

## ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

### 1. GENERAL

Regional supplementary procedures are contained in ICAO Doc. 7030.

### 2. FLIGHT PLANNING IN RVSM AIRSPACE.

Aircraft operators approved for the RVSM flights shall include in item 15 of the ICAO flight plan the following information:

- a. the entry point to the lateral limits of the RVSM airspace and the requested flight level for the route segment commencing immediately after the entry point;
- b. the exit point from the lateral limits of the RVSM airspace and the requested flight level for the route portion commencing immediately after the exit point.

Aircraft operators approved for the RVSM flights shall insert the letter "W" in item 10 of the ICAO flight plan, regardless of the requested flight level.

State aircraft operators that have been approved for the RVSM flights and which are performing group flights shall not insert the letter "W" in item 10 of the ICAO flight plan.

If state aircraft operators not approved for the RVSM flights request flight level 290 or above they shall insert "STS/NONRVSM" in item 18 of the ICAO flight plan.

Military aircraft operators as well as customs or police operators shall insert the letter "M" in item 8 of the ICAO flight plan.

Operators providing Repetitive Flight Plans (RPL) shall include in item Q of the RPL all information about equipment capability and aircraft approval status according to item 10 of the ICAO flight plan.

Aircraft operator performing based on RPL flight shall provide change message (CHG) if RVSM approval status is changed due to aircraft replacement.

### 3. CONTINGENCY PLAN FOR THE AIR TRAFFIC MANAGEMENT IN CASES OF UNFORESEEN CIRCUMSTANCES RELATED TO THE DISRUPTION OF AIR TRAFFIC SERVICES IN THE AIRSPACE OF THE REPUBLIC OF KAZAKHSTAN

#### 3.1 General provisions

This Air Traffic Management contingency plan in the case of unforeseen circumstances related to disruption of ATS in the airspace of the Republic of Kazakhstan (hereinafter - Contingency plan) is aimed to ensuring the continuity of international flights in the airspace of the Republic of Kazakhstan with partial or complete restriction of the activity of ATS units and is developed in accordance with the ICAO requirements (Annex 11 to the Convention on International Civil Aviation, Chapter 2, paragraph 2.31), taking into account the following directions:

- air traffic service;
- radio-technical flight support (communication, navigation, surveillance);
- search and rescue;
- meteorological service;
- aeronautical information provision.

The Contingency Plan acts in cases of circumstances that lead to deviations from the usual ATS practice caused by man-made emergency situations, weather and radioactive conditions, military actions, acts of unlawful interference with civil aviation activities, aviation personnel labor disputes and strikes, breakdowns of communication facilities and equipment.

In the case of a disruption of air traffic service and / or related support service in the relevant airspace or potential disruption, safety measures are planned and implemented, on provision of alternative facilities and service types based on existing capabilities.

Differences with the usual flight rules and ATS, when performing international flights in the airspace of the Republic of Kazakhstan as provided for in this Contingency Plan, are published in the AIP of the Republic of Kazakhstan. The commencement of Contingency Plan is brought to the airspace users and interested organizations and individuals by transmitting the NOTAM message in advance, as far as possible, prior to the occurrence of situations limiting ATS procedures.

### 3.2 Responsible ATS units

This Contingency Plan should be brought in accordance with the established procedure to the ATS units of the Republic of Kazakhstan and neighbouring countries, organizations, airspace users, in part related to them, through AIP, agreements on interaction procedures, memorandums of understanding or other agreements.

The immediate participants of this Contingency Plan are the ATS units of the Republic of Kazakhstan: ATC AS Center of Astana, ATC AS Center of Aktobe, ATC AS Center of Almaty, ATC AS Center of Shymkent.

Astana, Pavlodar, Petropavlovsk, Kokshetau, Kostanay, Karaganda, and Zhezkazgan aerodromes are located in the flight information region of the ATC AS Center of Astana.

Aktobe, Uralsk, Atyrau, Aktau aerodromes are located in the flight information region of the ATC AS Center of Aktobe.

Almaty, Balkhash, Ust-Kamenogorsk, Semey aerodromes are located in the flight information region of the ATC AS Center of Almaty. Shymkent, Kyzylorda, Taraz aerodromes are located in the flight information region of the ATC AS Center of Shymkent.

Contact information of ATS units of the Republic of Kazakhstan is specified in Annex 1 Part 1 to this Contingency Plan.

States and Flight Information Regions (FIRs), which may be affected by unforeseen circumstances, in connection with the disruption of ATS in the Republic of Kazakhstan:

1. Russian Federation:
  - Rostov, Novosibirsk, Samara, Chelyabinsk, Magnitogorsk, Omsk, Ekaterinburg FIRs
2. Azerbaijan:
  - Baku FIR
3. Turkmenistan:
  - Turkmenbashi FIR
4. Uzbekistan:
  - Tashkent, Nukus FIR
5. Kyrgyzstan:
  - Bishkek FIR
6. China:
  - Urumqi FIR

Contact information of ATS units of neighboring countries is specified in Annex 1 Part 2 to this Contingency Plan.

