

AIC 01/12
8 ноября 2012 г
8th November, 2012

Циркуляр аэронавигационной информации
Кыргызской Республики
AERONAUTICAL INFORMATION CIRCULAR
OF THE KYRGYZ REPUBLIC

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INFORMATION ON THE IMPLEMENTATION IN THE KYRGYZ REPUBLIC OF THE NEW FORMAT OF THE ICAO FLIGHT PLAN FORM (FPL 2012), CHANGES TO FLIGHT PLANNING PROVISIONS AND ATS MESSAGES WITH EFFECT FROM 15TH NOVEMBER, 2012.

The aim of this Aeronautical Information Circular is to inform the users of the Kyrgyz Republic air-space about the implementation of Amendment NR 1 to the Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM, Doc 4444), 15th Edition, which will be applicable from 15th November, 2012 and refers to the changes to the content and format of the ICAO flight plan form (FPL), flight planning provisions and also ATS messages.

These provisions become globally applicable on 15th November, 2012.

Beginning 12th November, 2012 at 0000 UTC the Kyrgyz Republic will accept the NEW flight plan format. Coincident with these changes the Kyrgyz Republic is amending its flight planning requirements, addressing of FPL associated messages and changes to FPL.

REQUIREMENTS

For flights operating within the Kyrgyz Republic airspace the following shall apply.

Beginning 12th November, 2012 at 0000 UTC all flight plans for Instrument Flight Rules (IFR) flights and Visual Flight Rules (VFR) flights should be filed using the NEW content and format.

Flight plans filed using the PRESENT content and format will continue to be accepted until 0000 UTC on 15th November, 2012. IFR and VFR flight plans using the PRESENT content and format, which are filed after 0000 UTC 15th November, 2012, will not be accepted.

The flight plans and FPL associated messages (CHG, CNL, DLA, DEP) and changes to FPL should be directed via the aeronautical fixed telecommunication network (AFTN). Attachment A to this AIC shows the indications within a flight plan, that will be used to identify its format as either NEW or PRESENT.

Operators are strongly encouraged always to include the Date of Flight (DOF) in Item 18 of the flight plan. It is mandatory to include DOF if the flight plan is filed more than 24 hours in advance of the EOBT. If any portion of a flight is planned to take place, or may possibly take place, after 0000 UTC on 15th November, 2012, operators are strongly encouraged to file the applicable flight plan using the NEW content and format.

Attachment B to this AIC describes the changes to the ICAO FPL content and format in detail.

Indications of **NEW** and **PRESENT** formats

A flight plan is deemed to be **PRESENT** format if it contains any of the following indications:

- a) In field 10a: J, M;
- b) In field 10b: D;
- c) In STS/: ATFMEXEMPTAPPROVED, free text i.e. any indication other than those specified;
- d) In PER/: Indications other than A, B, C, D, E, H.

A flight plan is deemed to be **NEW** format if it contains any of the following indications:

- a) In Field 10a: E1, E2, E3, J1, J2, J3, J4, J5, J6, J7, M1, M2, M3, P1, P2, P3, P4, P5, P6, P7, P8, P9;
- b) In Field 10b: E, H, L, B1, B2, U1, U2, V1, V2, D1, G1;
- c) In Item 18: PBN/, SUR/, DLE/, TALT/;
- d) In STS/: ATFMX
- e) In DAT/: characters other than S, H, V, M;
- f) A CHG, CNL, DLA, DEP messages containing Field 18.

If a flight plan contains none of the indications above it qualifies as both **NEW** and **PRESENT** and will be treated accordingly.

Description of changes to **NEW** and **PRESENT** ICAO FPL formats

The flight plans may not be filed more than 120 hours in advance of the EOBT.

When it is necessary to delay a flight over the midnight period, thereby changing the **DOF**, it is recommended to use a **CHG** message indicating the modification to both Field 13 (including **EOBT**) and Field 18 (including **DOF**).

