ANNEX
of order **372-L** of the
Chair of Civil Aviation Committee
of the Republic of Armenia

Date: 08 August 2023

HANDBOOK

FOR GENERAL AVIATION FLIGHTS WITHIN

AIRSPACE CLASS "G" IN THE REPUBLIC OF ARMENIA

PART 1 — GENERAL (GEN-0)

GEN 0.1 PREFACE

This document is for civil use in General Aviation (GA) VFR flights in the airspace of "G" class of the Republic of Armenia and based on the Armenian Aviation Regulations (AARs), order 2-N dated 11.02.2022 of the Minister of Territorial Administration and Infrastructure of RA, Order 56-N dated 11.04.2007 of the Chief of GDCA, EU Regulations and ICAO Annex's.

1. The Handbook for GA Flights (HDF) is free of charge and available in the digital format, by following https://www.gdca.am
2. The Handbook for GA Flights (HDF) is made up of three Parts: General (GEN), En-route (ENR), Aerodromes (AD) and Emergency procedures (EP), each divided into sections and subsections.
3. The document must be guided by users of "G" class airspace:
    a. Flight crew members (airplane, helicopter, sailplane, airship and balloon pilots)
    b. Paraglide & glider operators
    c. skydiver
    d. officials in the organization of flights (air company or private person involved in)
    e. ATS
    f. Domestic aerodrome supervisor authority or private person involved in.
4. Beneficiary is obliged to have an updated copy of this document. Responsibility for the introduction and use as a guidance of updated copy of HDF is assigned to each beneficiary in the field of responsibility.
5. This document should be used as an operational document.
6. Flights which are carried out with UAS (DRONES) within class "G" airspace with a height (above surface (AGL)) of 400 feet (120 meters) or less should not follow to the recommendations outlined in this document.
7. A vertical line alongside an entry indicates new or revised information since the last issue of the HDF.
8. It is requested that proposed changes, errors or omissions be brought to the attention of the CAC and approved by CAA.
9. Each version of the HDF should be provided to concerned representatives.
10. Coordination of HDF should be done by the Flight Information Service of ARMATSƉ (FIS ARMATS).
11. Requests for the designation of any Class of airspace or Restricted Airspace for short duration use may be approved by NOTAM if time limitations preclude the normal 56-day publication cycle and the need for the airspace is adequately justified. Requests shall be forwarded to the CAC, who will approve the request and coordinate the issuance by NOTAM with the International NOTAM Office.

This issue cancels and replaces all previous issues.

GEN 0.2 APPLICABLE ICAO DOCUMENTS STANDARDS

The HDF is prepared in accordance with the Standards and Recommended Practices (SARPs) to the Convention on International Civil Aviation and the Aeronautical Information Services Manual (ICAO Doc 8126). Charts contained in the HDF are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (ICAO Doc 8697) and based on the Armenian Aviation Regulations (AARs), order 2-N dated 11.02.2022 of the Minister of Territorial Administration and Infrastructure of RA, Order 56-N dated 11.04.2007 of the Chief of GDCA, EU Regulations and ICAO Annex's Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection.

GEN 0.3 RECORDS OF REVISIONS

Revision Number	Date of Issue	Effective Date	Entered by

GEN 0.4 RECORDS OF AMENDMENTS

Number/Year	Publication Date	Effective Date

GEN 0.5 ABBREVIATIONS

A	
AARs	Armenian Aviation Regulations
ACFT	Aircraft
ACC	Area Control Centre
AD	Aerodrome
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AGL	Above ground level
AIP	Aeronautical information publication
AIREP	Air-report
AIS	Aeronautical information services
ALT	Altitude
ALTN	Alternate (aerodrome)
AMDT	Amendment
AP	Airport
APCH	Approach
ARP	Aerodrome reference point
ATIS	Automatic terminal information service
ANSP	Air Navigation Service Provider
B	
BA	Braking action
Bndry	Boundary
BCN	Beacon (aeronautical ground light)
BRG	Bearing
BVLOS	Stands for Beyond Visual Line of Sight. In this mode, the drone operator does not maintain visual contact with a drone at all times, and the drone is able to carry out a mission without assistance of observers. The drone operator uses a remote pilot station or ground control station to monitor and control the mission.
C	
CAT	Category
CAVOK	Ceiling and visibility, ok
CAC	Civil Aviation Committee
CL	Centre line
CNL	Flight plan cancellation message (message type designator)
CTR	Control Terminal Region
CZ	Control Zone
D	
DA	Decision altitude
DEST	Destination
Dist	Distance
DH	Decision height
DLA	Delay (message type designator)
DME	Distance measuring equipment

E	
EET	Estimated elapsed time
ELT	Emergency locator transmitter
END	Stop-end (related to RVR)
ENR	En route
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating departure
EVLOS	Stands for Extended Visual Line of Sight. This allows operating a drone further than VLOS by using one or more visual observers. The observers must be trained and instructed. During the flight an observer keep a visual contact with the drone and communicate with the drone operator about observations and alerts the pilot if necessary.
F	
FCST	Forecast
FIC	Flight information center
FT	feet
FTM	feet per minute
FIR	Flight information region
FIS	Flight information service
FPL	Filed flight plan (message type designator)
FPR	Flight plan route
FL	Flight Level
G	
GA	General Aviation
GLD	Glider/ Paraglide
GND	Ground
GP	Glide path
GS	Ground speed
H	
H24	Continuous day and night service
HDF	Handbook for GA Flights
HDG	Heading
HEL	Helicopter
HLDG	Holding
HPA	Hectopascal
HR	Hours
IAC	Instrument approach chart
IAF	Initial approach fix
IAS	Indicated air speed
ILS	Instrument landing system
IM	Inner marker
INFO	Information
K	
KG	Kilograms
KHZ	Kilohertz

KM	Kilometers
KMH	Kilometers per hour
KT	Knots

L	
LAT	Latitude
LDG	Landing
LEN	Length
LLZ	Localizer
LONG	Longitude
M	
M	Meters (preceded by figures)
MAG	Magnetic
MEA	Minimum en-route altitude
METAR	Aviation routine weather report
MHZ	Megahertz
MOC	Minimum obstacle clearance (required)
MPS	Meters per second
MSL	Mean sea level
N	
NAV	Navigation
NAVAID	Navigational Aid
NDB	Non-directional radio beacon
NM	Nautical miles
NOSIG	No significant change
NOTAM	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
O	
OBST	Obstacle
OCA	Obstacle clearance altitude
OCH	Obstacle clearance height
OPS	Operations
OBST	Obstacle
OCA	Obstacle clearance altitude
OCH	Obstacle clearance height

P	
PAPI	Precision approach path indicator
PRKG	Parking
R	
R...	Restricted area (followed by identification)
RCL	Runway center line
RDL	Radial

ROC	Rate of climb
RPL	Repetitive flight plan
ROD	Rate of descent
RTE	Route
RTZL	Runway touchdown zone light(s)
RVR	Runway visual range
RWY	Runway
S	
SFC	Surface
SID	Standard instrument departure
SR	Sunrise
SS	Sunset
T	
T	Temperature
TA	Transition altitude
TAS	True airspeed
TDZ	Touchdown zone
TMA	Terminal maneuvering area
THR	Threshold
TL	Transition level
TWR	Aerodrome control tower
U	
UAS	Unmanned Aerial Systems
UHF	Ultra-high frequency (300 to 3 000 MHz)
UTC	Co-ordinated universal time

V	
VAC	Visual approach chart
VDF	Very high frequency direction-finding station
VFR	Visual flight rules
VHF	Very high frequency (30 to 300 MHz)
VOR	VHF omnidirectional radio range
VLOS	Stands for Visual Line of Sight, meaning that the drone during the entire flight mission must be clearly visible by the drone operator without any additional aid – equipment such as binoculars, FPV goggles etc. The operator monitors the area and controls the UAV to avoid any collisions or obstacles.
W	
WPT	Waypoint
WT	Weight
X	
X	Cross
Z	
Z	Coordinated Universal Time (in meteorological messages)

GEN-1

GEN 1.1 STANDARDS

1 Abbreviations, acronyms and terminology used shall conform to the extent possible with abbreviations and acronyms published in AARs
2 The designation of airspace within this document applies to those portions overlying Armenia territory.
3 Unless otherwise specified, whenever the word "mile(s)" is used in this document, it shall mean nautical mile(s).
4 All radials used shall be in degrees magnetic, unless otherwise specified in degrees true.
5 All coordinates shall be expressed in degrees/minutes/seconds.
6 All VFR activities should be done during from sunrise until sunset.

GEN 1.2 MEASURING SYSTEM

The following table of units of measurement will be used by aeronautical stations within YEREVAN FIR for air and ground operations.

1.2.1 UNITS OF MEASUREMENT

For measurement of	Units used
Distance used in navigation, position reporting	Nautical miles
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Meters
Altitudes, elevations, and heights	Feet FT
Horizontal speed	Knots or KMH KT
Wind speed	Knots or MPS
Vertical speed	Feet per minute or MPS
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hg, Hectopascal, millibars
Temperature	Degrees Celsius
Weight	Metric tons or Kilograms
Time	Hours and minutes, beginning at midnight UTC

1.2.2 TEMPORAL REFERENCE SYSTEM

General. Universal Time Coordinated (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed by the nearest minute, e.g. 12:40:35 is reported 12:41. Local time in the Republic of Armenia is UTC plus 4 hours.

1.2.3 HORIZONTAL REFERENCE SYSTEM

Name/designation of datum: Armenia has deemed World Geodetic System 1984 (WGS 84) for aeronautical purposes. All coordinate values are derived from the best source available. Coordinates obtained in decimal seconds are rounded, to two decimal places by rounding values of 5 or greater up and values of less than 5 down.

