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AREA PLANNING
AND
SPECIAL USE AIRSPACE

AP/4A

EASTERN EUROPE AND ASIA

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SPECIAL NOTICES

NEW FLIP FEATURES

NONE

SPECIAL NOTICE

3 OCT 2002

For Preferred IFR Routes, aircrews should check the Central Flow Management Unit, EUROCONTROL, Route Availability Documents (RAD) website at http://www.cfmu.eurocontrol.be/.

SPECIAL NOTICE

3 OCT 2002

The ICAO, FAA or Host Country identification has been added adjacent to each airport name.

INTRODUCTION

GENERAL - AP/4 contains aeronautical data for Eastern Europe and Asia and supplements the data in General Planning (GP), and select data in the Enroute Supplements and Flight Information Handbook (FIH). Refer to Chapter 3 of GP for a complete description of the FLIP Planning document. Textual entries shall have a Source Reference entry following the paragraph or paragraphs to which they apply.

REVISION CYCLE - AP/4 is revised every 48 weeks. The schedule including cutoff and effective dates is listed in GP Chapter 11 paragraph 11-6b.

INTERNET - DAFIF, E-CHUM, Enroute Supplements and Planning Documents are available at http://164.214.2.62/products/digitalaero/index.html

CUSTOMER HELP - For questions concerning this or other NGA products or services, please phone the NGA Operational Help Desk 1-800-455-0899, (314)-263-4864 or DSN 693-4864.

AMENDMENTS - AP/4 is amended by two (2) scheduled Planning Change Notices (PCNs) published 16 and 32 weeks after the effective date of AP/4. Since these PCNs are non-cumulative they must be retained until the new issue of the basic product is received.

NEW OR MODIFIED DATA - A vertical line appearing in the margin identifies data added or modified since publication of the last book.

REVISIONS AND QUALITY REPORTS -

1. Modifications to FLIP fall into three general categories:

   a. REVISIONS - Adding, rearranging content or format, or deleting major blocks or types of information. Examples are:

      (1) Adding new weather service information to Section C of the FIH.

      (2) Rearranging the remarks section of an airport Enroute Supplement entry.

      (3) Deleting obsolete NAVAID information from the Enroute Charts.

   b. CHANGES - Maintaining the currency of existing information in response to operational changes. Examples are:

      (1) Changing airport operating hours in the airport Enroute Supplement entry.

      (2) Adding a newly authorized radio frequency to an Instrument Approach Procedure.

   c. CORRECTIONS - Correcting improperly published information. Examples are:

      (1) Correcting an improperly published course on a Enroute Chart.

      (2) Correcting erroneous information concerning Flight Plans in General Planning.

2. The three types of modifications to FLIP are processed differently by each military service. It is important to adhere to the instructions below to ensure a submitted modification is promptly received, evaluated, approved and implemented.

   a. USAF, ANG, AFRC

      (1) Except for requirement requests to publish changes to Terminal Instrument Procedures [paragraph (2) below] and changes to Military Airspace [paragraph (3) below], all requests for new products, publication of new types of FLIP data, revisions/changes/ corrections and inquiries concerning current FLIP will be in accordance with AFI 11-201 and submitted to AFFSA/XOIA. AFFSA/XOIA is the USAF point of contact responsible for FLIP validation/production/maintenance and will coordinate with NGA, FAA National Flight Data Center (NFDC) and National Aeronautical Charting Office (NACO) on any and all USAF FLIP issues related to requested changes/ maintenance/production. Additionally, AFFSA/XOIA will also process all requests for non-DoD FLIP products in accordance with the NGA Catalog. AFFSA/XOIA is the USAF FLIP Coordinating Committee member responsible for coordinating requirement issues with NGA, Army, and Navy.
The AFFSA/XOIA address is:

AFFSA/XOIA
1535 Command Dr., Suite D-309
Andrews AFB, MD 20762-7002
CONUS - PACIFIC, CARIBBEAN and SOUTH AMERICA C240-857-6721 or DSN 857-6721
OCONUS - EUROPE/ASIA and AFRICA C240-857-6713 or DSN 857-6713
FAX: C240-857-7996 or DSN 857-7996
MSG: AFFSA ANDREWS AFB, MD//XOIA
E-MAIL: affsa.xoia@andrews.af.mil

NOTE: Canary yellow self-addressed AFFSA comment cards (AF FORM 3546) are available at Base Operations/squadrons and AF Form 3546A (electronic) at http://www.e-publishing.af.mil for changes/comments to FLIP products or instrument flying related subjects.

(a) Originators, office of primary responsibility requester (OPRR), will prepare submissions in the appropriate format and perform primary responsibility for maintenance (OPRM) when required.

(b) Originators will ensure submissions are clear, concise, and intelligible to aircrew and flight mission planners.

(c) Originators will identify an expiration date, not to exceed 3 years. Entries not validated/updated within the time frame as stated will be subject to removal.
NOTE: Office of Primary Responsibility (OPRR) is the military department or organization that either establishes or validates the requirement for the entry, and the Office of Primary Responsibility for Maintenance (OPRM) is the organization or document responsible for the currency of the entry.

(Examples):
(SPECS/MIL RAC 7-5) - The OPRR is the NGA product specifications that mandates the need for an entry. The OPRM is the host nation Military AIP document used by NGA to maintain the entry.

