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**ФЕДЕРАЛЬНОЕ АГЕНТСТВО
ВОЗДУШНОГО ТРАНСПОРТА
СЛУЖБА АЭРОНАВИГАЦИОННОЙ ИНФОРМАЦИИ**

**FEDERAL AIR TRANSPORT AGENCY
AERONAUTICAL INFORMATION SERVICE**

AIC

11/11 20.10.11

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РОССИЯ
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**ABOUT THE TRANSITION TO THE ICAO VERTICAL SEPARATION SYSTEM
AND REDUCED VERTICAL SEPARATION MINIMUM (RVSM) FROM FL 290
TO FL 410 INCLUSIVE IN THE AIRSPACE OF THE RUSSIAN FEDERATION
EFFECTIVE FROM 17 NOVEMBER 2011.**

(The follow-up of AIC of the Russian Federation 03/10 dated 29.07.2010)

This Circular replaces AIC 10/11.

1. The following minimum intervals of the vertical separation shall be established in the airspace of the Russian Federation with effect from 00:01 UTC 17 November 2011 for flights operated under instrument flight rules (IFR):

- a) 300 m – up to flight level 12500 m (FL410);
- б) 600 m – above flight level 12500 m (FL410).

The minimum interval of the vertical separation between the aircraft operating flights under visual flight rules (VFR) above the transition level up to flight level 8100 m (FL265) is 300 m.

The minimum interval of the vertical separation above the transition level between the aircraft operating flights under visual flight rules (VFR) and the aircraft operating flights under instrument flight rules (IFR) must not be less than 300 m.

The vertical separation of aircraft in the airspace of the Russian Federation shall be provided according to the semi-circular system relative to the true meridian according to the following Table corresponding to Table a) of Appendix 3, Annex 2 to the Convention on International Civil Aviation:

True track from 000° to 179° °						True track from 180° to 359°					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Flight Level	Metres	Feet	Flight Level	Metres	Feet	Flight Level	Metres	Feet	Flight Level	Metres	Feet
010	300	1000	-	-	-	020	600	2000	-	-	-
030	900	3000	035	1050	3500	040	1200	4000	045	1350	4500
050	1500	5000	055	1700	5500	060	1850	6000	065	2000	6500
070	2150	7000	075	2300	7500	080	2450	8000	085	2600	8500
090	2750	9000	095	2900	9500	100	3050	10000	105	3200	10500
110	3350	11000	115	3500	11500	120	3650	12000	125	3800	12500
130	3950	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	155	4700	15500	160	4900	16000	165	5050	16500
170	5200	17000	175	5350	17500	180	5500	18000	185	5650	18500
190	5800	19000	195	5950	19500	200	6100	20000	205	6250	20500
210	6400	21000	215	6550	21500	220	6700	22000	225	6850	22500
230	7000	23000	235	7150	23500	240	7300	24000	245	7450	24500
250	7600	25000	255	7750	25500	260	7900	26000	265	8100	26500
270	8250	27000	-	-	-	280	8550	28000	-	-	-
290	8850	29000	-	-	-	300	9150	30000	-	-	-
310	9450	31000	-	-	-	320	9750	32000	-	-	-
330	10050	33000	-	-	-	340	10350	34000	-	-	-
350	10650	35000	-	-	-	360	10950	36000	-	-	-
370	11300	37000	-	-	-	380	11600	38000	-	-	-
390	11900	39000	-	-	-	400	12200	40000	-	-	-
410	12500	41000	-	-	-	430	13100	43000	-	-	-
450	13700	45000	-	-	-	470	14350	47000	-	-	-
490	14950	49000	-	-	-	510	15550	51000	-	-	-
etc.	etc.	etc.	-	-	-	etc.	etc.	etc.	-	-	-

2. The aircraft operators intending to operate flights within the RVSM airspace of the Russian Federation must have the aircraft equipped in compliance with the Minimum Aircraft System Performance Specification (RVSM MASPS) and the approval of aircraft for flight operations under RVSM.

The approval for flight operations under RVSM issued according to the established order in any ICAO region shall be valid for flight operations within the RVSM airspace of the Russian Federation.

3. Flights of the non-RVSM approved aircraft except for the State aircraft; aircraft operating formation flight; aircraft, which have lost in flight for any reason the capability to maintain the assigned flight level, including the aircraft operating a flight with radio communication failure, are prohibited within the RVSM airspace of the Russian Federation.

The ATS units shall assign flight levels below the RVSM airspace for non-RVSM approved aircraft.

4. A flight plan (FPL) containing true information on the approval status of aircraft for flight operations under RVSM shall be submitted to ATS units for flight operations within the RVSM airspace of the Russian Federation.

5. In accordance with AIP of Russia prior to commencement of each flight within the airspace of the Russian Federation and over the high seas within the area of responsibility of the Russian Federation (FIR), a FPL shall be submitted to ATS units not later than 3 hours before the time of aircraft departure.

If a change of an aircraft, carrying out a flight, has taken place and the RVSM approval status of the aircraft has changed, the operator shall submit a new FPL.

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 of the Russian Federation, 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.

6. During a flight at the transition level or above the aircraft shall carry out a flight according to the indications of the altimeter which is set to atmospheric pressure 760 mm Hg (1013.2 hPa) QNE. During this phase of flight the aircraft position in the vertical plane is expressed in terms of flight levels and shall be assigned by ATC controller and reported by a flight crew in accordance with the numerical values indicated in the appropriate columns “Flight level” of the Table given in item 1 of the present AIC.

During a flight below the transition level the aircraft position in the vertical plane shall be assigned by ATC controller and reported by a flight crew as follows:

- in the aerodrome area (control zone) – in height values in metres based upon the QFE;

- during a flight outside the aerodrome area (control zone) – in altitude values in metres based upon the QNH.

Whereas the unit of measurement – a metre, shall be indicated obligatorily.

7. In case of the aircraft getting into emergency situation the ATC controller is allowed, by a flight crew’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.

8. In cases of a failure of the aircraft or ground radio communication systems (facilities) the flight levels 4250 (FL140), 4550 (FL150) or 7300 (FL240), 7600 (FL250) depending on the flight direction shall be considered as specially established flight levels for flights without radio communication.

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