1.2.4 VERTICAL REFERENCE SYSTEM

A vertical (height) reference system can be defined by only two parameters: a point with a known elevation from which vertical differences are calculated, and the reference surface. The different height systems are briefly explained below.

GEN- 2

2.1 COMMUNICATION SERVICES

2.1.1 Language used.

English and Russian languages are used in radio-communication between aircraft and ATS FIS unit.

2.2 REQUIREMENTS AND CONDITIONS

Aircraft operating within the area of responsibility ATS services of the Republic of Armenia shall maintain radio communication in accordance with the ICAO regulations on frequencies specified in the Part 2 (ENR 2.1).

2.2.1 The names of aerodromes and reporting points are transmitted by their geographical designators. In transmitting reporting points, marked with NAVAIDs, it is allowed to transmit the call signs of the radio NAVAID in place of the actual names of these reporting points. For reporting points not marked with radio aids the 5-letter name-codes are transmitted.

2.2.2 If the pilot is not able to establish radio contact on the primary frequency, pilot should try on other frequencies published for ATS unit and another possible method (DVOR/DME, Phone, mobile phone etc.).

2.2.3 Radio stations operating on the 121.5 MHz emergency channels may use any call signs assigned to radio stations of the appropriate ATS unit.

GEN- 3

GEN 3.1 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS GENERAL

ICAO Annex 6 Part 1 Chapter 6 point 6.4

3.1.1 All airplanes operated as VFR flights

All airplanes when operated as VFR flights shall be equipped with:

a) Magnetic compass,

b) an accurate timepiece indicating the time in hours, minutes and seconds,

c) a sensitive pressure altimeter,

d) an airspeed indicator,

e) such additional instruments or equipment as may be prescribed by the appropriate authority.

VFR flights which are operated as controlled flight shall be equipped in accordance with ICAO Annex 6 Part 1 Chapter 6 point 6.9

3.1.2 Instrumental, radio and navigation equipment installed on civil aircraft corresponds to requirement of ICAO Annex 6 Part 1 Chapter 6 point 6.4

3.1.3 Current and suitable maps and charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted.

3.1.4 All flight documents (paper copies or EFB) shall be carried on board during the flight.

GEN 3.2 REQUIREMENTS FOR SSR TRANSPONDER

3.2.1 All aircraft operating in the airspace of the Republic of Armenia shall be equipped with serviceable Secondary Surveillance Radar (SSR) transponder in accordance with the requirements of Annex 10 of ICAO.

3.2.2 Aircraft with SSR transponder temporary out of service, during the flight time, may continue the flight to the

destination aerodrome located in the Republic of Armenia or maintain the flight planned route, provided there is acquired mutual agreement with ATS unit.

3.2.3 Operators except of airplanes and helicopters not equipped with SSR transponder and carrying out special aviation work (agricultural, construction, search and rescue and training) or performing one-short flight may operate only on special authorization of the Civil Aviation Committee of the Republic of Armenia.

GEN- 4

4.1 LIST OF RADIO NAVIGATION AIDS

ID	Station Name	Facility	Purpose
AND	ANDRANIK	NDB	E
ER	YEREVAN "EREBUNI"	NDB	A
FH	YEREVAN "EREBUNI"	NDB	A
GM	GYUMRI	LMM	A
IRZ	YEREVAN	ILS/DME	A
IGM	GYUMRI	ILS/DME	A
ZVR	ZVARTNOTS	DVOR/DME	AE
Y	YEREVAN "EREBUNI"	LMM	A
YN	YEREVAN "EREBUNI"	LOM	A

Remarks All NDB shall be requested prior to the operation for 30 min before a flight

4.2 RADIO NAVIGATION AIDS

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Co-ordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
ANDRANIK NDB (5° E)	AND	1220 kHz	On request	394949N 0445933E	-	Coverage 50NM
GYUMRI LMM	GM	668 kHz	H24	404344N 0435049E	-	Coverage 30NM
ZVARTNOTS DVOR/DME (5° E)	ZVR	112.300 MHz (CH 70 x)	H24	400849N 0442017E	2849 FT	Coverage FL 410/370 KM (200 NM) Bearing

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Co-ordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
						information in sector 320º –60º may be disturbed at flight altitudes bellow 13 000 FT
GYUMRI DVOR/DME						

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GEN 5

5.1 CONVERSION TABLES

NM to KM	KM to NM	FT to M	M to FT
1NM = 1.852 KM	1KN = 0.54 NM	1 FT = 0.3048 M	1 M = 3.281 FT

Yerevan “ZVARTNOTS” RWY

RWY 09 QFE = QNH - 98hPa (or -73,6 mm Hg) | RWY 27 QFE = QNH - 100hPa (or -75 mm Hg)

Gyumri “SHIRAK”

RWY 02 QFE=QNH - 168hPa (or - 126 mm Hg) | RWY 20 QFE= QNH - 170hPa (or - 127.5 mm Hg)

Yerevan “EREBUNI”

RWY 03 QFE = QNH - 102hPa (or -76,3 mm Hg) | RWY 21 QFE = QNH - 104hPa (or -78 mm Hg)

Kapan “SUNIK”

RWY 09 QFE = QNH - 65hPa (or -86,4 mm Hg) | RWY 27 QFE = QNH - 85hPa (or -64 mm Hg)

Yeghvard “SKYCLUB” IN PROGRESS.

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GEN 6

6.1 SUNRISE/SUNSET TABLES YEREVAN/ZVARTNOTS (UDYZ)

a) The tables include public airports and aerodromes, which is being served by air traffic services.

b) The times in the tables are given in UTC for beginning of civil morning twilight (TWIL FROM), sunrise (SR), sunset (SS), and end of civil evening twilight (TWIL TO)

c) The times given for the beginning of civil morning twilight and end of civil evening twilight are calculated for an altitude of the Sun 6^{o} degrees below the horizon, as commonly

MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO
Jan–01	0354	0424	1346	1417
– 6	0354	0424	1351	1421
– 11	0354	0423	1355	1425
– 16	0352	0422	1401	1430
– 21	0350	0419	1406	1436
– 26	0347	0416	1412	1441
– 31	0343	0412	1418	1447
Feb–05	0339	0407	1425	1453
– 10	0334	0402	1431	1459
– 15	0328	0356	1437	1505
– 20	0322	0349	1443	1510
– 25	0315	0342	1449	1516
Mar–02	0308	0335	1455	1522
– 7	0301	0327	1500	1527
– 12	0253	0320	1505	1532
– 17	0245	0311	1511	1538
– 22	0237	0303	1516	1543
– 27	0228	0255	1521	1548
Apr–01	0220	0247	1526	1553
– 6	0212	0239	1531	1558
– 11	0203	0231	1536	1604
– 16	0155	0223	1541	1609
– 21	0148	0216	1546	1614
– 26	0140	0209	1551	1620
01-May	0133	0202	1556	1625
– 6	0127	0156	1601	1631
– 11	0121	0151	1606	1636
– 16	0115	0146	1611	1642
– 21	0110	0141	1616	1647
– 26	0107	0138	1620	1651
– 31	0103	0135	1624	1656
Jun–05	0101	0133	1628	1700
– 10	0100	0132	1631	1703
– 15	0059	0131	1633	1705
– 20	0059	0132	1635	1707
– 25	0101	0133	1636	1708
– 30	0103	0135	1636	1708

MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO
Jul–05	0105	0137	1635	1707
– 10	0109	0141	1634	1705
– 15	0113	0144	1631	1703
– 20	0117	0148	1628	1659
– 25	0122	0152	1624	1655
– 30	0127	0157	1620	1650
Aug–04	0132	0202	1614	1644
– 9	0137	0206	1609	1638
– 14	0142	0211	1602	1631
– 19	0148	0216	1555	1624
– 24	0153	0221	1548	1616
– 29	0158	0225	1540	1608
Sep–03	0203	0230	1532	1600
– 8	0207	0235	1524	1552
– 13	0212	0239	1516	1543
– 18	0217	0244	1508	1535
– 23	0222	0249	1459	1526
– 28	0227	0253	1451	1518
Oct–03	0232	0258	1443	1509
– 8	0237	0303	1435	1502
– 13	0242	0309	1427	1454
– 18	0247	0314	1419	1447
– 23	0252	0320	1412	1440
– 28	0258	0325	1406	1433
Nov–02	0303	0331	1400	1428
– 7	0309	0337	1354	1422
– 12	0315	0343	1349	1418
– 17	0320	0349	1345	1414
– 22	0326	0355	1342	1411
– 27	0331	0400	1338	1409
Dec–02	0336	0406	1338	1407
– 7	0340	0410	1337	1407
– 12	0344	0415	1337	1407
– 17	0348	0418	1338	1408
– 22	0351	0421	1340	1410
– 27	0352	0423	1343	1413

6.2 SUNRISE/SUNSET TABLES GYUMRI/SHIRAK (UDSG)

MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO
Jan–01	0358	0428	1347	1417
– 6	0358	0428	1351	1421
– 11	0357	0428	1356	1426
– 16	0356	0426	1401	1431
– 21	0354	0423	1407	1436
– 26	0351	0420	1413	1442
– 31	0347	0416	1419	1448
Feb–05	0342	0411	1426	1454
– 10	0337	0405	1432	1500
– 15	0331	0359	1438	1506
– 20	0325	0353	1445	1512
– 25	0318	0345	1451	1518
Mar-02	0311	0338	1456	1524
– 7	0303	0330	1502	1529
– 12	0255	0322	1508	1535
– 17	0247	0314	1513	1540
– 22	0239	0306	1519	1546
– 27	0230	0257	1524	1551
Apr–01	0222	0249	1529	1556
– 6	0213	0241	1534	1502
– 11	0205	0233	1539	1607
– 16	0157	0225	1544	1613
– 21	0149	0217	1550	1618
– 26	0141	0210	1555	1624
May– 01	0134	0203	1600	1629
– 6	0127	0157	1605	1635
– 11	0121	0151	1606	1641
– 16	0115	0146	1610	1646
– 21	0111	0142	1615	1651
– 26	0106	0138	1620	1656
– 31	0103	0135	1624	1701
Jun–05	0101	0133	1628	1705
– 10	0059	0132	1632	1708
– 15	0059	0132	1635	1711
– 20	0059	0132	1639	1712
– 25	0100	0133	1640	1713
– 30	0102	0135	1640	1713