(AFFSA/AFFSA XOIA FIL 03-147) - The OPRR is the US Air Force Flight Standards Agency. The OPRM is the AFFSA Instrument Standards/Aeronautical Information Branch. The Flight Information List (FIL) 03-147 identifies calendar year 03. 147 identifies the FIL number.

(2) TERMINAL INSTRUMENT PROCEDURES - All procedural changes, including deletions to USAF procedures in FLIP terminal products and requests for publication of new or deletion of existing non-DoD instrument procedures, will be processed through the appropriate major command TERPS office in accordance with AFMAN 11-230. Procedural changes include changes to fix, radial, bearing, course, track, altitude, minima, obstacles, slaved variation, procedure identification, and operational notes. Non-procedural changes (Special Use Airspace, airport diagram/airport sketch, miscellaneous notes, communication frequencies, etc.) will be submitted to AFFSA/XOIA.

(3) MILITARY AIRSPACE - All military airspace (Special Use Airspace, Military Operations Area, Air Refueling Tracks/Anchors, IFR Low Level Routes, VFR Low Level Routes and Slow Speed Routes) changes/additions/deletions will be processed in accordance with AFI 13-201. All submissions for United States (FAA Controlled Airspace) and Canada must additionally be processed in accordance with FAA Handbook 7610.4 and routed through the USAF Representative (AFREP) at the applicable FAA region. Military airspace changes outside the United States and Canada that have been coordinated/ published in host country Aeronautical Information Publications (AIPs) require no USAF input, NGA St. Louis publishes these changes when received from the host country. All other airspace changes (i.e., Air Refueling Tracks/Anchors, Training Routes and Military Operations Areas) in foreign areas will be submitted to AFFSA/XOIA.

(4) USAFE ONLY: Submissions for the AP2 and AP4, new entries, changes, or deletions will be IAW AFI 11-201, USAFE SUP 1 as described below.

(a) Originators will coordinate submissions with the appropriate NAF-designated wing standardization-evaluation (DOV) office prior to forwarding to AFFSA/XOIA.

(b) An info copy of all submissions will be sent to the Aeronautical Information Liaison Officer (AILO) at: mailto:usafe.ailo@ramstein.af.mil. Submissions will identify an expiration date, not to exceed 1 year and include stan/eval office coordination on submission packages. Entries not validated/updated within the time frame as stated will be subject to removal.

NOTE: For data West of 88° , E, OPR is ENAME Theater; for data East of 88° E, OPR is PAA Theater.

b. USN, USMC

(1) Military airspace (SUA, MOA, AR, IR, VR and SR): All changes for the U.S. (FAA controlled airspace) will be submitted to the Navy Representative at the applicable FAA Region as described in OPNAVINST 3770.2.

(2) Terminal Instrument Procedures: Changes to a USN or USMC instrument approach procedure or standard instrument departure are processed IAW NAVAIR 00-80T-114, NATOPS AIR TRAFFIC CONTROL FACILITIES MANUAL.
Revisions and changes to all other FLIP data will be submitted to:

Department of the Navy
Head, Naval Flight Information Group
Building 176, Suite 301
1339 Patterson Avenue, SE
Washington Navy Yard, DC 20374-5088
DSN: 288-3473/0974 C202-433-3473/0974
FAX: DSN 288-3458 C202-433-3458
E-MAIL: navfltinfogrp@hq.navy.mil

(3) FLIP corrections will be submitted IAW NAVAIR 00-80T-114, NATOPS AIR TRAFFIC CONTROL FACILITIES MANUAL.

c. USA, NG, ARMY RESERVE

(1) Changes, corrections and revisions to FLIP for Europe, Africa and the Middle East (ENAME) and Eastern Europe and Asia (EEA) will be submitted to:

Commander US Army Aeronautical Services Detachment Europe
APO AE 09102
TEL: Heidelberg ETS/DSN 370-8079/6426
FAX: C06221-57-8957 or DSN 370-8957
MSG: CDR USAADE HEIDELBERG GE//MOAS-AD//

(2) Self-addressed official Comment Cards (COMM CARDS) are available in Army Airport Operations for changes, corrections or revisions.

d. USCG

(1) Send all changes, corrections and revisions to:

Commandant (G-OAV)
USCG
2100 Second Street SW
Washington, DC 20593-0001
C202-267-0952
MSG: COMDT COGARD WASHINGTON DC//GOAV//

e. Remaining DoD or non-DoD organizations

(1) Revisions, changes and corrections will be submitted to:

NGA STL/TNXA/L-27
3838 Vogel Road
Arnold, MO 63010-6238
C314-263-4646 or DSN 693-4646
FAX: C314-263-4247 or DSN 693-4247
MSG: NGA ST. LOUIS MO//TNXA//

ARRANGEMENT OF DATA -

1. General - Information applicable to the entire Eastern Europe and Asia theater is published in Chapter 1. Information for each ICAO Region in the theater is published in the subsequent chapters, using a separate chapter for each ICAO Region. The remaining chapters provide miscellaneous data that is of interest to DoD aircrews. Included after AP/4 bound in this volume is AP/4A, Special Use Airspace.

2. ICAO Regional Data - This data is normally presented in three sections, A, B and C. Section A contains supplementary dataapplicable to the entire ICAO Region; Section B contains data for the Flight Information Region (FIR(s)) and Upper Information Region (UIR(s)) within the ICAO Region; and, Section C provides data for the nations within the ICAO Regions. Occasionally, a Section D is added for other significant data.

