32 10335'. HIRL. Rwy
14 Takeoff not allowed.

15/33 6578' GRAVEL. CBR-53. TODA 33
8054'. Rwy 15 Takeoff not allowed.

H24. Customs.

Jet A-1.

ABN. Fire 8.

Ulaanbaatar (Ulaanbaatar Intl.) Apt of Entry

4485' ZMCK UBN -08:00 N47 38.8 E106
49.2

Apt Operator 11-287373, 287333, 287337.

11/29 11811' CONCRETE. PCN 70/R/B/W/T.
TODA 11 12795'. TODA 29 12795'. ASDA 11
12008'. ASDA 29 12008'. HIRL.

Rwy 11 Right-Hand Circuit.

Fire 9.

Ulgii see Bayan-Ulgii

Undurkhaan see Khentii