### 3.3 Ensuring the Contingency Plan

In case of unforeseen circumstances related to the disruption of ATS in the airspace of the Republic of Kazakhstan, a Coordination Council is created, headed by the Chairman of the Civil Aviation Committee of the Republic of Kazakhstan. Representatives of interested ministries, authorities, civil aviation entities of the RK, offices and departments, and airlines are involved in the work of the Coordination Council.

The Coordination Council is responsible for the timely delivery of current information on the disruption of the ATS, the reasons and measures taken to the interested authorities, aviation administrations of neighboring countries and representatives of the ICAO European and North Atlantic Office before the normalization of the functioning of the air navigation system.

As part of the Coordination Council for the time of disruption of the ATS, an Operational Contingency Group of representatives of the air navigation enterprise is established in the following main areas:

- air traffic management;
- safety management;
- air traffic planning;
- navigation and surveillance systems and aeronautical telecommunications;
- aeronautical information management;
- meteorological service.

The Operational Contingency Group works during the period of emergency situation, related to the disruption of the ATS, 24 hours a day. The contact information of the participants of the Operational Group is indicated in Annex 2 to this Contingency Plan.

The duties of the Operational Contingency Group include:

- current information awareness on the emergency situation and bringing it to the chief executive officer of the air navigation enterprise and to the members of the Coordination Council;
- appointment of responsible persons in the responsibility area where an ATS disruption is expected or occurred;
- notification of users through NOTAM about the expected or actual disruption of ATS (examples of messages are given in Annex 3 to this Contingency Plan);
- exchange of necessary information with the operational bodies of adjacent ATC AS Centers (FIR).

Flight supervisor of the ATC Automated System Center, in the event of a disruption of air traffic services in the area of responsibility of the ATC Automated System Center (FIR), takes the following measures:

- specifies the nature of unforeseen circumstances, the operability of communication facilities and equipment;
- as the case may be, takes measures to use reserve communication facilities, limit, stop flights in its responsibility region;
- informs adjacent ATS units about the nature of unforeseen circumstances and, if necessary, introduces time intervals for longitudinal separation during flights under instrument flight rules in the absence of radar monitoring;
- coordinates with the adjacent ATS units the alternative flight routes and ensures the transmission of information on agreed alternative flight routes to the aircraft crews;
- in case of evacuation of the ATC staff from the ATC AS Center, operates in accordance with paragraph 14 of the Annex to the Standard Technologies for the operation of air traffic controllers performing ATS of «Kazaeronavigatsia» RSE;
- reports on the disruption of air traffic services to the Air traffic operational planning and control unit of the Main Center of Air Traffic Flow Management (via highlighted telephone number: 7-20-238 – «Meridian», (7172)704-238 – «Kazakhtelecom» only for contingency reports), the Main Center of ATC, the Air Defense Force units (ATC) and the Head of the Operational Contingency Group;
- coordinates further actions for the time of disruption of the ATS with the Operational Contingency Group.

### 3.4 Air traffic routes for unforeseen circumstances related to the disruption of ATS

If it is not possible to provide ATS on the planned specified routes, a simplified structure of reserve routes is established in the FIR of the Republic of Kazakhstan in case of unforeseen circumstances related to the disruption of ATS (hereinafter – reserve routes), which ensures a minimum number of conflict situations in airspace. To ensure air traffic on the reserve routes, the corresponding flight levels are allocated, usually

starting from FL290 and higher.

The structure of the reserve routes for unforeseen circumstances related to ATS is specified in Annex 4 to this Contingency Plan.

In case of unforeseen circumstances related to the disruption of ATS, flights are allowed to operate on reserve routes having the RNAV5 specification, aircraft that do not have operational approval for performing flights on these routes, in the absence of secondary radar control.

Additional reserve routes of aircraft in the airspace of the Republic of Kazakhstan in unforeseen circumstances can be established by the Operational Contingency Group in coordination with the ATC Automated System Centers, if there are appropriate conditions for their use.

In this situation, domestic flights must be limited or cancelled before the normalization of ATS.

The priority in the use of the airspace of the Republic of Kazakhstan should be provided to aircraft operating search and rescue flights, state aircraft, aircraft performing flights to provide health care, transporting humanitarian aid, etc.

Users of the airspace of the Republic of Kazakhstan, departing from the aerodromes of the Republic of Kazakhstan, should be informed in time about the introduction / cancellation of the relevant restrictions.

Airlines have the right to choose alternative routes beyond the reach of the restrictions associated with the disruption of ATS, after preliminary agreement the flight plan with ATS unit on the flight route.

### **3.5 Air Traffic Management procedures, applied in cases of unforeseen circumstances related to the disruption of ATS.**

During the critical period of unforeseen circumstances related to the disruption of ATS, the ATS units may not be able to conduct radio communications with the aircraft crews and radar control may be absent. In the case where the service is not possible or limited, a NOTAM message is issued that includes information about the expected date and time of the beginning of ATS disruption. This Contingency Plan provides the ATS units of the RK with limited flight information and maintenance procedures in the event of disruptions in the processes or inability of ATS.

When the Contingency Plan is introduced, the ATS units of the RK can ensure international flights on the reserve routes established in case of unforeseen circumstances within the boundaries of the FIR when the aircraft enters the area of responsibility. The structure of the FIR of the Republic of Kazakhstan is indicated in Annex 5 to this Contingency Plan.