NOTE: Data for FIRs, UIRs, and Nations are combined wherever possible to reduce duplication. Therefore, refer to the applicable Region within the Table of Contents to determine where the data for each FIR, UIR and Nation is published.

3. ICAO Rules and Procedural Data -

a. Each Theater, ICAO Region, FIR/UIR and National listing always includes at least six entries, i.e.,

(1) Dimensional Units

(2) Visual Flight Rules

(3) Instrument Flight Rules

(4) Altimeter Setting

(5) Position Reporting

(6) Vertical Separation

b. The word "Standard" will be shown under the six mandatory entries when the rules applicable within that area are the same as the worldwide ICAO Rules and Procedures published in Chapters 5 and 6 of General Planning, and, for Position Reporting, the FIH. If the rules or procedures are not standard, the differences are explained.

c. ICAO Rules and Procedures are modified to some degree within each Region. These differences are explained in the six mandatory entries for each Region. The phrase "Same as Regional Procedures" will be shown under FIR/UIR or National procedure entries when in agreement with the regional procedures.

d. ICAO CODES - ICAO, FAA or Host Country identifications are included adjacent to each airport name, i.e., Ramstein AB, GM (ETAR).

4. Additional Entries - Entries may be published to accommodate procedures and notices determined to be of interest to DoD aircrews, i.e., Flight Planning, Clearances, Flight Hazards, Route and Area Restrictions, Supplementary Airport Remarks, Additional Information, Weekend/Seasonal Routes, Preferred Routes, and VOR Receiver Check Points. The "General" entry will explain the area of coverage and include a list of FIRs/UIRs within a country or countries within a FIR/UIR. If any FIR/UIR is not totally charted on FLIP Enroute Charts, then the optional "Description" entry will be added under the individual FIR/UIR or National listing describing the lateral and vertical limits of the uncharted FIR/UIR.

5. Daylight Saving Time - A ++ symbol following Z time effective or operating hours indicates that during periods of daylight saving time, hours will be one hour earlier than shown. Consult the applicable Enroute Supplement for areas and dates daylight saving time is observed.

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b. The following entries will be included under each Theater, Regional, FIR/UIR, and National listing: DIMENSIONAL UNITS, VISUAL FLIGHT RULES, INSTRUMENT FLIGHT RULES, ALTIMETER SETTING, POSITION REPORTING and VERTICAL SEPARATION.

c. The following entries may be included under each Theater, Regional, FIR/UIR, and National listing as required: FLIGHT PLANNING, CLEARANCES, FLIGHT HAZARDS, ROUTE AND AREA RESTRICTIONS, SUPPLEMENTARY AIRPORT REMARKS, ADDITIONAL INFORMATION, PREFERRED ROUTES and VOR RECEIVER CHECK POINTS.

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Chapter 1

THEATER SUPPLEMENTARY NOTICES/PROCEDURES

SECTION A - GENERAL THEATER PROCEDURES/NOTICES

DIMENSIONAL UNITS - Refer to appropriate Flight Information Region/Upper Information Region or National Supplementary Procedures.

VISUAL FLIGHT RULES - Refer to appropriate Regional, Flight Information Region/Upper Information Region or National Supplementary Procedures.

INSTRUMENT FLIGHT RULES - Refer to appropriate Regional, Flight Information Region/Upper Information Region or National Supplementary Procedures.

NOTE: REDUCED VERTICAL SEPARATION MINIMA (RVSM) - For requirements for RVSM in the East Europe and Asia Region see Chapter 2; European Region. For individual country exceptions see Country listings.

ALTIMETER SETTINGS - Refer to appropriate Regional, Flight Information Region/Upper Information Region or National Supplementary Procedures.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Refer to appropriate Flight Information Region/Upper Information Region or National Supplementary Procedures.

1. Aircraft intending to enter the Pacific Region must comply with Pacific Region RSVM Program requirements as detailed in AP 3, Theater Supplementary Notices/Procedures under the VERTICAL SEPARATION entry. State aircraft (DoD included) not approved for RSVM operations must provide advance notification to the appropriate ACC prior to flight. All RSVM requirements and the advanced notification form are published in the AP 3.

NOTE: All DoD FLIP Planning Documents are available from NGA's WWW web site at:
http://164.214.2.62/products/digitalaero/index.html
The Notification Form (Page 1-5, AP 3) downloadable in PDF format is available at this site.

FLIGHT PLANNING

1. For Preferred IFR Routes, aircrews should check the Central Flow Management Unit, EUROCONTROL, Route Availability Documents (RAD) website at http://www.cfmu.eurocontrol.int/rad/.

(FCC/TNXA)

2. All EEA instrument procedures suspended by NOTAM due to a pending revision to DoD FLIP will be annotated on the NOTAM summary as "Not Authorized". This indicates that a major revision to the published procedure has been effected by the host nation/OPR and the currently published procedure is no longer valid. Therefore, any clearance issued by an ATC agency for a procedure so NOTAMed would not be valid for DoD FLIP users.

(- / -)

FLIGHT HAZARDS

1. TRAILING WIRE ANTENNA OPERATIONS - Operation consists of aircraft flying a specified track with a wire antenna (of various lengths) and drogue trailing behind and below the aircraft. All operations are conducted on Instrument Flight Rule Flight Plans and announced by NOTAM.