MONTH/ DAY	TWIL FROM	SR	SS	TWIL TO
Jul–05	0105	0138	1640	1712
– 10	0108	0141	1638	1710
– 15	0112	0145	1636	1708
– 20	0117	0149	1632	1704
– 25	0122	0153	1628	1700
– 30	0127	0158	1624	1654
Aug–04	0132	0202	1618	1649
– 9	0138	0207	1612	1642
– 14	0143	0212	1606	1635
– 19	0148	0217	1559	1628
– 24	0154	0222	1551	1620
– 29	0159	0227	1554	1612
Sep–03	0204	0232	1536	1603
– 8	0209	0236	1527	1555
– 13	0214	0241	1519	1546
– 18	0219	0246	1510	1537
– 23	0224	0251	1502	1529
– 28	0229	0256	1453	1520
Oct–03	0234	0301	1445	1512
– 8	0239	0306	1437	1504
– 13	0244	0311	1429	1456
– 18	0250	0317	1421	1448
– 23	0255	0323	1414	1441
– 28	0301	0329	1407	1435
Nov–02	0307	0335	1401	1429
– 7	0312	0341	1355	1424
– 12	0318	0347	1350	1419
– 17	0324	0353	1346	1415
– 22	0330	0359	1343	1412
– 27	0335	0405	1340	1410
Dec–02	0340	0410	1338	1408
– 7	0344	0415	1337	1408
– 12	0348	0419	1337	1408
– 17	0352	0422	1338	1409
– 22	0355	0425	1340	1411
– 27	0357	0427	1343	1414

GEN- 7

7.1 METEOROLOGICAL SERVICES

7.1.1 Completed flight documentation, including meteorological situation (METAR, TAF, GAMET and AIRMET) on the airports should be recruit by the pilot from official sources.

7.1.2 The meteorological center of aerodrome “Zvartnots” is responsible for forecasts and for observations at “Zvartnots” aerodrome.
Post: Aviameteorological center airport “Zvartnots”
Tel: +37460 373360
Fax: +37410 373360

7.1.3 The meteorological department of the “Shirak” aerodrome is responsible for the forecasts and observations at the “Shirak" aerodrome.
Gyumri meteorological service "Shirak"
Phone: +374312 40891
Fax: +374312 40958

7.2 Air Navigation Service Provider

ARMATS CJSC
Central Dispatch Service
Mail: cds@armats.am
Phone: +37410283429
OPS Supervisor: +37410292905

7.3 Search and rescue

Rescue Service of the Ministry of Internal Affairs of Armenia
Phone: +37410360297,
911
Mail: chkak@mes.am

7.4 Military Coordination contact info

Air Traffic Control Center Republic of Armenia Ministry of Defense
Phone: +37410200144

PART 2

EN-ROUTE (ENR)-1

ENR 1.1 VISUAL FLIGHT

1.1.1 Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified inTable below and in accordance of order 2-N dated 11.02.2022 of the

Minister of Territorial Administration and Infrastructure of RA, Order 56-N dated 11.04.2007 of the Chief of GDCA.

Airspace class	C	G	
		1 000 FT above terrain	At and below 1 000 FT above terrain,
Distance from cloud	1 500 M horizontally 1 000 FT vertically		Clear of cloud and in sight of the surface
Flight visibility	8 KM at and above 10 000 FT AMSL 5 KM below 10 000 FT AMSL		5 KM

1.1.2 Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off orland at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

- when the ceiling is less than 1,500ft; or
- when the ground visibility is less than 5km

1.1.3 Unless authorized by the appropriate ATS authority, VFR flights in Class G airspace shall not be operated between sunset and sunrise.

1.1.4 Except when necessary for take-off or landing, or except by permission from the appropriateauthority, a VFR flight shall not be flown:

- over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1 000ft (300 m) above the highest obstacle within a radius of 600m from the aircraft;
- elsewhere at a height less than 500ft (150 m) above the ground or water or 500ft (150m) above the highest obstacle within a radius of 600m from the aircraft.

1.1.5 VFR flights shall comply with the provisions of 3.6 of ICAO Annex 2:

- when operated within Class C airspace
- when forming part of aerodrome traffic at controlled aerodromes; or
- when operated as special VFR flights

1.1.6 An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:

- if a flight plan was submitted, communicate the necessary changes to be affected to its currentflight plan, or
- when so required by ICAO Annex 2, submit a flight plan to the appropriate air traffic servicesunit and obtain a clearance prior to proceeding IFR when in controlled airspace.

1.1.7 VFR flights within uncontrolled airspace:

- Submission of a flight plan is necessary for traffic information and when search and rescue provision is needed
- Two-way communication is required by primary radio frequency if out of coverage of radio by other published ATC frequency's and other possible methods (DVOR/DME, Phone, mobile phone etc.)
- To enter controlled airspace without permission by appropriate ATC is prohibited.

ENR 2 - AIRSPACE CLASSIFICATION

Yerevan FIR airspaces are classified and designated in accordance with Class C and G:

Class G; VFR flights are permitted and receive flight information service by ATS FIS unit.

The requirements for the flights within Class G airspace are as shown in the following table.

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to an AT C clearance
G	VFR	Nil	Flight information service	8km at and above 10000 ft AMSL 5km below 10000 ft AMSL 1,500m horizontal; 300m vertical distance from cloud At and below 900m AMSL or 300m above terrain whichever is higher – 5km, clear of cloud and in sight of ground or water (see note c.)	250 KT IAS below 3,050m (10,000ft) AMSL 250 KT IAS 140 KT IAS	Two-way communication is required by primary radio frequency if out of coverage of radio by other published ATC frequency's and other possible methods	No

ENR 2.1 FIR, TMA

Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
Yerevan ACC	"Yerevan control" EN, RUS H24	127.600 MHZ 121.500 MHZ/Emergency FREQ	VDF AVBL VDF AVBL
	"Yerevan Radio" EN, RUS During daylight hours	4712 KHZ/Sub-regional network	A3E
Yerevan FIS	"Yerevan Information" EN, RUS During daylight hours	129.700 MHZ North 133.600 MHZ South-East	VDF AVBL
Yerevan APP	"Yerevan Approach" EN, RUS HR 24	126.000 MHZ 121.500 MHZ/Emergency FREQ	VDF AVBL VDF AVBL
Yerevan TWR	"Yerevan Tower" EN, RUS HR 24	128.000 MHZ	VDF AVBL
Gyumri TWR	"Gyumri Tower" EN, RUS HR 24	127.700 MHZ 121.500 MHZ/Emergency FREQ	VDF AVBL VDF AVBL
Yerevan “Erebuni”	"Bolotny" RUS During daylight hours	119.400 MHZ	VDF AVBL
Kapan “Sunik” FIS	RUS During daylight hours	133.600 MHZ	VDF AVBL

ENR 2.2 FLIGHT PLANNING (Restriction, limitation or advisory information)

2.2.1 Procedures for the Submission of a Flight Plan for Class G airspace.

A flight plan or associated messages shall be submitted in accordance with ICAO Annex 2, 3.3.1, and provision mentioned below for GA flight operation in the Republic of Armenia, prior to operating:

a) any VFR flight or portion thereof to be provided with air traffic control service,
b) any VFR flight outside of controlled airspace;
c) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate the provision of information, alerting, search and rescue services;
d) any flight within or into designated areas or along designated routes, when so required by the appropriate ATS authority to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;

2.2.2 Time and Submission

VFR Flight plan should be submitted 1 hour before Estimated Off-Block Time (EOBT) by presenting it to AIS briefing office in any mentioned possible methods (AIS briefing office, phone, E-mail, AFTN).

Note: Alerting and advisory services are in principle provided to flights for which a flight plan has been submitted.

2.2.3 Contents and Form of a Flight Plan
ICAO flight plan forms is used.
A flight plan shall comprise information regarding the following items and considered relevant by the appropriate ATS authority.

1. Aircraft identification
2. Flight rules and type of flight
3. Number and type (s) of aircraft and wake turbulence category
4. Equipment
5. Departure aerodrome
6. Estimated off-block time
7. Cruising speed (s)
8. Cruising level (s)
9. Route to be followed
10. Destination aerodrome and total estimated elapsed time
11. Alternate aerodrome (s)
12. Fuel endurance
13. Total number persons on board
14. Emergency and survival equipment
15. Other information

2.2.4 Changes the Submitted Flight Plan
All changes to a submitted flight plan shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended, or a new flight plan shall be submitted after the old plan has been canceled.

2.2.5 Arrival Report (closing a flight plan)
A report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival aerodrome by any flight for which a flight plan has been submitted except when the arrival has been acknowledged by the local ATS unit. 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 within 30 minutes via any channel of communication.
Arrival reports shall contain the following elements of information:

aircraft identification
departure aerodrome
destination aerodrome
time of arrival
In the case of diversion, insert the “arrival aerodrome” between “destination aerodrome” and “time of arrival”.

ENR 2.3 RECOMMENDED DIRECTIONS, WAYPOINT AND PASSES IN THE AIR SPACE OF CLASS "G"

ENR 2.3.1 Rules for Determining and Maintaining Safe Flight Altitudes

On recommended route at an altitude below the lower flight level (above MSA to 11,500 feet) by VFR, air track width 2km. Small aircrafts (1 or 2 engine, maximum take-off mass not exceeding 5700kg), helicopters (maximum take-off mass not exceeding 3175kg) – The minimum safe height for VFR flights is defined as at least 1000ft (300 m) above the highest obstacle located within track width, except for take-off and landing.