When modifying a field the data for the complete field must be provided and not just the modified elements, this is particularly significant for modifications to Field 18.

The changes made to specific FPL Items are as follows:

Item 7 - Aircraft Identification

The aircraft identification cannot exceed 7 alphanumeric characters and is not to include hyphens or symbols.

Item 8 - Flight Rules and Type of Flight

Item 15 (Route) shall indicate the point or points at which a change in flight rules is planned. The status of the flight shall be denoted in Item 18 following the **STS** indicator, using one of the defined descriptors, or other reasons for specific handling by **ATS** shall be denoted in Item 18 following the **RMK** indicator.

Item 10 - Equipment and Capabilities

Item 10 now indicates: presence of relevant serviceable equipment on board the aircraft; equipment and capabilities commensurate with crew qualifications; and, where applicable, authorization from the appropriate authority.

Item 10a (Radio communication, navigation and approach aid equipment and capabilities):

Insert one letter as follows:

N - if no COM/NAV/approach aid equipment for the route to be flown is carried or the equipment is unserviceable; or

S - if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable. If the letter **S** is used, standard equipment is considered to be VHF RTF, VOR and ILS.

And/or

INSERT one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available:

A - GBAS landing system

B - LPV (APV with SBAS)

C - LORAN C

D - DME

E1 - FMC WPR ACARS

E2 - D-FIS ACARS

E3 - PDC ACARS

F - ADF

G - GNSS

H - HF RTF

I - Inertial Navigation

- J1** - CPDLC ATN VDL Mode 2
- J2** - CPDLC FANS 1/A HF DL
- J3** - CPDLC FANS 1/A VDL Mode 4
- J4** - CPDLC FANS 1/A VDL Mode 2
- J5** - CPDLC FANS 1/A SATCOM (INMARSAT)
- J6** - CPDLC FANS 1/A SATCOM (MTSAT)
- J7** - CPDLC FANS 1/A SATCOM (Iridium)
- K** - MLS
- L** - ILS
- M1** - ATC RTF SATCOM (INMARSAT)
- M2** - ATC RTF (MTSAT)
- M3** - ATC RTF (Iridium)
- O** - VOR
- P1-P9** - Reserved for RCP
- R** - PBN approved
- T** - TACAN
- U** - UHF RTF
- V** - VHF RTF
- W** - RVSM approved
- X** - MNPS approved
- Y** - VHF with 8.33 kHz channel spacing capability
- Z** - Other equipment carried or other capabilities

If the letter **G** is used (the types of external GNSS augmentation), if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard - DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

If the letter **R** is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. (Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).

If the letter **Z** is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/ and/or DAT, as appropriate.

Information on navigation capability is provided to ATC for clearance and routing purposes.

The following provisions are applicable to **Item 10b (Surveillance equipment and capabilities)**:

INSERT **N** if no surveillance equipment for the route to be flown is carried or the equipment is un-serviceable, or

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C:

A - Transponder - Mode A (4 digits - 4 096 codes)

C - Transponder - Mode A (4 digits - 4 096 codes) and Mode C

SSR Mode S:

E - Transponder- Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability;

H - Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability;

I - Transponder-Mode S, including aircraft identification, but no pressure-altitude capability;

L - Transponder-Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability;

P - Transponder-Mode S, including pressure-altitude, but no aircraft identification capability;

S - Transponder-Mode S, including both pressure altitude and aircraft identification capability;

X - Transponder-Mode S with neither aircraft identification nor pressure-altitude capability;

ADS-B:

B1 - ADS-B with dedicated 1090 MHz ADS-B "out" capability;

B2 - ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability;

U1 - ADS-B "out" capability using UAT;

U2 - ADS-B "out" and "in" capability using UAT;

V1 - ADS-B "out" capability using VDL Mode 4;

V2 - ADS-B "out" and "in" capability using VDL Mode 4;

ADS-C:

D1 - ADS-C with FANS 1/A capabilities;

G1 - ADS-C with ATN capabilities.