(USAFE DO/AFFSA)

2. PARACHUTE JUMPING AREAS - Extreme caution must be used when aircraft fly through or participate in parachute jumping activities (Drop Zone). The parachute jumping areas listed in FLIP, are only "considered as a navigational warning". The burden of flight safety is placed on the user of the area rather than other aircraft operating in the area.

(USAFE DO/AFFSA)

3. Caution must be exercised at all times when using LF/MF navigational aids in the European/Mediterranean Region. Extreme frequency congestion exists, coupled with minimum frequency protection. At night, an increased radiation phenomena is experienced which increases the reception range of all LF/MF aids; however, this causes a further deterioration of frequency protection. Exercise extreme caution in the identification and use of radio beacons and radio range stations within Europe, particularly adjacent to ADIZs. It is possible to get positive station identification and have the ADF needles point to an entirely different station due to similar frequencies and greater output of the adjacent station. All radio beacons may be unreliable beyond 25 NM. Aircrews experiencing suspected intentional interference of radio navigational aids report IAW appropriate service directives. Use extreme caution at all times.

(USAFE DO/AFFSA)

SECTION B - WEEKEND/SEASONAL/CONDITIONAL (CDR) ROUTES

GENERAL -

1. WEEKEND/SEASONAL ROUTES

These routes are variously referred to as Seasonal, Weekend, Peak Period, Temporary or Summer routes, and are in effect only during specific hours, days or seasons. They are not depicted on FLIP enroute charts because of their transitory nature and chart congestion.

2. CONDITIONAL (CDRs) ROUTES

a. Conditional Routes (CDRs) complement the permanent ATS network and are published on FLIP enroute charts. The purpose of CDRs is to allow flights to be planned on and to use ATS routes, or portions thereof, that are not always available. CDRs are established through potential areas of temporary segregation identified under the generic term "Temporary Segregated Areas" (TSAs). The conditions for the use of CDRs will

be daily published in national "Airspace Use Plans" (AUPs) and the internationally distributed "Conditional Route Availability Message" (CRAM) by EUROCONTROL-CFMU.

b. CDRs are divided into three different categories according to their foreseen availability, their flight planning potential and the anticipated level of activity of the associated TSA(s). A CDR can be established in one or more of the following categories:

(1) Category One (CDR 1)

(a) Permanently plannable

(b) Available for most of the time

(c) Flights will be planned in the same way as planned for permanent ATS routes.

(d) Any re-routing around associated TSAs will be made on ATC instructions only.

(e) For the calculation of fuel consumption, alternate routes are published.

(2) Category Two (CDR 2)

(a) CDRs are part of pre-defined routing scenarios which respond to specific capacity imbalances.

(b) Flights will be planned only in accordance with conditions daily published in the CRAM.

(3) Category Three (CDR 3)

(a) Not plannable

(b) Usable on ATC instructions as short notice only.

CZECH REPUBLIC
CONDITIONAL ROUTES (CDR)

AIRWAY IDENT	TYPE	FROM	TO	TIME	ALTERNATE ROUTES
			RNAV LOWER ROUTES		
L984	CDR 1	BODAL NCRP 49 28N 15 47E	PADKA NCRP 49 56N 18 17E	H24	M748/W32/T43
M725	CDR 1	HDO VOR-DME	VLM VOR-DME	H24	By ATC
T42	CDR 1	TBV NDB	HLV NDB	H24	By ATC
T46	CDR 1	VLM VOR-DME	ASTUT CRP 48 46N 16 03E	H24	Oneway Southeastbound By ATC
T48	CDR 3	DOMAL NCRP 49 07N 13 14E	LIBSI NCRP 49 48N 14 21E	H24	Oneway Northeastbound
Y444	CDR 1	BULEK NCRP 50 25N 15 04E	HDO VOR-DME	H24	Oneway Northwestbound By ATC
Z33	CDR 1 WEEKEND	VOZ VOR-DME	ADLET CRP 48 34N 14 18E	1300Z Fri-0800Z Mon	L156/M725
Z37	CDR 1 WEEKEND	VEMUT NCRP 49 47N 12 27E	GIMBO NCRP 48 44N 14 47E	1300Z Fri-0500Z Mon	Oneway Southeastbound By ATC
			RNAV UPPER ROUTES		
UT48	CDR 3	DOMAL NCRP	LIBSI NCRP	H24	Oneway Northeastbound

POLAND

CONDITIONAL ROUTES (CDR)

CDR 1 - Available every weekend from Friday 2000Z++ to Monday 0600Z++ and on holidays from 2000Z++ of the preceding day to 0600Z++ the day after the holiday.

CDR 2 - Available in accordance to conditions published daily within national "Airspace Use Plan" (AUP) and CRAM message.

CDR 3 - Available only after obtaining clearance from an appropriate ATC unit. All CDR's of category CDR 1 and CDR 2 beyond period of their time availability become automatically CDR's of category CDR 3, which may NOT be inserted into flight plans.