ENR 2.3.2 Safe flight altitudes en-route in the air space of CLASS "G" of YEREVAN FIR

Climbing flight altitude in mountainous terrain is allowed enter to the route only if a safe altitude is achieved up to the established route. (odd and even directions)

The start of a descend from flight altitude in mountainous terrain is allowed along the route from the point of exit from the route only after inform the ATS FIS unit the place and time of the estimated landing and estimated take off.

The pilot's responsibility is to stay on recommended routes and maintain safe flight altitudes. Before diversion from the initial route mentioned in flight plan, the pilot should notify the ATC FIS unit the number of the estimated direction of flight operation sectors (see map) and ETA and ETD.

ENR 2.3.3 Recommended Directions in the Air Space of Class "G"

Routes Segment	Magnetic Direction	Distance (NM)
Jrarat - Okuda	290°-110°	11.88
Okuda - Tiblo	330°-150°	15.66
Tiblo - Maralik	348°-168°	11.34
Maralik - Gyumri	352°-172°	9.18
Kinogorod -_Aparan	343°-163°	22.68
Aparan - Asmik	301°-121°	7.01
Asmik - Gekhanis	273°-093°	9.18
Gekhanis - Gyumri	283°-103°	9.18
Kinogorod – Aparan	343°-163°	22.68
Aparan - Spitak	333°-153°	10.26
Spitaksk - Pushkin	034°-214°	11.34
Pushkin - StepKTA	328°-148°	9.72
Kinogorod - Aparan	343°-163°	22.68
Aparan - Spitak	333°-153°	10.26
Aparan - Spitak	333°-153°	10.26
Spitaksk - Darpas	048°-228°	9.18
Darpas - Megrut	110°-290°	5.94
Megrut - Tuman	016°-196°	12.96
Tuman - Shamlug	012°-192°	10.26

Tuman - StepKTA	276°-096°	14.58
Kinogoror - Hrazdan	036°-216°	21.6
Hrazda - Sevan	072°-252°	8.64
Sevan - Ijevan	018°-198°	22.68
Ijevan - Berd	085°-265°	10.8
Sevan - Noraduz	130°-310°	14.04
Noraduz - Martuni	151°-331°	14.58
Martuni – Vardeniats	192°-012°	11.88
Martuni - Vardenis	078°-258°	19.98
Vardenis - Zodski	075°-255°	10.8
Urcadzor - Andranik	118°-298°	9.72
Andranik - Exegnadz	279°-099°	16.2
Exegnadz - Vardeniats	153°-333°	7.56
Exegnadz - Saravan	277°-097°	11.88
Saravan - Jermuk	026°-206°	7.56
Saravan - Spandaryan	103°-283°	11.88
Spandaryan - Sisian KTA	117°-297°	12.42
SisianKTA - Harjis	117°-297°	10.8

Harjis - Goris	233°-053°	5.4
Harjis - Kapan	149°-329°	17.28
Kapan - Shgarjik	283°-103°	3.24
Shgarjik - Kajaran	235°-055°	9.18
Kadjaran - Megri KTA	168°-348°	14

ENR 2.3.4 Recommended Waypoints in the Air Space of Class “G” of Yerevan FIR

Waypoints	Latitude	Longitude
Aparan	40°35'30" N	044°21'30" E
Asmik	40°39'41"N	044°14'00" E
Andranik	39°49'49" N	044°59'33" E
Berd	40°53'00" N	045°23'20" E
Darpas	40°50'30" N	044°26'00" E
Ereva	40°08'50" N	044°22'01" E
Exegnadz	39°46'00" N	045°20'00" E
Gekhanis	40°41'00" N	044°02'00" E
Goris	39°31'00" N	046°20'10" E
Gosis	39°56'50" N	044°59'10" E
Gyumri	40°43'46" N	043°50'50" E
Ijevan	40°53'00" N	045°09'00" E
Harjis	39°28'00" N	046°14'00" E
Hrazdan	40°30'00" N	044°46'00" E
Jermuk	39°50'00" N	045°40'00" E
Jrarat	40°04'00" N	044°16'00" E
Kadjaran	39°09'00" N	046°10'00" E
Kinogor	40°13'30" N	044°27'30" E
Kapan	39°12'30" N	046°24'00" E
Martuni	40°08'30" N	045°18'20" E
Maralik	40°34'30" N	043°51'30" E
Megrut	40°48'00" N	044°33'00" E
Megri ARP	38°55'10" N	046°12'17" E
Noraduz	40°22'00" N	045°10'30" E
Okuda	40°08'49" N	044°02'11" E
Pushkin	40°54'00" N	044°26'00" E
Saravan	39°43'30" N	045°35'00" E
Sevan	40°32'03" N	044°57'17" E
Sisian ARP	39°33'30" N	046°02'22" E
Shamlug	41°10'00" N	044°43'00" E
Shgarjik	39°13'30" N	046°20'00" E
Sisian ARP	39°33'30" N	046°02'22" E
Tiblo	40°23'08" N	43°53'28" E
Tuman	41°00'00" N	44°39'00" E
Urcadzor	39°55'00" N	44°49'00" E
Vardeniats	39°57'30" N	45°14'00" E
Vardenis	40°11'00" N	45°44'00" E
Zodski	40°13'00" N	45°58'00" E
ZVR ARP	40°08'50" N	44°22'01" E

ENR 2.3.5 Passes in the Republic of Armenia

Name of pass	Elevation	Latitude	Longitude
Chaush	7,690ft.	39°41'00".00N	45°42'00".00E
Harjis	6,969ft.	39°28'00".00N	46°14'00".00E
Pushkin	6,683ft.	40°92'33".00N	44°44'14".00E
Semyonovsky	6,936ft.	40°39'69".00N	44°53'49".00E
Spitak	7,802ft.	40°45'00".00N	44°16'30".00E
Vardenyac	7,907ft.	39°57'30".00N	45°14'00".00E

ENR 2.3.6 Air Navigation Obstacles - En-Route
(HEIGHT 328 FT AGL OR HIGHER)

Designation	Type of obstacle	Coordinates	ELEV/HGT GND (FT)	OBST LGT Type/Color
1	2	3	4	5
ABOVYAN	Chimney	401657N 0443843E	5076 / 615	NIL
ALAVERDI	TV tower	410806N 0444131E	5876 / 345	OBST/R
ARARAT	Chimney	395122N 0444408E	3486 / 412	OBST/R
ARMENAL	Chimney	401304N 0443043E	4285 / 396	OBST/R
BALAHOVIT	Antenna	401423N 0443609E	4953 / 495	OBST/R
CHARENTSAVAN	Chimney	402503N 0443902E	5765 / 397	NIL
DILIJAN	TV tower	404431N 0445139E	4731 / 447	OBST/R
GAVAR (1)	Radio tower-1	402532N 0451215E	7110 / 851	OBST/R
GAVAR (2)	Radio tower -2	402402N 0451156E	6639 / 368	OBST/R
GAVAR (3)	Radio tower -3	402430N 0451055E	6849 / 579	OBST/R
GORIS	TV tower	392156N 0462238E	7243 / 617	NIL
GYUMRI	TV tower	404859N 0435027E	5804 / 622	OBST/R
HRAZDAN – 1	Chimney	403355N 0444445E	6535 / 870	NIL

Designation	Type of obstacle	Coordinates	ELEV/HGT GND (FT)	OBST LGT Type/Color
1	2	3	4	5
HRAZDAN – 2	Chimney	403405N 0444527E	6178 / 494	NIL
MAYISYAN	Chimney	405119N 0435038E	5831 / 387	NIL
METSAMOR	Chimney	401044N 0440848E	3554 / 506	OBST/R
NOYEMBERYAN	TV tower	411038N 0445925E	3291 / 435	OBST/R
PUSHKIN	TV tower	405426N 0442611E	7525 / 637	OBST/R
SEMYONOVKA	TV tower	403927N 0445555E	8633 / 635	OBST/R
SISIAN	TV tower	393212N 0455928E	6658 / 627	OBST/R
VANADZOR (1)	TV tower	404920N 0442658E	5278 / 348	OBST/R
VANADZOR (2)	Chimney	404942N 0442656E	4774 / 424	NIL
VANADZOR (3)	Chimney	404933N 0442732E	4764 / 385	NIL
YEREVAN (1)	Chimney	401013N 0443125E	3604 / 340	NIL
YEREVAN (2)	Heat station-1	400707N 0443009E	3479 / 394	OBST/R
YEREVAN (3)	Chimney	401146N 0442723E	3696 / 385	NIL
YEREVAN (4)	Radio tower	401405N 0443254E	4811 / 512	OBST/R
YEREVAN (5)	TV tower	401016N 0443211E	4869 / 1021	OBST/R

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ENR 3.1 ALTIMETER SETTING PROCEDURES

INTRODUCTION

The altimeter setting procedures in use generally conform to those contained in ICAO Doc 8168, Vol. I, Part 6.

QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts and are available on request from the air traffic services units. QNH values are given in hectopascals.

3.1.1 Take-off and climb

A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.

Flights operating outside controlled airspace on an altitude lower than 11,500ft MSL, the altitude measure is performed according QNH.

Flights operating outside controlled airspace on an altitude lower then 11,500ft MSL, the altitude measure is performed according QNH.

3.1.2 Approach and landing

A QNH altimeter setting is made available in approach clearance and in clearance to enter the traffic circuit.

For domestic flight operation in the Republic of Armenia, any VFR flight or portion thereof to be provided with air traffic control service.

3.1.3 Missed approach

A missed approach must be made according to the aerodrome chart is according QNH.

