

RUSSIA AIRSPACE REORGANIZATION

Effective December 3, 2020, the Russian air traffic service provider introduced a significant restructure of the western part of Russian airspace impacting the following flight information regions (FIR): Moscow FIR, Arkhangelsk FIR, Vologda FIR, Yekaterinburg FIR, Kotlas FIR, Rostov-na-Donu FIR, Samara FIR, St. Petersburg FIR, Syktyvkar FIR and Tyumen FIR.

This restructure includes, but is not limited to, the change from QFE to QNH and the change from meters to feet for altitudes associated with standard instrument departures, standard terminal arrivals and transitions, and instrument approach procedures. This has resulted in significant procedure changes as well as discontinued and newly issued procedures.

This change has created a substantial increase in the volume of aeronautical data that must be processed by navigational database and chart providers. The FAA has become aware that this may impact the completeness and correctness of databases and charts issued by commercial providers as of December 3, 2020. The impact of these changes are expected to continue through the next AIRAC cycle (February 28, 2021) when navigational database/chart providers will have adequate time to publish these changes.

The FAA recommends that operators transiting the affected FIR(s), conducting flights to or from an affected airport, or using an affected airport as an alternate, thoroughly examine any potential impact the airspace reorganization may have on their operations. Recommended actions include but are not limited to:

- Consult the Russian Aeronautical Information Publication at: <http://www.caiga.ru/common/AirInter/validaip/index.htm> to become familiar with the airspace restructure.
- Consult applicable navigation database and chart providers for guidance on impacted products.
- Inform flight crew members about any outdated charts and/or Flight Management System (FMS) databases, including any limitation in accepting procedure clearances.
- Introduce or enhance FMS validation procedures in order to avoid the use of outdated and/or inaccurate charts and FMS procedures.
- Encourage increased emphasis on proper altimeter setting procedures and communications with air traffic control when there is any question as to the cleared route and/or altitude.
- Consider the need for special aircrew briefings before operating in the affected FIR(s) for each airport affected by these changes