AIRWAY IDENT	TYPE	FROM	TO
		LOWER ROUTES	
B56	CDR 1, 2, 3	LOBSU CRP	CHO NDB
B61	CDR 1, 2, 3	DRE VOR-DME	DODEK CRP
B102	CDR 1, 2, 3	SIE VOR-DME	MOTKA CRP
G9	CDR 1, 2, 3	LDZ VOR-DME	SUW VOR-DME
H6	CDR 1, 2, 3	TRZ VOR-DME	PRASK CRP
H92	CDR 1, 2, 3	DW NDB	WAR VOR-DME
H93	CDR 1, 2, 3	DW NDB	MRA VOR-DME
H97	CDR 1, 2, 3	POKEN CRP	DIRSO NCRP
R232	CDR 1, 2, 3	SUI VOR-DME	ALABA NCRP
R236	CDR 1, 2, 3	CZE VOR-DME	MYSKO NCRP
V700	CDR 1, 2, 3	WAR VOR-DME	BULEP NCRP
		LOWER RNAV ROUTES	
L623	CDR 1, 2, 3	CZE VOR-DME	LENOV CRP
L980	CDR 1, 2, 3	LDZ VOR-DME	USTIL CRP
L981	CDR 1, 2, 3	CZE VOR-DME	JED VOR-DME
L999	CDR 1, 2, 3	JAB VOR-DME	TOSPO CRP
M857	CDR 1, 2, 3	PODAN CRP	SIE VOR-DME
M863	CDR 1, 2, 3	WAR VOR-DME	RUDKA CRP
M977	CDR 1, 2, 3	SUW VOR-DME	DIBED CRP
M984	CDR 1, 2, 3	JED VOR-DME	ABERA CRP
M985	CDR 1, 2, 3	LIN VOR-DME	SUW VOR-DME
M994	CDR 1, 2, 3	DRE VOR-DME	KMI VOR
N191	CDR 1, 2, 3	LIN VOR-DME	USTIL CRP
N871	CDR 1, 2, 3	WAR VOR-DME	SUW VOR-DME
N983	CDR 1, 2, 3	REDFI CRP	DIBED CRP
P31	CDR 1, 2, 3	TRB NCRP	SUI VOR-DME
P733	CDR 1, 2, 3	IVMAN CRP	OKX VOR-DME
P851	CDR 1, 2, 3	DODEK NCRP	DRE VOR-DME
P861	CDR 1, 2, 3	RANOK CRP	KRT VOR-DME
T702	CDR 1, 2, 3	GRU VOR-DME	ALUKA CRP
T708	CDR 1, 2, 3	TRZ VOR-DME	PRASK CRP
Z491	CDR 1, 2, 3	POKEN CRP	DIRSO NCRP

AIRWAY IDENT	TYPE	FROM	TO
		UPPER RNAV ROUTES	
UL623	CDR 1, 2, 3	CZE VOR-DME	LENOV CRP
UL979	CDR 1, 2, 3	KELOD CRP	ENOBI CRP
UL981	CDR 1, 2, 3	CZE VOR-DME	JED VOR-DME
UM994	CDR 1, 2, 3	DRE VOR-DME	KMI VOR
UN983	CDR 1, 2, 3	REDFI CRP	DIBED NCRP
UP31	CDR 1, 2, 3	TRB VOR	SUI VOR-DME
UP733	CDR 1, 2, 3	IVMAN CRP	OKX VOR-DME
UP851	CDR 1, 2, 3	DODEK NCRP	DRE VOR-DME
UP861	CDR 1, 2, 3	RANOK CRP	KRT VOR-DME
UT702	CDR 1, 2, 3	GRU VOR-DME	SUDOL CRP
UT704	CDR 1, 2, 3	LOBSU CRP	BOKSU CRP
UT708	CDR 1, 2, 3	TRZ VOR-DME	PRASK CRP

