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**ФЕДЕРАЛЬНОЕ АГЕНТСТВО
ВОЗДУШНОГО ТРАНСПОРТА
СЛУЖБА АЭРОНАВИГАЦИОННОЙ ИНФОРМАЦИИ**

**FEDERAL AIR TRANSPORT AGENCY
AERONAUTICAL INFORMATION SERVICE**

AIC

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| 11/11 20.10.11 |
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РОССИЯ
RUSSIA

**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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