

## SHORTHAUL OPERATIONS TO THE CIS

### COMMONWEALTH OF INDEPENDENT STATES (C.I.S.)

Members include: Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Russia, Tajikistan, Turkmenistan, Ukraine and Uzbekistan.

### ATC GENERAL

Communication may take place through an interpreter causing delays to clearances.

Arriving aircraft usually stepped down gradually with numerous level checks. PAR control may be poor; information may be given as deviation from C/L and G/P in metres, corrective action being left to the pilot. Almost all markers are modulated at 3,000 Hz – airways lamp activates.

Departure may consist of short stepped climbs with several requests for passing levels.

ATC may ask: "Request your flying conditions", which means information as to whether you are flying over/in/below cloud, wind and ground speed in km/hr.

### METRIC UNITS

See conversion tables in relevant charting documentation.

Ht, elevation, FL: metres.      Surface wind: metres per sec.

Speed and Upper wind: kph.      Cloud: tenths or octas.

Distance: km and metres.      QFE: (mmHg) mb to foreign operators.

Aprox conversions:	SPEED (km/hr)	/2	= knots
	WIND (m/sec)	x2	= knots
	ROC/ROD (m/sec)	x200	=ft/min

**Note:** Conversions should be crosschecked by all pilots.

### ALTIMETRY

C.I.S (excluding member countries listed below)

- At or above TL: RVSM FL
- At or below Trans Ht in the aerodrome area: Ht in metres (i.e. QFE).
- At or below Trans Ht outside the aerodrome area: Altitude in metres (i.e. QNH).
- QNH available on request. It may be included on the ATIS (e.g. Moscow) and on HF broadcasts.

**Ukraine** – FL290-410 ICAO RVSM FL System will be used and at crews request expressed in meters or as a FL.

### RVSM

ATC will apply 1,000ft separation between "Approved" aircraft. Item 10 of the ICAO flight plan should contain "W" indicate RVSM approved aircraft.

### STRATEGIC LATERAL OFFSETS PROCEDURES (SLOP)

In non radar environments it is the pilots decision whether to offset 1 or 2 nautical miles to the RIGHT of the centreline.

Within radar airspace lateral offsets, of 1 mile to the RIGHT of centreline, require approval from ATC.

### SUSPENSION OF RVSM

ATC will consider suspending RVSM procedures when there are pilot reports of greater than moderate turbulence. Vertical separation will then be 600 m (2,000ft).

### WAKE TURBULENCE

Pilots encountering wake turbulence should contact ATC as soon as possible and request either a) Flight Level change, b) a vector if possible, or c) a lateral offset.

### CRUISING LEVELS

#### CIS

Vertical separation is based on semi-circular rules using TRUE track and are as follows:

000° to 179° TRUE		180° to 359° TRUE	
FL	Metres	FL	Metres
030	900	040	1,200
050	1,500	060	1,850
070	2,150	080	2,450
090	2,750	100	3,050
110	3,350	120	3,650
130	3,950	140	4,250
150	4,550	160	4,900
170	5,200	180	5,500
190	5,800	200	6,100
210	6,400	200	6,700
230	7,000	240	7,300
250	7,600	260	7,900
270	8,250	280	8,550
290	8,850	300	9,150
310	9,450	320	9,750
330	10,050	340	10,350
350	10,650	360	10,950
370	11,300	380	11,600
390	11,900	400	12,200
410	12,500		

Subject to traffic, ATC may occasionally vary these levels if so requested.

**AIR TRAFFIC CONTROL****SPEED CONTROL**

There is a 270 kts speed restriction below FL100 down to transition level.

Max rate of descent = 3,000 fpm below FL100.

**DEPARTURES AND ARRIVALS**

Arriving aircraft usually stepped down with numerous level changes.

PAR control may be poor; information may be given as deviation from C/L and G/P in metres, corrective action being left to the pilot.

Departure may consist of short stepped climbs with several requests for passing levels.

**ILS GLIDE SLOPE**

Many provincial airfields have glideslope angles which are shallower than the standard 3°.