#### **Responsibility of ATS units**

At the initial stage of unforeseen circumstances related to the disruption of the ATS, due to the airspace load, the ATS units, after analyzing the air situation and the possibility of using radio-technical facilities, can take measures to change the flight plans of the aircraft and send them by other routes not provided in this Contingency Plan, with preliminary coordination of flight routes with the operational bodies and adjacent control points.

In case that ATS units of the Republic of Kazakhstan can not fully provide services in the area of responsibility, the Aeronautical Information Management Department issues NOTAM, which contains the following information:

- time and date of the beginning of unforeseen circumstances related to the disruption of the ATS;
- routes for transit flights, as well as airspace, which must be bypassed;
- detailed information on communication facilities and equipment, the capabilities and restrictions of ATS, including expected service recovery times;
- any changes in the structure of the reserve routes specified in this Contingency Plan;
- special procedures to be performed by ATS units of neighboring states (FIRs) not covered by this Contingency Plan;
- special procedures designed for the implementation by aircraft crews;

- other necessary information.

Issue of NOTAM is performed by a NOTAM office specialist on the basis of available information and the decision made by the Operational Contingency Group.

### **Separation of aircraft**

The separation of aircraft performing international flights in the airspace of the Republic of Kazakhstan in the event of an ATS disruption is carried out in accordance with the flight rules established in the Republic of Kazakhstan and published in the AIP of the Republic of Kazakhstan.

The time interval for longitudinal separation in the event of ATS disruption is established for at least 10 minutes at the same level using speed control by Mach, unless otherwise stipulated by the relevant Agreements on coordination procedures or other contracts for unforeseen circumstances related to ATS.

The route chart in case of unforeseen circumstances related to ATS disruption provides lateral separation of 100 NM (180 km), and in cases where the distance is less and on crossing routes a vertical separation of at least 1,000 feet up to FL410 and at least 2,000 feet above FL410 is established.

In the airspace of the Republic of Kazakhstan, a separation system has been established in accordance with RVSM. Aircraft not approved to flight in RVSM should not perform flights within the coverage area of restrictions related to ATS disruptions. Details on the established flight levels on the reserve routes are indicated in Annex 4 to this Contingency Plan.

### **Restrictions in the use of flight levels**

In the case that there are several aircraft at the same cruising level, as a rule, the aircraft that comes first will have the right of priority.

### **Classification of airspace**

Depending on the degree of situation complexity associated with the disruption of the ATS, the classification of airspace can be changed towards reducing the service level (class). Changes in airspace classification are transmitted in a NOTAM message.

### **VFR Flights**

For the duration of the restrictions related to the disruption of ATS, all VFR flights are terminated except for flights for special purposes, such as search and rescue flights, state aviation flights, medical assistance flights, and other necessary flights permitted by the authorized bodies of the Republic of Kazakhstan.

### **Procedures for ATS services**

The ATS unit that perform air traffic service in an unforeseen situation, fulfills the rules provided for in emergency cases, and introduces an appropriate level of operational procedures, depending on the degree of situation development and in accordance with the Agreements on coordination procedures. These procedures include the following:

1. ATS unit, in the case of unforeseen circumstances, after analyzing the possibility of providing ATS, informs the aircraft crews in the area of responsibility about the current situation and the measures taken. In case where evacuation from ATS building is required, a message to the aircraft crews about evacuation from the building and transition to communication with the control center defined by the FS (flight supervisor) reporting the frequency of the radio communication;
2. ATS units of adjacent FIRs (states) are notified of the implementation of the procedures provided for in case of unforeseen circumstances related to the disruption of ATS, in accordance with the Agreements on coordination procedures or other agreements stipulated for these situations;
3. Prior to the entry of the aircraft into the airspace (FIR) in which the procedures provided for in the event of unforeseen circumstances related to ATS are operated or planned, the ATS units of neighboring FIRs (states), no later than 10 minutes before the estimated time of the overflight the ATS transmission border, must agree the route and flight level of the aircraft, and obtain permission from the receiving ATS unit, unless otherwise provided by the current Agreements on coordination procedures;
4. The transmitting ATS unit instructs the aircraft crew to establish a check radio signal with the next ATS unit in the direction of flight no later than 10 minutes before the passing of the ATS transmission border;

5. At the entry into the airspace in which unforeseen circumstances related to the disruption of the ATS are in effect, the aircraft crews must strictly follow in accordance with the air traffic controller clearance and instructions on the conduct of radio communications received from the receiving ATS unit;
6. When the aircraft is in an area where unforeseen circumstances associated with the disruption of the ATS, the ATS unit, if possible, does not change the specified flight parameters;
7. ATS unit, in the area of responsibility of which the aircraft is located, as far as possible controls its location, using all available radio-technical facilities, including reserve, as well as radio-technical facilities and information of adjacent control points;
8. The crews of the aircraft may choose the airspace bypass routes associated with the disruption of the ATS, having previously agreed with the ATS units in the flight direction;
9. During the period of emergency, flight plans and other information about the movement of aircraft must be transmitted by aircraft operators to all provided addresses in the direction of movement of the aircraft, regardless of their operability;
10. Provision of backup and (or) use of alternative aids of radio-technical flight support:
  - VHF, HF radio communications of air-ground communication, surface, and aircraft-to-satellite telecommunication channels, AFTN network of ground-ground communication;
  - ILS, VOR / DME, NDB navigation aids, marker radio beacons;
  - ATS surveillance facility: PSR/SSR radar stations, ADS-B.