ENR 4.1 Recommended Minimum Safe Altitudes and Entry/Exit routes

VFR approach and landing in Yerevan FIR

Depending on the procedures in use, the pilot of an arrival VFR flight is required to establish contact with ATC unit to receive clearance for entering controlled airspace. Pilot should report airfield or runway in sight, within the 5km from airfield or runway.

UDYZ VFR Entry and exit to/from CTR

Direction	Entry/exit point	CLASS G at or below
WEST, NORTH-WEST	NORIK	4100ft
SOUTH, SOUTH-EAST	GARUSH	4100ft
NORTH, NORTH-EAST	ARMEN	4100ft

UDSG VFR entry/exit

Waypoint / following	Route Segment	Minimum safe altitude	CLASS G at or below
OKUDA	Gyumri-Maralik	7,600ft	11,500ft
Aparan	Gyumri-Geghanist	9,000ft	11,500ft

Stepanavan entry/exit

Darpas	Stepanavan-pass Pushkin	8,000ft	11,500ft
Meghrut	Stepanavan-Tumanyan	7,000ft	8,000ft

Berd entry/exit

Abeam Ijevan	Mnt.Heron	9,000ft	11,500ft

Kamo entry/exit

Chkalovka	Sevan-Noraduz	8,000ft	11,500ft

Vardenis entry/exit

Martuni	Martuni-Vardenis	8,000ft	11,500ft

Jermuk entry/exit

Saravan	Saravan-Jermuk	8,000ft	11,500ft

Sisian and Kapan entry/exit

Eghegnadzor	Sisian - Spandaryan	9,000ft	11,500ft
Sisian	Goris – pass Harjis	8,500ft	11,500ft
Goris	Kapan – pass Tatev	8,500ft	11,500ft

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ENR 5.1 PROHIBITED, RESTRICTED AND DANGEROUS AREAS

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
PROHIBITED AREAS		
UD(p) 1 A circle 1.6NM radius centered 401044N 0440848E	FL195 / GND	Flights within the area are not permitted.
RESTRICTED AREAS		
UDR1 A circle radius 0.3NM centered on 401128N 0443034E	5000 FT AMSL / GND 1640 FT AGL / GND	Flights within the area are not permitted.
UDR2 A circle radius 0.3NM centered on 401038N 0443052E	5000 FT AMSL / GND 1640 FT AGL / GND	Flights within the area are not permitted.
UDR3 A circle radius 0.5NM centered on 401234N 0443442E	6000 FT AMSL / GND 1640 FT AGL / GND	Flights within the area are not permitted.
UDR4 A circle radius 0.5NM centered on 401116N 0443011E	5000 FT AMSL / GND 1640 FT AGL / GND	Flights within the area are not permitted.
UDR5 A circle radius 0.8NM centered on 401344N 0443612E	5500 FT AMSL / GND 1000 FT AGL / GND	Flights within the area are not permitted during day time.
DANGEROUS AREAS		
Reserved		

ENR- 6
PART - X SPECIAL FLIGHT OPERATIONS (SFO)

ENR 6.1 SPECIAL FLIGHT OPERATIONS

No person shall conduct a special aviation event, other than a fly-in, unless the person complies with the provisions of a special flight operations certificate — special aviation event issued by the CAC.

All special flights should be performed in accordance with ATC approved FPL within designated areas or routes. Any deviation from this provision should be considered as an occurrence to be reported in accordance with the regulations.

IN PROGRESS.

ENR- 6.1.1 DRONE OPERATORS (UAS ALL CATEGORIES (VLOS, EVLOS & BVLOS) & MANUFACTURE

IN PROGRESS.

ENR- 6.1.2 BALLOONS OPERATIONS

IN PROGRESS.

ENR- 6.1.3 PARAGLIDER, HANG GLIDING & GLIDER OPERATORS

IN PROGRESS.

ENR- 6.1.4 SKYDIVER

IN PROGRESS.

ENR- 6.1.5 ACROBATIC

IN PROGRESS.

ENR- 6.1.6 AIRCRAFT TEST AREA

IN PROGRESS.

ENR 6.1.6 AERIAL SIGHTSEEING FLIGHTS

Aerial sightseeing flight means a flight carried out as part of a sightseeing operation or any other commercial flight in an aircraft conducted for the purpose of sightseeing from the air.

IN PROGRESS.

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PART 3

AERODROMES, HELIPORTS AND APPROVED AIRFILDS OPERATIONS (AD)-1

3.1 AERODROMES

3.1.1 Yerevan Zvartnots UDYZ

At Yerevan "Zvartnots" Airport a number of local regulations are applied. The regulations are collected in a manual which is available at the AIS Briefing Office. This manual includes, among other subjects, the following:

- information about aircraft stands;
- information about taxiing from aircraft stands;
- limitations in the operation of large aircraft including limitations in the use of the aircraft's own power for taxiing;
- information about taxiing to aircraft stands;
- information about engine start-up positions;
- Information about the regulations for taxiing can be obtained from Yerevan Ground.

When a local regulation is important for the safe operation of aircraft on the apron, Yerevan Ground gives information to each aircraft.

Arriving aircraft is allocated a stand number by Yerevan Ground.

Departing aircraft obtains pushback, engine start-up clearance and taxi instruction from Yerevan Ground.

School and training flights must be made only after permission thereto has been obtained from ATS authority.

For more information, see AIP ARMENIA, for maps and charts see ANNEX 1 of this doc.

3.1.2 Gyumri Shirak UDSG

At Gyumri "Shirak" Airport a number of local regulations apply. The regulations are collected in a manual which is available at the AIS Briefing Office and at the Terminal Building. This manual includes, among other subjects, the following:

- Information about aircraft stands;
- Information about taxiing to aircraft stands;
- Information about taxiing from aircraft stands;
- Limitations in the operation of aircraft stands, including limitations in use of own power for taxiing;
- Information about Engine start-up positions;
- Information about the regulations for taxiing can be obtained from Gyumri TWR.

When a local regulation is important for the safe operation of aircraft on the apron Gyumri TWR gives information to each aircraft.

School and training flights must be made only after permission thereto has been obtained from Gyumri ATS authority.

For more information, see AIP ARMENIA, for maps and charts see ANNEX 1 of this doc.

3.1.3 Yerevan Erebuni UDYE

At Yerevan/Erebuni Airport a number of local regulations apply. The regulations are collected in a manual which is available at the AIS Briefing Office. This manual includes, among other subjects, the following:

- information about aircraft stands;
- information about taxiing from aircraft stands;
- limitations in the operation of large aircraft including limitations in the use of the aircraft's own power for taxiing;
- information about taxiing to aircraft stands;
- information about engine start-up positions;
- Information about the regulations for taxiing can be obtained from Erebuni Military Flight Information Center.

When a local regulation is important for the safe operation of aircraft on the apron,
Erebuni Military Flight Information Center gives information to each aircraft.
Departing aircraft obtains pushback, engine start-up clearance and taxi instruction from
Erebuni Military Flight Information Center.
For more information, see AIP ARMENIA, for maps and charts see ANNEX 1 of this doc.

3.1.4 KAPAN AIRPORT ''SUNIK'' RESERVED

For information, see Airdrome Manual, for maps and charts see ANNEX 1 of this doc.

3.2 APPROVED AIRFIELDS OPERATIONS

3.2.1 AIRFIELD ''YEGHVARD'' RESERVED

''YEGHVARD'' airfield is non-controlled airfield. School and training flights made only after permission from CAC and FPL presence.
''YEGHVARD'' is intended for aircraft till 5700 kg weight and helicopters till 3175 kg weight.

Airfield regulation can be obtained from airfield authorities.

3.3 HELIPORTS RESERVED

PART 4

EMERGENCY PROCEDURES (EP)-1

PROCEDURES IN CASE OF EMERGENCY, COMMUNICATION FAILURE AND UNFORESEEN CIRCUMSTANCES

4.1 RADIO COMMUNICATION FAILURE PROCEDURES

4.1.1 Communication Failure for VFR Flight

a. Radio communication is considered failed if it is recognized by pilot or there is no call 5 minutes after estimated reporting time or by FIS unit call through all available communication channels.

b. The transponder is set to be Mode A code 7600 as soon as the pilot has detected communication failure.

c. The pilot shall use all available facilities (DVOR/DME, Mob. Phone and etc.) to re-establish communication with FIS unit directly or by means of the other aircraft. If necessary, the emergency frequency 121.5 MHz may be used.

4.1.2 If in visual meteorological conditions (VMC), the aircraft shall:

Continue to fly in visual meteorological conditions; land at the nearest suitable aerodrome; and report its arrival by the most expeditious means to the appropriate air traffic services unit.

4.2 LOSS OF ORIENTATION DURING VFR FLIGHT

Orientation is considered completely lost if, on measures taken, the position of theaircraft is not determined.

Orientation is considered temporarily lost if, on measures taken, the position of the aircraft is determined.

In case of loss of orientation, the pilot-in-command is obliged:

4.2.1 Turn on the transponder set to Mode A, **Code 7700**

4.2.2 Report the remaining fuel and flight conditions to the ATS (flight control) unit

4.2.3 Take the most advantageous altitude for the detection of the aircraft by ground radio equipment and for economical fuel consumption according the permission of the ATS (flight control) unit.

4.2.4 Apply the most effective action and take heading to closest navigation aids for of restoring orientation, coordinating its actions with the ATS (flight control) unit.

4.2.5 To restore orientation, in advance, without allowing fuel full depletion and before darkness, land at any suitable aerodrome or approved operational airfield or field selected from the air.

4.2.6 In case of loss of orientation, the descent below the safe altitude (flight level) is prohibited.

4.3 INTERCEPTION OF CIVIL AIRCRAFT

4.3.1 The following procedures and visual signals apply over the territory of the Republic of Armenia in the event of interception [(1)] of an aircraft. An aircraft, which is intercepted, by another aircraft shall immediately:

a. follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of *ICAO Annex 2*;

b. notify, if possible, the appropriate air traffic services unit;
c. attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight;
d. if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

(1) The word "interception" in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with the Search and Rescue Manual (Doc 7333).]

