

## ENR 1.10 FLIGHT PLANNING

### 1. RESTRICTION, LIMITATION OR ADVISORY INFORMATION

1.1 The Main Centre of Air Traffic Management of the Republic of Kazakhstan (hereinafter – MC ATM) is responsible for the planing, control and coordination of airspace use in the Republic of Kazakhstan. The MC ATM receives and processes the following messages: FPL, CHG, CNL, DEP, ARR, CPL, DLA, RQP, CPL, RPL.

#### 1.2 Location of unit

The MC ATM may be contacted at the following addresses:

Building 15, E522 street,

District Esil,  
010000 Astana  
Republic of Kazakhstan

Phone:+7 (7172) 704349, 704348

AFS: UAAKZDZK

Hours of operation: H24

Liter E, 119 Kabanbai batyr ave.

District Esil,  
010014 Astana  
Republic of Kazakhstan

Phone:+7 (7172) 773589, 773498

Fax: +7 (7172) 320038

AFS: UAAKZDZI

Hours of operation: H24

#### 1.3 Procedures for the submission of a flight plan

A flight plan shall be submitted prior operating any flight in the airspace of the Republic of Kazakhstan in the form and according to provisions of ICAO Annex 2 and ICAO Doc 4444 PANS/ATM.

Flight plan can either be filed as:

- individual flight plan (FPL ICAO), or
- repetitive flight plan (RPL ICAO).

#### 1.4 Time of submission

Except for repetitive flight plans, a flight plan shall be submitted at least 1 hour prior to Estimated Off – Block Time (EOBT) but not more than 120 hours (5 days) before EOBT by means of inserting DOF/in Item 18, in the format DOF/yymmdd where “yy” is the year indicator, “mm” is the month and “dd” is the date. 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.

#### 1.5 Place of submission

For flights departing from aerodromes of the Republic of Kazakhstan, aircraft operators themselves or via ATS Briefing at the aerodrome of departure (or via ATS Briefing at the nearest aerodrome in the case of absence of ATS Briefing at the aerodrome of departure) should submit flight plans and messages relating to flight plans.

## 1.6 Contents and form of a flight plan

Contents and form of FPL conform to ICAO Doc. 4444 PANS/ATM. In the event of changing at least one of the fields (or all of them) listed below:

- Aircraft Identification (ARCID);
- Aerodrome of Departure (ADEP);
- Aerodrome of Destination (ADES) and \or delay of departure time for 30 minutes the flight plan modification message (CHG) must not be sent. To change one of the above fields it will be necessary to cancel the original flight plan i.e. CNL message shall be sent followed five minutes later by a new flight plan containing the corrected data.

## 2. REPETITIVE FLIGHT PLAN SYSTEM

### 2.1 General

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:

Building 15, E522 street,

District Esil,  
010000 Astana  
Republic of Kazakhstan

Phone: +7 (7172) 704336  
AFS: UAAKZDZR  
Email: iras@ans.kz

### 2.2 Changes, delay and cancellations of RPL

The information on delays, cancellations or other changes of the non-permanent, one-time nature must be reported in the form of relevant ICAO messages (CHG, DLA, CNL) at least 30 minutes before the Estimated Off – Block Time (EOBT).

RPL lists shall be replaced by completely new lists prior to the introduction of summer- winter schedules.

### 2.3 Arrival report

A report of arrival shall be made at the earliest possible moment after landing to the ATS unit of the arrival aerodrome by any flight for which a flight plan has been submitted.

After landing at an aerodrome which is not the destination aerodrome (diversionary landing), the local ATS unit shall be specifically informed accordingly.

In the absence of a local ATS unit at the aerodrome of diversionary landing, the pilot is responsible for passing the arrival report to the destination aerodrome.

Arrival reports shall contain the following elements of information:

- a. aircraft identification;
- b. departure aerodrome;
- c. destination aerodrome;
- d. time of arrival.