#### **Transition to the Contingency plan and return to normal conditions**

During a period of uncertainty when airspace can be closed due to unforeseen circumstances associated with ATS, airborne aircraft crews should be prepared for any changes in flight routes and transition to flight over the reserve routes specified in this Contingency Plan published in the AIP of the Republic of Kazakhstan or transmitted through NOTAM.

In case of the information on the closure of airspace has not been previously brought to its users, the ATS unit should, if possible, inform the crews of all aircraft in the area of responsibility about the planned closure of the airspace and that further instructions should be expected.

ATS units should realize that when publishing information on the closure of airspace, airports and certain airlines may have their own individual requirements for alternative routes. Based on safety criteria, ATS units should coordinate their actions and assist the crews of the aircraft in accordance with their requests.

#### **Transfer of control and coordination**

The transfer of control and communication between ATS units should be conducted at the boundary of the FIR, if it is not provided in other points in accordance with the Agreements on coordination procedures or other preliminary arrangements.

Organizations providing ATS should analyze the effectiveness of current requirements of coordination and procedures in unforeseen circumstances related to the disruption of ATS, and make timely appropriate changes to the Agreements on coordination procedures and this Contingency Plan.

### **3.6 Procedures of performing flights applied in cases of unforeseen circumstances related to the disruption of ATS.**

#### **Flight Planning**

In case of unforeseen situations, the procedures for filling out and submitting a flight plan shall be retained except for change in the route part and the requested flight level, if other requirements are not published in the AIP of the Republic of Kazakhstan.

#### **Authorization to use the airspace**

Aircraft operators should be authorized to use the airspace, where procedures related to the disruption of ATS were introduced, regardless of the previous agreements. During the validity period of this Contingency Plan, adjacent ATS units issue clearance along the flight route to the boundary of their FIR, subject to the aircraft

operator's receipt of authorization to use the airspace, where procedures related to the disruption of ATS were introduced.

#### **Flight Operation Procedures**

During the flight operation in airspace, where procedures related to the disruption of ATS were introduced, the aircraft crews must:

1. perform the flight under IFR at a specified flight level, along the route provided for in this Contingency Plan, if other conditions are not agreed with the ATS unit;
2. perform the flights as close as possible to the axis of the airways (route);
3. conduct a continuous listening on the operating frequency of the ATS unit in whose area of responsibility they are located and the emergency frequency of 121.5 MHz;
4. transmit, without confirmation, the estimated time of flight of the mandatory reporting points and report their flight;
5. switch on the navigation lights and collision avoidance lights on the aircraft;
6. with the exception of emergency situations and collision avoidance maneuvers, to maintain the assigned flight level, speed and transponder code throughout the whole flight. If the transponder code is not assigned, set code A2000;
7. conduct entry to the FIR with a time interval of at least 10 minutes at same flight level;
8. attempt to establish radio communication with adjacent ATS units;
9. to establish communication 10 minutes before the exit from the FIR, where the ATS is violated with the adjacent ATS unit in the direction of the flight and to obtain an entry permit;
10. change the flight level (altitude) of the flight only in exceptional cases (emergency situation, dangerous weather conditions, TCAS command execution);
11. in the event of an emergency reduction (until the flight level changes) to convey its intentions, then, without changing the flight level to turn the aircraft to the right 30 degrees from the axis of the route and having travelled 10 nautical miles, Take it back to its previous course, while changing altitude to the chosen flight level (altitude). In the event of a change of level of flight, report your call sign, location, release and occupation of a given flight level (altitude).  
In cases requiring immediate descent, the Captain of the Aircraft shall carry it out from the moment of the beginning of the turn within the limits of the flight operations manual.  
Having taken a new flight level (altitude), the Captain of the Aircraft leads the Aircraft to the airway.
12. in the event of an ATS disruption at the destination aerodrome, the crew of the aircraft must land at an alternate or other aerodrome selected by the crew in flight.

#### **Interception of aircraft**

Aircraft crews must know that en-route flight can be used in case of unforeseen circumstances may cause interception of aircraft.

Civilian aircraft, if it is not identified or follows an undeclared route. In all cases, the aircraft crew must comply with the instructions given by the interceptor pilot. In such circumstances, aircraft pilots had to transmit information about the situation.

If circumstances lead to the closure of airspace and there are no reserve routes in case of unforeseen circumstances, the aircraft must remain outside this airspace.

Pilots must constantly listen to the emergency frequency of 121.5 MHz and the aircraft transponder must be turned on throughout the flight, in the secondary radar coverage area, regardless of whether the aircraft is in this airspace or outside. The transponder must have the code set by the ATS unit, or if the transponder code is not assigned, the code A2000 is established.