4.3.2 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in the following table, transmitting each phrase twice:

Phrase	Pronunciation(1)	Meaning
(1) Syllables to be emphasized are printed in *emphasized* letters. (2) The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan. (3) Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".		
CALL SIGN(call sign)(2)	*KOL* SA-IN(call sign)	My call sign is (call sign)
WILCO	*VILL*-KO	Understood. Will comply
CAN NOT	*KANN* NOTT	Unable to comply
REPEAT	REE-*PEET*	Repeat your instruction
AM LOST	*AM LOSST*	Position unknown
MAYDAY	*MAYDAY*	I am in distress
HIJACK(3)	*HI-JACK*	I have been hijacked
LAND(place name)	*LAAND*(place name)	I request to land at (place name)
DESCEND	DEE-*SEND*	I require descent

4.3.3 The phrases shown in the table below shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph.

4.3.4 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

4.3.5 If instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

4.3.6 The visual signals for use in the event of interception are detailed in table eAIP ENR 1.12.1.6.1 or.

Phrase	Pronunciation(1)	Meaning
(1) Syllables to be emphasized are printed in *emphasized* letters.		
CALL SIGN	*KOL* SA-IN	What is your call sign?
FOLLOW	*FOL*-LO	Follow me

Phrase	Pronunciation[(1)]	Meaning
DESCEND	DEE-*SEND*	Descend for landing
YOU LAND	*YOU LAAND*	Land at this aerodrome
PROCEED	PRO-*SEED*	You may proceed

Interception Signals, Interception of Aircraft and Instructions to Land

1) No person shall give an interception signal or an instruction to land except
a) an officer of a police authority or an officer of the Armenian Armed Forces acting within the scope of their duties; or
b) a person authorized to do so by the Minister pursuant to subsection (2).
2) The CAC may authorize a person to give an interception signal or an instruction to land if such authorization is in the public interest and is not likely to affect aviation safety.
3) The pilot-in-command of an aircraft who receives an instruction to land from a person referred to in subsection (1) shall, subject to any direction received from an ATC unit, comply with the instruction.
4) The pilot-in-command of an intercepting aircraft and the pilot-in-command of an intercepted aircraft shall comply with the rules of interception set out in the HDF.

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION
See at the in accordance with ICAO ANNEX 2, appendix 1

4.4 UNLAWFUL INTERFERENCE

4.4.1 The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.
4.4.2 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible or the aircraft is within radar coverage.
4.4.3 When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible: channel in use or the VHF emergency frequency, and other appropriate channels,

a. Attempt to broadcast warnings on the VHF emergency frequency and other VHF or other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as on-board transponders, data links, etc. should also be used when it is advantageous to do so and circumstances permit; and
b. proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in Doc 7030 — *Regional Supplementary Procedures.*

4.5 AIR TRAFFIC INCIDENTS

4.5.1 Definition of Air traffic incidents
"Air traffic incident" is used to mean a serious occurrence related to the provision of air traffic services, such as:

a. aircraft proximity (AIRPROX);
b. serious difficulty resulting in a hazard to aircraft caused, for example, by:

1. faulty procedures
2. non-compliance with procedures, or
3. failure of ground facilities.

4.5.2 Definitions for aircraft proximity and AIRPROX.

Aircraft proximity. A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

Risk of collision. The risk classification of aircraft proximity in which serious risk of collision has existed.

Safety not assured. The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

No risk of collision. The risk classification of aircraft proximity in which no risk of collision has existed.

Risk not determined. The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

AIRPROX. The code word used in an air traffic incident report to designate aircraft proximity.

4.5.3 Air traffic incidents are designated and identified in reports as follows:

List of requirements (order 451-L CAC of RA by 22.09.2022) applicable to the mandatory and voluntary occurrence reporting schemes.

Note: The data fields must be completed with the information requested Mandatory data fields cannot be left blank when they are relevant to the occurrence. They should always by filled with a value. If it is not possible for the CAC of the RA to include that information because it has not been provided by the appropriate by the organization or the reporter the data field may be completed with the value unknown. However, with a view to ensuring that the appropriate information is transmitted, use of that unknown value should, to the best extent possible, be avoided, and the report should, were possible, be completed with the information later.

4.5.4. COMMON MANDATORY DATA FIELDS

When entering, in their respective databases/repositories, information on every occurrence mandatorily reported and, to the best extent possible, every occurrence voluntarily reported, organisations, CAC must ensure that occurrence reports recorded in their databases/repositories contain at least the following information:

1) Headline
a. Headline
2) Filling information
a. Responsible Entity
b. File Number
c. Occurrence Status
3) When
a. UTC Date
4) Where
a. State/Area of Occurrence
b. Location of Occurrence
5) Classification
a. Occurrence Class
b. Occurrence Category
6) Narrative
a. Narrative Language
b. Narrative

7) Events
a. Events Type
8) Risk classification
4.5.5 Also need to fill specific mandatory information only for certain specific occurrences i.e. for occurrences for which that data is relevant:
1. aircraft related data fields
2. data fields relating to air navigation services
3. separation Minima Infringement/Loss of Separation and Airspace Infringement-related data fields
4. aerodrome- related fields
5. aircraft damage or personal injury –related data fields
The Air Traffic Incident Report Form is intended for use:

a. by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.
   Note: The form, if available on board, may also be of use in providing a pattern for making the initial report in flight.
b. by an ATS unit for recording an air traffic incident report received by radio or telephone.

4.5.6 REPORTING PROCEDURES (INCLUDING IN-FLIGHT PROCEDURES)
The following are the procedures to be followed by a pilot who is or has been involved in an incident:

a. during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately;
b. as promptly as possible after landing, submit a completed Air Traffic Incident Report Form
c. for confirming a report of an incident made initially as in a) above, or for making the initial report on such an incident if it had not been possible to report it by radio;
d. for reporting an incident which did not require immediate notification at the time of occurrence.

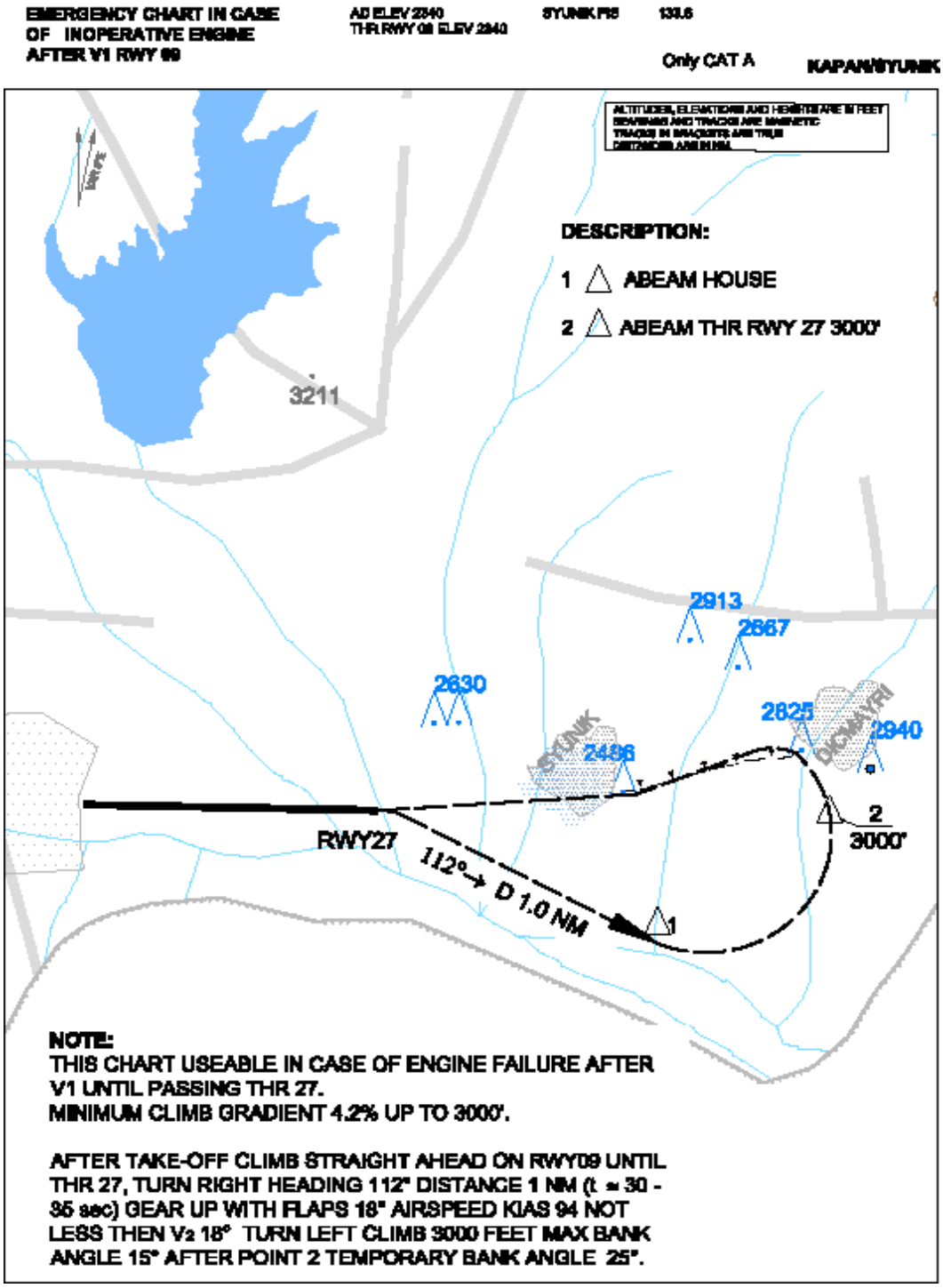
An initial report made by radio should contain the following information:

a. aircraft identification;
b. type of incident, including the impact of the incident on the aircraft;
c. description of the incident;
d. The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to.