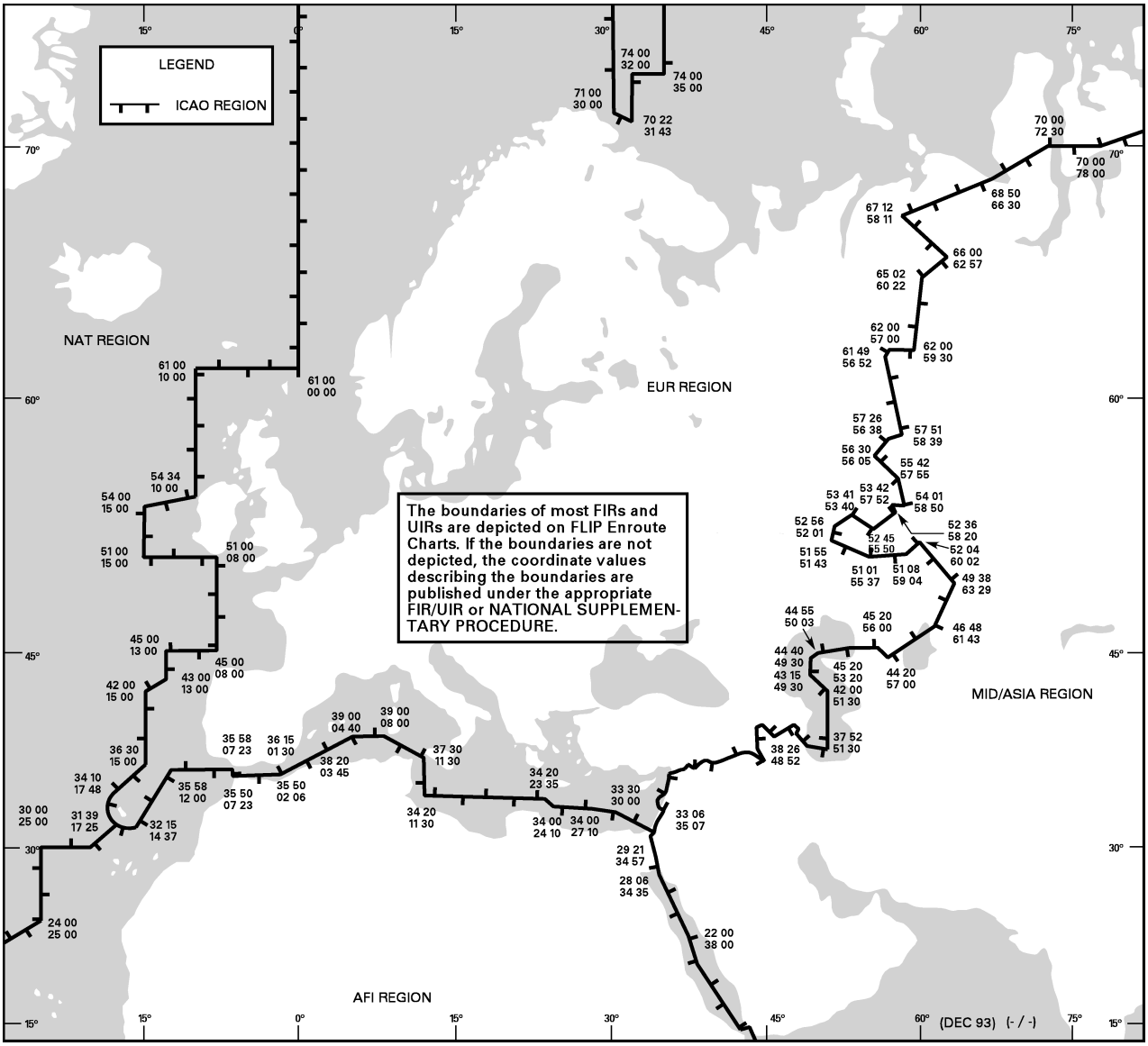
SLOVAKIA

CONDITIONAL ROUTES (CDR)

AIRWAY IDENT	TYPE	FROM	TO	TIME	ALTERNATE ROUTES
B45	CDR 3	SLC VOR-DME	BALAP CRP N48°04′ E19°15	H24	A4 or B7
M985	CDR3	OKR NDB	JAB03 N49°27′ E19°37′	H24	One way Northeastbound R23

Chapter 2

EUROPEAN REGION



EUROPEAN (EUR) REGION

NOTE: Flight Information Region/Upper Information Region and Country listings herein are limited to the area of coverage of the associated FLIP Enroute Chart Series (EEA). For other Flight Information Regions/Upper Information Regions, and countries of this region refer to AP/2, Chapter 4, and AP/3, Chapter 3.

SECTION A - REGIONAL SUPPLEMENTARY PROCEDURES

DIMENSIONAL UNITS - Refer to appropriate Flight Information Regions/Upper Information Regions or National Supplementary Procedures.

VISUAL FLIGHT RULES - Standard, except as stated under Instrument Flight Rules below.

INSTRUMENT FLIGHT RULES - Standard except:

1. RNAV - In the EUR Region, two levels of navigational accuracy have been established.

(SPEC/ICAO DOC 7754 1-3.3)

a. European Region "Basic RNAV" equipment has a track-keeping performance of plus or minus 9.3 km (5 NM) for 95 percent of the flight.

b. European Region "Precision RNAV" has a track-keeping performance of plus or minus .93 km (.5 NM).

2. REDUCED VERTICAL SEPARATION MINIMA (RVSM) - For individual country exceptions see country listings.
(TFMWGE-E/ICAO 7030/4, EUROCONTROL AIC 4/01)

a. EUROPEAN RVSM REQUIREMENTS - GENERAL. Effective 24 January 2002, the following requirements will apply within the European RVSM airspace:

(1) Flights shall be conducted in accordance with instrument flight rules (IFR) when operated within or above the EUR RVSM airspace.

(2) Except for operations within the EUR RVSM transition airspace, and within airspace designated for the purpose of transitioning non-RVSM approved aircraft operating to and from the North Atlantic Region, only RVSM approved aircraft and non-RVSM approved State aircraft shall be issued an ATC clearance into the EUR RVSM airspace.

(3) ATC clearance into the EUR RVSM airspace shall not be issued to formation flights of civil aircraft.

(4) Operators shall ensure that any change to the RVSM approval status of a flight resulting from a change of aircraft or flight crew is addressed to the EUROCONTROL CFMU IFPS in the form of a modification (CHG) or a Cancellation (CNL) message, as appropriate.

(5) All operators filing repetitive flight plans (RPL) shall include in Item Q of the repetitive flight plan all equipment and capability information in conformity with Item 10 of the ICAO flight plan form. In preparation for the implementation of EUR RVSM on 24 January 2002, operators shall ensure that their repetitive flight plans are reviewed in accordance with the EUR RVSM flight planning requirements.

NOTE: It is essential that repetitive flight plan (RPL) files, New Lists (NLST) and Revised Lists (RLST) are coordinated in time to allow processing by the EUROCONTROL CFMU IFPS and all ATS units within EUR RVSM airspace located outside the CFMU IFPS Zone.