### **3.7 Communication, navigation and surveillance procedures**

The main communication facility is the use of VHF radio communication facilities, auxiliary – HF radio communication or other possible communication channels.

In the event of the failure of the main communication facilities and equipment, ATS personnel perform ATS using reserve communications and equipment.

If there is a sudden communication failure at the primary frequency, the aircraft crews should attempt to establish communication at secondary frequencies, also at the frequencies of other adjacent ATS units or return to the previous frequency. In any case, the crew of the aircraft continues to report on the assigned frequency.

The airspace of the Republic of Kazakhstan is ensured by communication, navigation and surveillance facilities to provide air navigation services on airways and aerodromes of the Republic of Kazakhstan. In order to ensure the required reliability, the backup of aeronautical communication equipment, radio navigation and surveillance facilities, used for air navigation services, are provided. The aeronautical telecommunication network is built on a dedicated digital communication corporate communications network for the transmission of all types of information, including voice aeronautical communications, AFTN, ATC Automated System information and other data. The structure of the communication network consists of three communication centers located in the regional centers of the ATS of the cities of Astana, Aktobe, Almaty, the ATS units of other aerodromes of the Republic of Kazakhstan are connected according to the “star” scheme. The “ground” segment of the network provides the main communication channels, with the reserved through dedicated satellite channels.

The exchange of AFTN messages is carried out through the network of Aeronautical Fixed Telecommunication Network (AFTN). The AFTN network is provided with reserve equipment and telecommunication channels, main communication channels with the AFTN centers of the Russian Federation and Kyrgyzstan are reserved.

In the event of a total failure of ATS unit communication facilities and equipment at the ATC Automated System center, air traffic service are provided from the reserve workplaces specified in Annex 5 to this Contingency Plan.

The information providing to the aircraft crew, which is necessary for the safety can be carried out by the adjacent ATS unit (control unit), located in the coverage area of the surveillance facilities of ATS and / or VHF communication.

### 3.8 Search and Rescue

The search and rescue are carried out in case of unforeseen circumstances related to the emergency of the aircraft.

The area control centers are functioning as the main points for the collection of all flight information relating to the emergency of an aircraft performing flight within the appropriate flight information region or control area to transmit such information to the Search and Rescue Coordination Center.

In an emergency situation with an aircraft under the control of an aerodrome ATS unit or an approach ATS unit, this authority shall immediately notify the appropriate area control center, which in turn notifies the coordination search and rescue center, except in those cases, when the notification of the area control center or a search and rescue coordination center is not required if the emergency situation is such that the notification would be redundant.

Air traffic services units immediately notify the Search and Rescue Coordination Center as soon as it is considered that the aircraft is in an emergency.

Ensuring the effective operation of the search and rescue services and coordination of search and rescue operations in the territory of the Republic of Kazakhstan is entrusted to the division of coordination with organizations, ensuring safety of especially important flights, search and rescue of the Main Center of Air Traffic Flow Management.

Contact information of the Coordination Center:

1. Search and Rescue Coordination Center – Tel.: +7 7172 704272;
2. Head of the shift – Tel.: +7 7172 773589;
3. Air Traffic Controller - Tel.: +7 7172 773498;
4. Fax: +7 7172 320038;



5. AFTN:

- Coordination center of search and rescue – UAAKYCYX;
- Main Center of Air Traffic Flow Management – UAAKZDZI.

### 3.9 Meteorological support of flights

In case of unforeseen circumstances related to the inability to perform the functions of Meteorological Tracking Office (MTO), including the issue of SIGMET information by the meteorological services of “Central Kazakhstan Regional Center of ATM” (Astana) and / or Shymkent branch, these functions are temporarily assigned to the meteorological service of “South East Regional Center of ATM” branch (Almaty) for the period of unforeseen circumstances.

Contact information of the Almaty Meteorological Service:

1. Tel.: +7 7272 571380; +7 7272 572803;
2. AFTN: UAAAYMYB.

In the event of unforeseen circumstances related to the impossibility of performing the functions of MTO, including the issue of SIGMET information by the meteorological services “South East Regional Center of ATM” (Almaty) and / or “West Kazakhstan Regional Center of ATM” (Aktobe), these functions, for a period of unforeseen circumstances, are temporarily assigned to meteorological service of “Central Kazakhstan Regional Center of ATM” (Astana).

Contact information of Astana Meteorological Service:

1. Tel.: +7 7172 773478;
2. AFTN: UACCYMYX.

In case of unforeseen circumstances related to impossibility to perform the functions of MTO, including the issuance of SIGMET information by the meteorological services of the “South East Regional Center of ATM” (Almaty) and the “Central Kazakhstan Regional Center of ATM” (Astana), these functions, for a period of unforeseen circumstances, are temporarily assigned to meteorological service of the “West Kazakhstan Regional Center of ATM” (Aktobe).

Contact information of the Aktobe Meteorological Service:

1. Tel.: +7 7132 931105;
2. AFTN: UATTYMYX.

### 3.10 Aeronautical Information Provision

In case of unforeseen circumstances related to the disruption of ATS, when the ATS unit of one of the ATC Automated System Centers cannot fully ensure the continuity of international flights, the Department for the Aeronautical Information Management issues a corresponding NOTAM including the necessary aeronautical information associated with the imposed restrictions in the ATS in this area.