Post:
Civil Aviation Committee,
Airworthiness Department
Airport “Zvartnots”
Yerevan-0042
Republic of Armenia
Tel: +37460 434222
Tel: +37460 434224
Tel: +37460 434296
Email:cds@armats.am

Annex 1

KAPAN AIRPORT ''SUNIK''



VISUAL APPROACH CHART RWY09

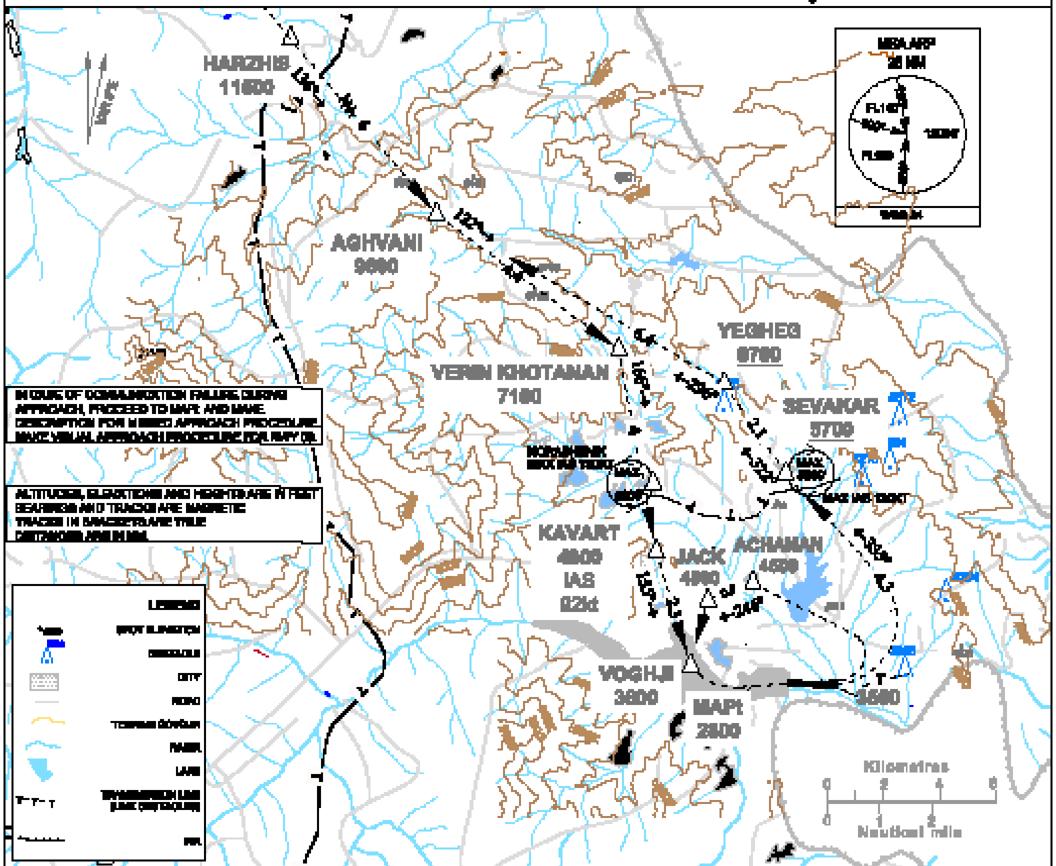
TRANSITION LEVEL By ATC
TRANSITION ALTITUDE 11500

AD ELEV 2340
THR RWY 09 ELEV 2340
RWY ELEV: 84 hPa
MDA 2800

SYUNIK FIS 133.5

KAPAN/SYUNIK RWY09

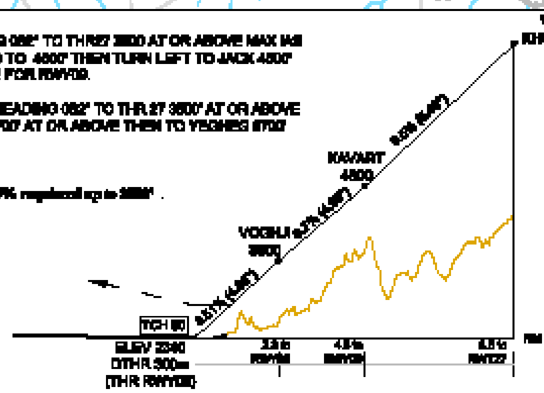
Only CAT A



MISSED APCH -AT 2500' CLIMB ON HEADING 092° TO THR27 3500 AT OR ABOVE MAX IAS 110 KT. TURN LEFT TO ACHANAN CLIMBING TO 4500' THEN TURN LEFT TO JACK 4500' AND MAKE VISUAL APPROACH PROCEDURE FOR RWY09.

RETURN TO YEREVAN: AT 2500' CLIMB ON HEADING 092° TO THR 27 3500' AT OR ABOVE THEN TURN LEFT TO SEVAKAR CLIMBING 5700' AT OR ABOVE THEN TO YEGHEG 8700' AT OR ABOVE.

[illegible]



MDA(H) MET (HO)			
CAT	Ias MAX	DAY	NIGHT
A	100	FM 7 km Ceiling 7500' (5140)'	NA

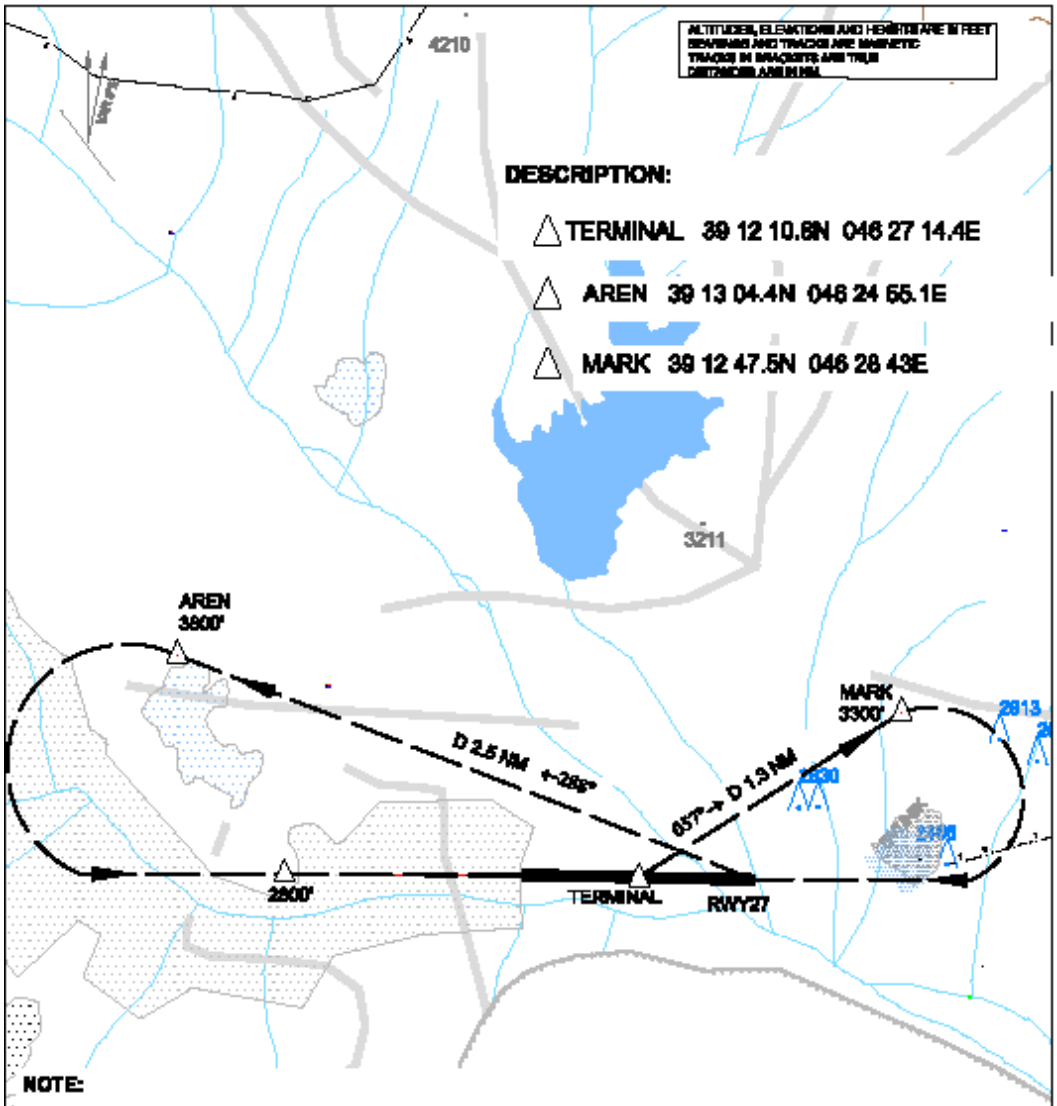
EMERGENCY CHART IN CASE OF ENGINE FAILURE DURING MISSED APPROACH RWY09

AD ELEV 2340
THR RWY 09 ELEV 2340

SYUNIK PI5 133.6

Only CAT A

KAPAN/SYUNIK



NOTE:

AT 2600' CLIMBING STRAIGHT AHEAD UNTIL PASSING AIRPORT TERMINAL FLAPS 18° IAS 94KT NOT LESS THAN V2 18° THEN TURN LEFT HEADING 057° CLIMBING TO MARK 3300' AT OR ABOVE THEN TURN RIGHT TO THR 27 (BANK ANGLE 15° TEMPORARY 25°) THEN TURN RIGHT HEADING 268° CLIMBING TO AREN 3800' AND MAKE VISUAL APPROACH PROCEDURE FOR RWY09.