(6) Operators shall ensure that flight plans for aircraft intending to operate within EUR RVSM airspace from FIR/UIR located outside the CFMU IFPS Zone are also addressed to all appropriate ATS units concerned with the provision of air traffic services to that aircraft. The flight plans for these aircraft shall be completed in accordance with the flight planning requirements for EUR RVSM, as described in this Aeronautical Information Circular. Operators shall also ensure that any change to the RVSM approval status of a flight due to a change of aircraft or flight crew is addressed to all appropriate ATS units located outside the CFMU IFPS Zone, in the form of a modification (CHG) or a Cancellation (CNL) message, as applicable.

NOTE 1: In order to ensure operational consistency between the flight plan data distributed within the IFPS Zone and flight plan data distributed outside, it is strongly recommended to use the IFPS Re-addressing Function. Details on the IFPS Re-addressing Function can be found in the IFPS Users Manual that is available on the CFMU website (www.cfmu.eurocontrol.int).

NOTE 2: The EUR RVSM airspace is not co-incident with the CFMU IFPS Zone. Full IFPS checking and flight plan distribution will therefore not be applied within the Flight Information Regions/Upper Flight Information Regions of those States located outside the CFMU IFPS Zone. However, RVSM entry/exit conditions and EUR RVSM airspace penetration will be checked for the entire EUR RVSM airspace.

b. Flight Planning Requirements for RVSM Approved State Aircraft. Effective 24 January 2002, the following flight planning requirements will apply to operators of RVSM approved State aircraft intending to conduct flights within the European RVSM airspace:

(1) In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the ICAO flight plan form.

(2) Operators of RVSM approved State aircraft shall indicate the approval status by inserting the letter W in Item 10 of the ICAO flight plan form regardless of the requested flight level, except that operators of formation flights of State aircraft shall not insert the letter W in Item 10 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned.

(3) Operators of formation flights of State aircraft intending to operate within the EUR RVSM airspace as General Air Traffic (GAT) shall include STS/NONRVSM in Item 18 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned.

(4) Operators of RVSM approved State aircraft intending to operate within the EUR RVSM airspace shall include the following in Item 15 of the ICAO flight plan form:

(a) The entry point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point; and

(b) the exit point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

The following table illustrates the flight planning requirements for RVSM approved State aircraft:

RVSM Approved State Aircraft	Flight Planning Requirements for European RVSM
In addition to military operations, operators of customs or police aircraft.	Insert the letter **M** in **Item 8** of the ICAO flight plan form.
Operators of RVSM approved State aircraft (except for formation flights of State aircraft).	Insert the letter **W** in **Item 10** of the ICAO flight plan form, regardless of the requested flight level.
Operators of formation flights of State aircraft.	Do **not** insert the letter **W** in **Item 10** of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned.
Operators of formation flights of State aircraft intending to operate within the EUR RVSM airspace as General Air Traffic (GAT).	Insert **STS/NONRVSM** in **Item 18** of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned.
Operators of RVSM approved State aircraft intending to operate within the EUR RVSM airspace.	Insert the following in **Item 15** of the ICAO flight plan form: - the **entry point at the lateral limits** of the EUR RVSM airspace and the **requested flight level** for that portion of the route commencing immediately after the RVSM entry point; and - the **exit point at the lateral limits** of the EUR RVSM airspace and the **requested flight level** for that portion of the route commencing immediately after the RVSM exit point.

c. Flight Planning Requirements for Non-RVSM Approved State Aircraft. Effective 24 January 2002, the following flight planning requirements will apply to operators of non-RVSM approved State aircraft intending to conduct flights within the European RVSM airspace:

(1) In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the ICAO flight plan form.

NOTE: Operators of non-RVSM approved State aircraft shall not insert the letter W in Item 10 of the ICAO flight plan form.

(2) Operators of non-RVSM approved State aircraft with a requested flight level of FL 290 or above shall insert STS/NONRVSM in Item 18 of the ICAO flight plan form.

(3) Operators of formation flights of State aircraft shall not insert the letter W in Item 10 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned. Operators of formation flights of State aircraft intending to operate within the EUR RVSM airspace as General Air Traffic (GAT) shall include STS/NONRVSM in Item 18 of the ICAO flight plan form.

(4) Operators of non-RVSM approved State aircraft intending to operate within the EUR RVSM airspace shall include the following in Item 15 of the ICAO flight plan form:

(a) The entry point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point; and

(b) the exit point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

The following table illustrates the flight planning requirements for non-RVSM approved State aircraft:

Non-RVSM Approved State Aircraft	Flight Planning Requirements for European RVSM
In addition to military operations, operators of customs or police aircraft.	Insert the letter **M** in **Item 8** of the ICAO flight plan form.
NOTE: Operators of non-RVSM approved State aircraft shall **not** insert the letter W in Item 10 of the ICAO flight plan form.	
Operators of non-RVSM approved State aircraft with a requested flight level of FL 290 or above.	Insert **STS/NONRVSM** in **Item 18** of the ICAO flight plan form.
Operators of formation flights of State aircraft.	Do **not** insert the letter **W** in **Item 10** of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned.
Operators of formation flights of State aircraft intending to operate within the EUR RVSM airspace as General Air Traffic (GAT).	Insert **STS/NONRVSM** in **Item 18** of the ICAO flight plan form.
Operators of non-RVSM approved State aircraft intending to operate within the EUR RVSM airspace.	Insert the following in **Item 15** of the ICAO flight plan form: - the **entry point at the lateral limits** of the EUR RVSM airspace and the **requested flight level** for that portion of the route commencing immediately after the RVSM entry point; and - the **exit point at the lateral limits** of the EUR RVSM airspace and the **requested flight level** for that portion of the route commencing immediately after the RVSM exit point.

d. Definitions and Descriptions.