The list of aeronautical information contained in NOTAM in case of ATS disruption in unforeseen circumstances is provided in paragraph 5.4 of this Plan.

**Annex 1**

To the Contingency Plan for the air traffic management in cases of unforeseen circumstances related to the disruption of air traffic services in the airspace of the Republic of Kazakhstan

**Table 1:1. Contact information of ATS units of the Republic of Kazakhstan**

Authority providing service	Frequencies and telephones, AFTN of ATS units
<b>ATC Automated System Center of Almaty</b>	Flight Supervisor of Center Tel.: +7 727 2573340, +7 727 2573570; AFTN: UAAZRZX; UAAZXYYA
Sector A1A	Aeronautical telecommunications of VHF: 133,1 MHz, 129,0 MHz, 121,5 MHz; Tel.: +7 727 2573571
Sector A3A	Aeronautical telecommunications of VHF: 131,4 MHz, 129,0 MHz, 121,5 MHz; Tel.: +7 727 2573573
Sector A4A	Aeronautical telecommunications of VHF: 132,1 MHz, 129,0 MHz, 121,5 MHz; Tel.: +7 727 2573574
Sector A5A	Aeronautical telecommunications of VHF: 125,5 MHz, 129,0 MHz, 121,5 MHz; Tel.: +7 727 2573575
<b>ATC Automated System Center of Astana</b>	Flight Supervisor of Center Tel.: +7 7172 320810, +7 7172 773553; AFTN: UACNZRZX
Sector A1C	Aeronautical telecommunications of VHF: 132,5 MHz, 129,0 MHz, 121,5 MHz; Tel.: +7 7172 773522
Sector A2C	Aeronautical telecommunications of VHF: 133,1 MHz, 129,0 MHz, 121,5 MHz; Tel.: +7 7172 773521
Sector A3C	Aeronautical telecommunications of VHF: 132,8 MHz, 129,0 MHz, 121,5 MHz; Tel.: +7 7172 773533
Sector A4C	Aeronautical telecommunications of VHF: 124,1 MHz, 129,0 MHz, 121,5 MHz; Tel.: +7 7172 773579
<b>ATC Automated System Center of Aktobe</b>	Flight Supervisor of Center Tel.: +7 7132 931153, +7 7132 227002; AFTN: UATTZRZX
Sector A1B	Aeronautical telecommunications of VHF: 129,6 MHz, 124,6 MHz, 121,5 MHz; Tel.: +7 7132 931019
Sector A2B	Aeronautical telecommunications of VHF: 130,9 MHz, 124,6 MHz, 121,5 MHz; Tel.: +7 7132 931073

Table 1:1. Contact information of ATS units of the Republic of Kazakhstan

Authority providing service	Frequencies and telephones, AFTN of ATS units
Sector A3B	Aeronautical telecommunications of VHF: 119,0 MHz, 124,6 MHz, 121,5 MHz; Tel.: +7 7132 931023
Sector A4B	Aeronautical telecommunications of VHF: 131,4 MHz, 124,6 MHz, 121,5 MHz; Tel.: +7 7132 931083
Sector A5B	Aeronautical telecommunications of VHF: 134,3 MHz, 124,6 MHz, 121,5 MHz; Tel.: +7 7132 931144
Sector A6B	Aeronautical telecommunications of VHF: 119,8 MHz, 124,6 MHz, 121,5 MHz; Tel.: +7 7132 931144
Sector A6BU	Aeronautical telecommunications of VHF: 119,8 MHz, 124,6 MHz, 121,5 MHz; Tel.: +7 7132 931144
<b>ATC Automated System Center of Shymkent</b>	Flight Supervisor of Center Tel.: +7 7252 945153; AFTN: UAIIZRZX
Sector A1I	Aeronautical telecommunications of VHF: 132,7 MHz, 129,0 MHz, 121,5 MHz; Tel.: +7 7252 945133
Sector A2I	Aeronautical telecommunications of VHF: 127,3 MHz, 129,0 MHz, 121,5 MHz; Tel.: +7 7252 945151

Table 2:2. Contact information of ATS units of neighbouring states

Authority providing service	Frequencies and telephones of ATS units
<b>Russian Federation</b>	
Rostov FIR	Aeronautical telecommunications of VHF: 134,1 MHz, 127,9 MHz; Tel.: 8-8632723250, 8-8632528948
Novosibirsk FIR	Aeronautical telecommunications of VHF: 125,8 MHz; Tel.: 8-3833190951, 8-3833599031
Samara FIR	Aeronautical telecommunications of VHF: 132,9 MHz, 132,0 MHz; Tel.: 8-8462784796, 8-846-2-784-860
Ekaterinburg FIR	Aeronautical telecommunications of VHF: 119,7 MHz; Tel.: 8-3432526024, 8-3432268985
<b>Azerbaijan</b>	
Baku FIR	Aeronautical telecommunications of VHF: 129,0 MHz, 133,1 MHz; Tel.: 8-10994124971673
<b>Turkmenistan</b>	