MIN. CLIMB GRADIENT 3.0% REQUIRED UP TO 3300'.

RECOMMENDATION :
IF TAILWIND COMPONENT LESS THAN 10 KT FOR RWY27 MAKE VISUAL APPROACH PROCEDURE FOR RWY27.

DEPARTURE
RWY09

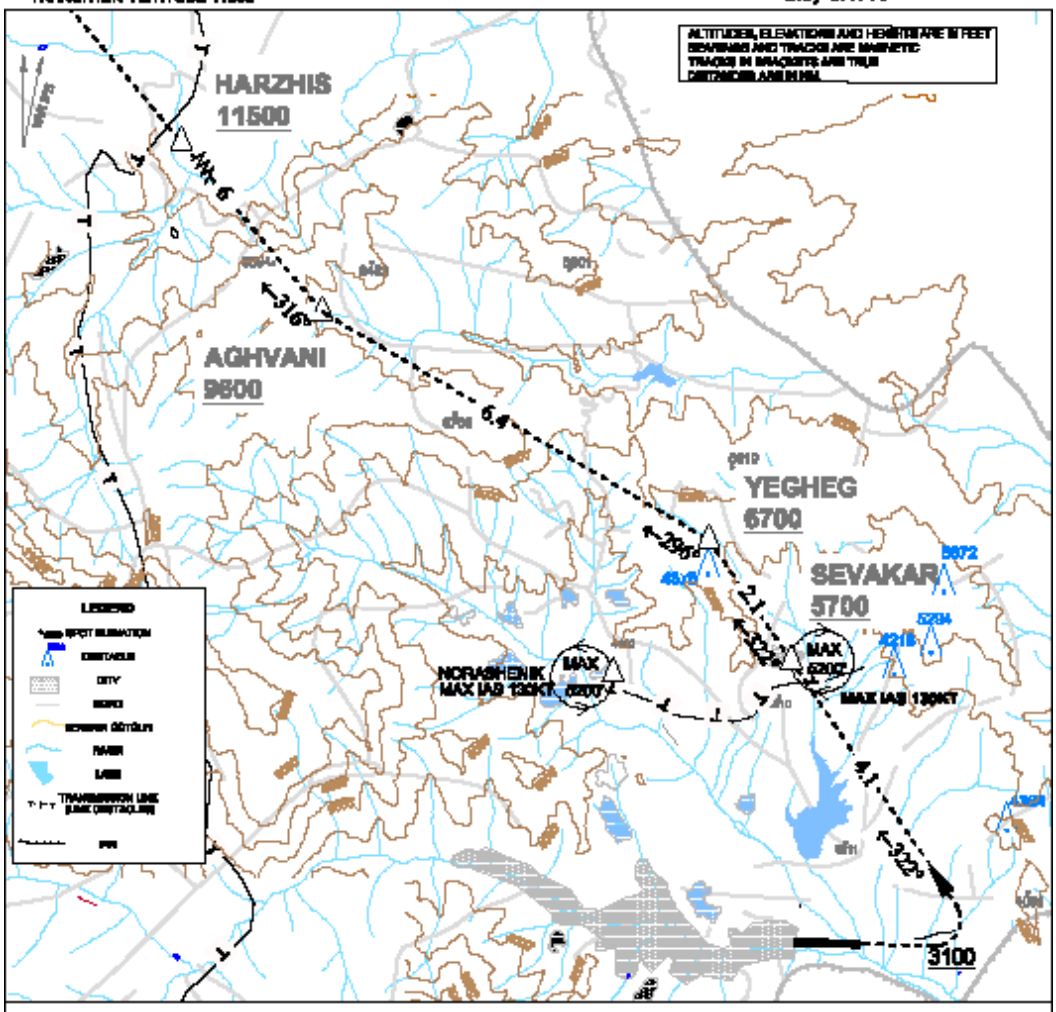
TRANSITION LEVEL By ATC
TRANSITION ALTITUDE 11800

AD ELEV 2340
THR RWY 09 ELEV 2340

SYUNIK FIX 133.8

KAPAN/SYUNIK
RWY09

Only CAT A



AFTER TAKE-OFF CLIMB STRAIGHT AHEAD FROM THR 27 0.9 NM CLIMB TO 3100' AT OR ABOVE THEN TURN LEFT WITH FLAPS 18° IAS 110KT BANK ANGLE 25° CLIMBING TO SEVAKAR 5700' AT OR ABOVE THEN CLIMBING TO YEGHEG 6700' AT OR ABOVE.

MIN. CLIMB GRADIENT 9.33% REQUIRED UP TO 3100' TO SEVAKAR 8%.

VIS 7000 m
CEILING 7000' (4660')

VISUAL APPROACH CHART RWY27

TRANSITION LEVEL By ATC
TRANSITION ALTITUDE 11500

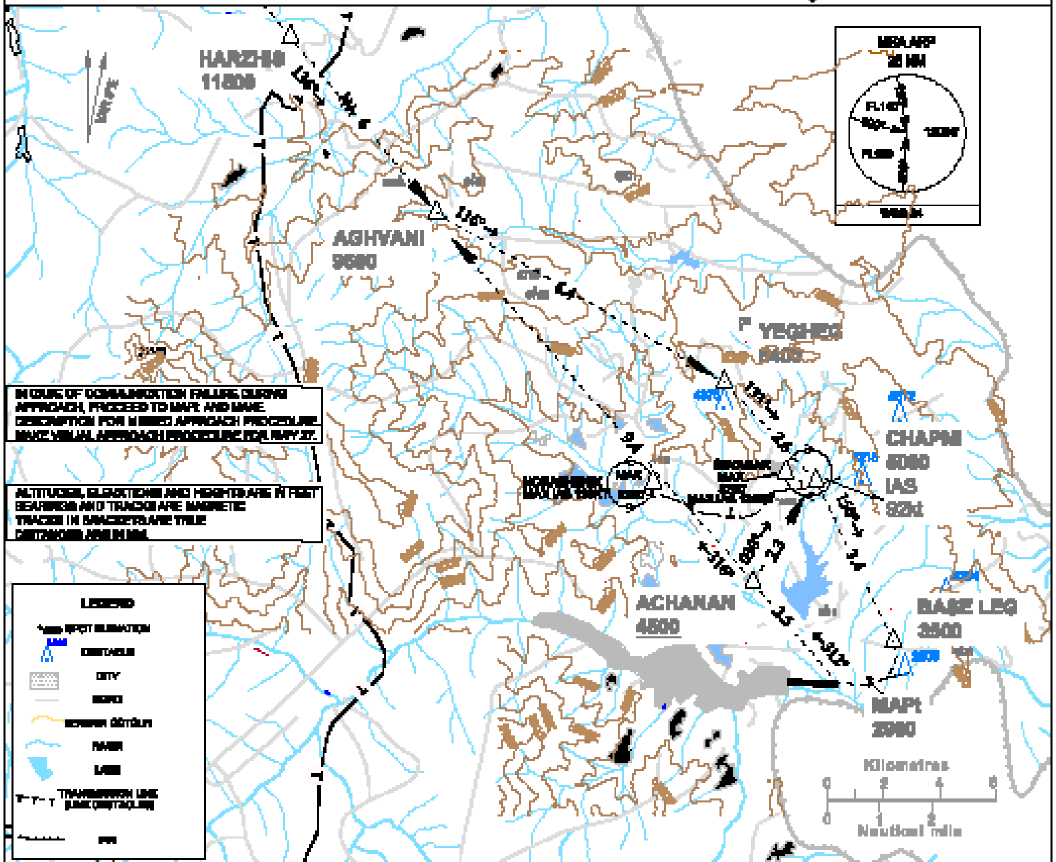
AD ELEV 2340
THR RWY 27 ELEV 2267
RWY ELEV: 92 hPa

MDA 2900

SYUNIK FIS 133.9

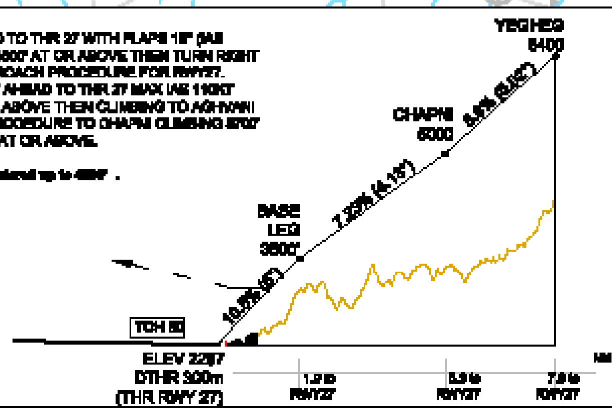
KAPAN/SYUNIK RWY27

Only CAT A



MISSED APCH -AT 2900' CLIMB STRAIGHT AHEAD TO THR 27 WITH FLAPS 15° (IAS 110KT), TURN RIGHT TO ACHANAN CLIMBING TO 4500' AT OR ABOVE THEN TURN RIGHT TO CHAPNI CLIMBING TO 5000'. MAKE VISUAL APPROACH PROCEDURE FOR RWY27.
RETURN TO YEREVAN: AT 2900' CLIMB STRAIGHT AHEAD TO THR 27 MAX IAS 110KT TURN RIGHT TO ACHANAN CLIMBING 4500' AT OR ABOVE THEN CLIMBING TO AGHVANI 10000'. INCASE OF ACHANAN LESS THAN 4500' PROCEDURE TO CHAPNI CLIMBING 5700' AT OR ABOVE THEN CLIMBING TO YEGHEG 8700' AT OR ABOVE.

Minimum Missed Aproach Climb Gradient 5.3% required up to 4500' .



MDA(H) 2900 (633)			
CAT	IAS MAX	DAY	NIGHT
A	100	VIS 7 km Ceiling 7700' (2313)'	NA