FOREIGN GA FLIGHTS IN RUSSIA

Simplified regulation brings new possibilities

Cross Polar Trans-East Air Traffic Management Working Group. Singapore, October 21, 2019
Evgeny Kabanov, CEO, MAK General Aviation Services
VFR FLIGHTS

Foreign aircraft must obtain Russian CAA (FAVT) landing/overflight permission

→ Permission does not differentiate IFR or VFR, both allowed
→ VFR is allowed for aircraft registered in any country, including N-reg
→ VFR flights in general permitted along “international” ATS routes
→ International ATS routes generally are high for VFR traffic (FL70 and above)
→ International low level VFR routes are very few, network inexistent

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Permissions for VFR flights on any altitude not less than MEA on ATS routes regardless of published FLs

Permissions to land at uncontrolled ADs

Permissions to land at controlled ADs where English ATC not provided (restrictions apply)

Permissions for flights between int’l and domestic ADs off ATS routes within one TMA

Portable sat comms regulatory approval as equipment to use where VHF coverage is poor for continued English ATC en route

Introduction of new low level VFR routes from European side, now published in AIP

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REGULATORY SIMPLIFICATION EFFECT

- VFR flights now physically possible to any destination on any aircraft
- VFR flights now less Wx dependent, no more forced IMC on published FLs
- Lack of Avgas at int’l airports no more a factor, landing now permitted where fuel is available
- Dramatically increased route planning flexibility, destinations are countless
- No more escort navigator requirement for such flights
- E-visa introduction in select provinces, more to follow in 2020
- Significant growth of foreign GA/VFR flights expected

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ROUND THE WORLD BY GYROCOPTERS.
ACROSS RUSSIA

DREAM TO SEE MOSCOW FROM ABOVE CAME TRUE

CZECH PILOT FLEW THROUGH RUSSIA WITH HIS DYNAMIC WT9

BAZFLYERS IN RUSSIA

→ Two UK autogyros from Estonia through Russia to Alaska with 21 landings (only 7 int’l ADs)

→ 18 French light aircraft rally to Ural Mountains and Black Sea

→ 6 Polish light aircraft rally to Moscow, Saint Petersburg

→ 43 German, Swiss, Polish light aircraft weekend trip to Kaliningrad

→ 9 Italian light aircraft rally to Moscow

→ 3 UK Piper PA-24 to Saint Petersburg

→ 3 Lithuanian Yak-50 to Moscow

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Most Memorable GA/VFR Flights 2019

- Alaska Airmen Association group flight to Provideniya
- New Zealand Piper PA-24 around-the-world flight via Russia from Japan to Alaska and from Estonia across Russia to Japan
- Wrong Way to Australia - Cessna 185 from USA via Black Sea across Russia to Japan
- Czech ultralight to Ural Mountains and to Black Sea
- German Piper PA-46 to Western Siberia and back
- Polish An-2 from Poland to Japan and back
- Numerous Round-The-World flights via Russian Pacific and Siberia (US, Canada, UK, Swiss, Germany, India)
AVGAS MAP OF RUSSIA

MAP DEPICTS AIRPORTS WHERE AVGAS 100LL IS READILY AVAILABLE OR ARRANGED ON REQUEST

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**NEXT STEPS**

**Establishing low level VFR corridors from Pacific FIR boundary to airports:**

- BATNI - UHMD (Provideniya) expected November 2019
- From FIR boundary to UHMA UHMM UHPP UHSS UHWW expected spring 2020

**Low level VFR flights between airports already permitted**

**Further simplification allowing permissions for flights off published ATS routes**

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VFR flights in Russia are permitted for N-registered aircraft

VFR flights in US airspace are totally prohibited for RA-registered aircraft

NOTAM FDC 6/4255 (KFDC A0006/16) allows only IFR flights for Russian aircraft in receipt of and in accordance with FAA routing authorization and FAA/TSA waiver

Prohibition makes impossible flights to Alaska, Canada, mainland USA, Caribbean, South America

FAA is urged to review ban for RA-registered aircraft VFR flights in US airspace

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Thanks for your attention and questions!