Additional surveillance application should be listed in Item 18 following the indicator SUR/.

Example: ADE3RV/HB2U2V2G1

Item 13 - Departure aerodrome and time

Insert the four-letter location indicator of the departure aerodrome and then without a space insert the estimated time of departure (the estimated off-block time (EOBT) in hours and minutes (by four figures), at that not more than 8 characters are used.

The ICAO four-letter location indicator as specified in Doc 7910, Location Indicators is used to designate the aerodrome of departure.

If no location indicator has been assigned, INSERT ZZZZ and SPECIFY, in Item 18, the name and location of the aerodrome preceded by DEP/.

If the flight plan is received from an aircraft in flight, insert AFIL and the estimated time over the first point of the route (Compulsory Reporting Point) described in Item 15 (Route) without a space in Item 13, and SPECIFY, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/.

Item 15c - Route (including changes of speed, level and/or flight rules)

Addition to planning of changes of speed or level (or both), or route change by the Air Traffic Service (ATS) and (or) change of flight rules.

The provision has been expanded to include the description of a significant point in the route as a bearing or distance from a "reference point", rather than only from a navigational aid, as follows:

Bearing and distance from a reference point:

The identification of the significant point by the indication of magnetic bearing and distance from the marked point (navigation aid), at that from 2 to 5 characters are used, followed by the magnetic bearing from the point in the form of 3 figures expressing degrees, and then the distance in kilometers from the marked point in the form of 3 figures (distance in nautical miles in the form of 3 figures only), at that the correct number of figures is made by insertion of zeros and the record is carried out by one group without spaces.

Example: DUB180040 - the point is located in the direction of magnetic bearing 180° at a distance of 40 nautical miles from VOR "DUB".

Item 16 - Destination aerodrome and total estimated elapsed time, alternate aerodrome(s)

Insert the four-letter location indicator of the destination aerodrome as specified in ICAO Doc 7910, Location Indicators.

If no location indicator has been assigned, insert ZZZZ in Item 16 and specify in Item 18 the name and location of the aerodrome, preceded by DEST/.

Then without a space insert the total estimated elapsed time before the arrival to the destination aerodrome by four figures without a space where the first two figures mean hours, the second two figures mean minutes.

For a flight plan received from an aircraft in flight (AFIL), the total estimated elapsed time before arrival is the estimated flight time from the first point of the route.

Then insert the four-letter location indicators of all alternate aerodromes (not more than two) planned for this flight separated by a space or, if no location indicator has been assigned to the destination aerodrome(s), INSERT ZZZZ and SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/.

Item 18 - Other information

Insert the additional information about the flight, flight crew and aircraft, which is recorded after the appropriate indicators followed by an oblique stroke.

Insert 0 (zero) if no other information to be recorded.

Significant changes have been made to these provisions, the use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

The following alphabetical and numerical indicators are used in Item 18, and are listed in the order in which they are to be inserted, if used:

STS/ Reason for special handling by ATS, after which the alphabetical combinations are indicated in the respective cases:

ALTRV: for a flight operated in accordance with an altitude reservation;

ATFMX: for a flight approved for exemption from ATFM measures;

FFR: fire-fighting;

FLTCK: flight check for calibration of navaids;

HAZMAT: for a flight carrying hazardous material;

HEAD: a flight with Head of State status;

HOSP: for a medical flight declared by medical authorities;

HUM: for a flight operating on a humanitarian mission;

MARSA: the aircraft of the state aviation carries out the flight outside the ATS routes and ATS units of the state aviation carry out the control of its flight including the provision of responsibility for the separation in respect of other aircraft of the state aviation;

MEDEVAC: for a life critical medical emergency evacuation;

NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;

SAR: for a flight engaged in a search and rescue mission;

STATE: if the aircraft of the state aviation carries out a flight for the solution of tasks in the field of defence and provision of security of the Kyrgyz Republic in the sphere of provision of safety of the state custody objects, in the sphere of home affairs and also in the spheres of customs procedures and space activities.