**Table 2:2.Contact information of ATS units of neighbouring states**

<b>Authority providing service</b>	<b>Frequencies and telephones of ATS units</b>
Turkmenbashi FIR	Aeronautical telecommunications of VHF: 135,8 MHz; Tel.: 8-1099324330004
<b>Uzbekistan</b>	
Tashkent FIR	Aeronautical telecommunications of VHF: East– 134,6 MHz, West – 133,3 MHz; Tel.: 8-10998711402784, 8-10998711402785, 8- 10998781403814
Tashkent FIR	Aeronautical telecommunications of VHF: Sector «Nukus» 132,2 MHz; Tel.: 8-10998612220346, 8-10998617800189
<b>Kyrgyzstan</b>	
Bishkek FIR	Aeronautical telecommunications of VHF: 132,2 MHz; Tel.: 8-10996312393753, 8-10996312393551
<b>China</b>	
Urumqi FIR	Aeronautical telecommunications of VHF: 119,3 MHz, 128,15 MHz; Tel.: 8-10869913809603, 8-10869913809604, 8- 10869913809610

**Annex 2**

To the Contingency Plan for the air traffic management in cases of unforeseen circumstances related to the disruption of air traffic services in the airspace of the Republic of Kazakhstan

**Composition of the Operational Contingency Group**

<b>№</b>	<b>Position</b>	<b>Dislocation</b>	<b>Contact</b>
1	Director of the ATM Department of "Kazaeronavigatsia" RSE – the head of the group	Astana, ATC Automated System Center	+007 7172 704167
2	Director of the Safety Management Department of "Kazaeronavigatsia" RSE	Astana, ATC Automated System Center	+007 7172 704198
3	Director of the CNS Department of "Kazaeronavigatsia" RSE	Astana, ATC Automated System Center	+007 7172 704164
4	Director of the AIM Department of "Kazaeronavigatsia" RSE	Astana, ATC Automated System Center	+007 7172 704197
5	Head of Main Center of Air Traffic Flow Management of "Kazaeronavigatsia" RSE	Astana, ATC Automated System Center	+007 7172 773540
6	Head of the Meteorological support and information of "Kazaeronavigatsia" RSE	Astana, ATC Automated System Center	+007 7172 704332
7	Head of ATM Division of "Kazaeronavigatsia" RSE	Astana, ATC Automated System Center	+007 7172 704185
8	Head of the shift of the ATPM division	Astana, ATC Automated System Center	+007 7172 704238

**Annex 3**

To the Contingency Plan for the air traffic management in cases of unforeseen circumstances related to the disruption of air traffic services in the airspace of the Republic of Kazakhstan

**Examples of NOTAM messages**

- |    |  |
|----|--|
| a. | <b>Avoidance of airspace</b><br>NOTAM ..... DUE TO DISRUPTION OF ATS IN THE KAZAKHSTAN (UAAA, UACN, UATT, UAI) FIR ALL ACFT ARE ADVISED TO AVOID THE FIR.  |
| b. | <b>Airspace available Limited ATS</b><br>NOTAM ..... DUE TO ANTICIPATE DISRUPTION OF ATS IN THE KAZAKHSTAN (UAAA, UACN, UATT, UAI) FIR ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS MAY CONSIDER AVOIDING THE AIRSPACE.  |
| c. | <b>Contingency plan activated</b><br>NOTAM..... DUE TO DISRUPTION OF ATS IN KAZAKHSTAN FIR THE KAZAKHSTAN CONTINGENCY PLAN IS IN EFFECT. FLIGHT PLANNING MUST BE CARRIED OUT IN ACCORDANCE WITH THE CONTINGENCY PLAN. PILOTS MUST STRICKLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OVERFLY KAZAKHSTAN AIRSPACE. |
| d. | <b>Non adherence to the Contingency Plan</b><br>NOTAM ..... OPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE KAZAKHSTAN FIR.   |

**Annex 4**

To the Contingency Plan for the air traffic management in cases of unforeseen circumstances related to the disruption of air traffic services in the airspace of the Republic of Kazakhstan