Other reasons for special handling by ATS units (flight control) shall be denoted under the designator RMK/.

PBN/: indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

RNAV SPECIFICATIONS

A1 - RNAV 10 (RNP 10)

B1 - RNAV 5 all permitted sensors

B2 - RNAV 5 GNSS

B3 - RNAV 5 DME/DME

B4 - RNAV 5 VOR/DME

B5 - RNAV 5 INS or IRS

B6 - RNAV 5 LORAN C

C1 - RNAV 2 all permitted sensors

C2 - RNAV 2 GNSS

C3 - RNAV 2 DME/DME

C4 - RNAV 2 DME/DME/IRU

D1 - RNAV 1 all permitted sensors

D2 - RNAV 1 GNSS

D3 - RNAV 1 DME/DME

D4 - RNAV 1 DME/DME/IRU

RNP SPECIFICATIONS

L1 - RNP 4

O1 - Basic RNP 1 all permitted sensors

O2 - Basic RNP 1 GNSS

O3 - Basic RNP 1 DME/DME

O4 - Basic RNP 1 DME/DME/IRU

S1 - RNP APCH

S2 - RNP APCH with BARO-VNAV

T1 - RNP AR APCH with RF (special authorization required)

T2 - RNP AR APCH without RF (special authorization required)

NAV/: significant data related to navigation equipment, other than specified in PBN/.

Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation (e.g. NAV/GBAS SBAS).

COM/: indicate communications applications or capabilities not specified in Item 10a.

DAT/: indicate data applications or capabilities not specified in Item 10a.

SUR/: include surveillance applications or capabilities not specified in Item 10b.

DEP/: name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13.

For aerodromes and landing fields not listed in the relevant Aeronautical Information Publication, indicate location as follows:

with 4 figures describing latitude in degrees and tens and units of minutes followed by “N” (North) or “S” (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros (e.g. 4620N07805W) (11 characters);

bearing and distance from the nearest significant point, namely the identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic or degrees true, followed by the distance from the point in the form of 3 figures expressing kilometres (the distance in nautical miles is expressed in the form of 3 figures only). Make up the correct number of figures, where necessary, by insertion of zeros (e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR “DUB” should be expressed as DUB180040);

the first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/: name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/above.

DOF/: the date of flight departure in a six-figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/: the nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/: significant points or FIR boundary designators and accumulated estimated elapsed time from take-off to such points or FIR boundaries.

SEL/: SELCAL Code, for aircraft so equipped.

TYP/: type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

CODE/: aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters). (Example: “F00001” is the lowest aircraft address contained in the specific block administered by ICAO).

DLE/: en-route delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four-figure time in hours and minutes (hhmm) (example: DLE/MDG0030).

OPR/: ICAO designator or name of the aircraft operating agency, if different from aircraft identification in Item 7.

ORGN/: the originator’s 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified.

PER/: aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services-Aircraft Operations (PANS-OPS, Doc 8168), Volume I-Flight Procedures, if so prescribed by the appropriate ATS authority.

ALTN/: name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/above.

RALT/: ICAO four-letter indicator(s) for en-route alternate(s), as specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/above.

TALT/: ICAO four-letter indicator(s) for take-off alternate, as specified in Doc 7910, Location Indicators, or name of take-off alternate aerodromes, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/above.

RIF/: the route details to the revised destination aerodrome or another route (including alternate), which can be used by an applicant. Another (alternate) route is described after RIF/ designator according to the rules identical to the rules of description of data in Item 15. After the completion of route description indicate the four-letter indicator of the destination aerodrome and estimated elapsed time of arrival to the destination aerodrome. It is necessary for carrying out the flight by this route to indicate the flight data in the airspace use clearance and then to obtain ATS reclearance for the indicated flight. Each new (another) route is described after its RIF/ designator.

RMK/: any other plain-language remarks with the use of Russian or Latin alphabet letters, when deemed necessary.

- End -