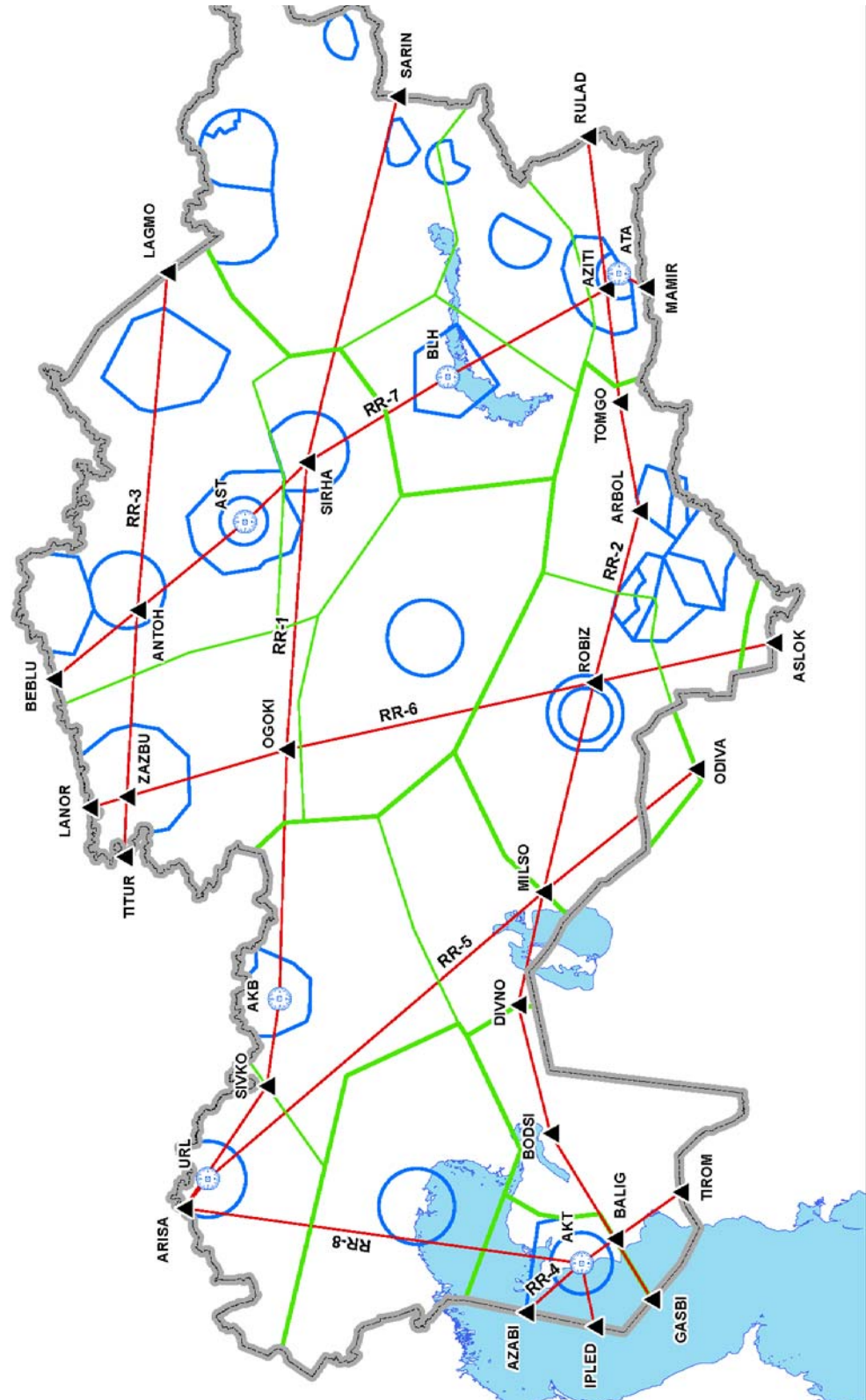
**Reserve routes used in cases of unforeseen circumstances related to the disruption of ATS**

<b>№</b>	<b>Route</b>	<b>Airways</b>	<b>Direction of flight</b>	<b>Flight level</b>	<b>FIR</b>
1	<b>RR-1</b>	ARISA DCT SIVKO DCT AKB DCT OGOKI DCT SIRHA DCT SARIN	Two-way (West- East, East-West)	FL290, 320, 330, 360, 370, 400, 410 and above (in the direction of flight)	Aktobe, Astana, Almaty
2	<b>RR-2</b>	GASBI DCT BALIG DCT BODSI DCT DIVNO DCT MILSO DCT ROBIZ DCT ARBOL DCT TOMGO DCT AZITI DCT RULAD	Two-way (West- East, East-West)	FL290, 320, 330, 360, 370, 400, 410 and above (in the direction of flight)	Aktobe, Shymkent, Almaty
3	<b>RR-3</b>	TITUR DCT ZAZBU DCT ANTOH DCT LAGMO	Two-way (West- East, East-West)	FL290, 320, 330, 360, 370, 400, 410 and above (in the direction of flight)	Astana
4	<b>RR-4</b>	AZABI DCT AKT DCT BALIG DCT TIROM	Two-way (South- North, North- South)	FL300, 310, 340, 350, 380, 390 (in the direction of flight)	Aktobe
5	<b>RR-5</b>	ODIVA DCT MILSO DCT URL DCT ARISA	Two-way (South- North, North- South)	FL300, 310, 340, 350, 380, 390 (in the direction of flight)	Shymkent, Aktobe
6	<b>RR-6</b>	ASLOK DCT ROBIZ DCT OGOKI DCT ZAZBU DCT LANOR	Two-way (South- North, North- South)	FL300, 310, 340, 350, 380, 390 (in the direction of flight)	Shymkent, Astana
7	<b>RR-7</b>	MAMIR DCT ATA DCT AZITI DCT BLH DCT SIRHA DCT AST DCT ANTOH DCT BEBLU	Two-way (South- North, North- South)	FL300, 310, 340, 350, 380, 390 (in the direction of flight)	Almaty, Astana

№	Route	Airways	Direction of flight	Flight level	FIR
8	RR-8	ARISA DCT AKTAU DCT IPLED	Two-way	FL290, 320, 330, 360, 370, 400, 410 and above (in the direction of flight)	Aktobe



Reserve routes used in case of unforeseen circumstances  
related to the disruption of ATS



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