(1) European (EUR) RVSM airspace: RVSM shall be applicable in that volume of airspace between flight levels 290 and 410 inclusive in the following Flight Information Regions (FIR)/Upper Flight Information Regions (UIR):

(a) Amsterdam, Ankara, Athinai, Barcelona, Beograd, Berlin, Bodo, Bratislava, Bremen, Brest, Brindisi, Bruxelles, Bucuresti, Budapest, Dusseldorf, France, Frankfurt, Hannover, Istanbul, Kaliningrad, Kishinau, Kobenhavn, Lisboa, Ljubljana, London, Madrid, Malmo, Malta, Milano, Minsk*, Munchen, Nicosia, Oslo, Praha, Rhein, Riga, Roma, Rovaniemi, Sarajevo, Scottish, Shannon, Skopje, Sofia, Stavanger, Stockholm,

Sundsvall, Switzerland, Tallinn, Tampere, Tirana, Trondheim, Varna, Vilnius, Warszawa, Wien, Zagreb.

* Minsk is expected to implement RVSM on 24 January 2002, subject to approval by ICAO.

(2) RVSM shall also be applicable in either all, or part of, that volume of airspace between flight levels 290 and 410 inclusive in the following Flight Information Regions/Upper Flight Information Regions: Canaries (ICAO AFI Region), Casablanca, Lvov, Odesa, Simferopol, Tunis.

(3) EUR RVSM transition airspace: Transition tasks associated with the application of a 300 m (1000 ft) vertical separation minimum within the European RVSM airspace shall be carried out in all, or parts of, the following Flight Information Regions/Upper Flight Information Regions: Ankara, Athinai, Barcelona, Bodo, Canaries (ICAO AFI Region), Casablanca, France, Kishinau, Lvov, Madrid, Malta, Minsk, Nicosia, Odesa, Riga, Rovaniemi, Simferopol, Tallinn, Tampere, Tunis.

(4) EUR/North Atlantic (NAT) Interface: In addition to the European RVSM transition airspace, the State authorities responsible for the following Flight Information Regions may establish designated airspace within their Flight Information Regions for the purpose of transitioning non-RVSM approved aircraft operating to/from the North Atlantic Region: Bodo (Domestic), Brest, Lisboa, London, Madrid, Scottish, Shannon, Stavanger, Trondheim.

(5) RVSM Entry Point: The first reporting point over which an aircraft passes or is expected to pass immediately before, upon, or immediately after initial entry into EUR RVSM airspace, normally the first reference point for applying a 300 m (1000 ft) vertical separation minimum between RVSM approved aircraft.

(6) RVSM Exit Point: The last reporting point over which an aircraft passes or is expected to pass immediately before, upon, or immediately after leaving EUR RVSM airspace, normally the last reference point for applying a 300 m (1000 ft) vertical separation minimum between RVSM approved aircraft.

e. States participating in the European RVSM Program

Albania	France	Norway
Austria	Germany	Poland
Belarus*	Greece	Portugal
Belgium	Hungary	Romania
Bosnia and Herzegovnia	Ireland	Slovak Republic
Bulgaria	Italy	Slovenia
Croatia	Latvia	Spain
Cyrpus	Lithuania	Sweden
Czech Republic	Luxembourg	Switzerland
Denmark	Malta	Tunisia
Estonia	Moldova	Turkey
Federal Republic of Yugoslavia	Monaco	Ukraine
Finland	Morocco	United Kingdom
The Former Yugoslav Republic of Macedonia	The Netherlands	

* Belarus is not participating in the European RVSM Program but is expected to implement RVSM on 24 January 2002, subject to approval by ICAO.

3. For USAF Only: Enhanced Traffic Collision Avoidance System (E-TCAS) - See Country listings for any requirements or restrictions that may apply when E-TCAS equipped aircraft fly within an individual country's airspace.

(USAFE-DOV/USAF FIL 01-62)

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard except:

1. Position reports should contain only the aircraft identification, position, time, and flight level unless otherwise specified.

(SPEC/ICAO DOC 7030/4 EUR/RAC 3.2.1)

2. In defined portions of the airspace, designated by the appropriate ATS authority, where, through SSR, individual identity and verified Mode C information are permanently available in the form of labels associated with the radar position of the aircraft concerned and reliable air-ground communications coverage and direct pilot-to-controller communications exist, the initial call after changing a radio frequency may contain only the aircraft identification and level and subsequently any position report may contain only aircraft identification, position and time.

(SPEC/ICAO DOC 7030/4 EUR/RAC 3.2.1)

3. For all flights over mountainous or sparsely populated areas, including sea areas, aircraft equipped with suitable two-way radio communications shall report during the period twenty of forty minutes following the time of last contact, whatever the purpose of such contact, merely to indicate that the flight is progressing according to plan. The above report will consist of aircraft identification and the words "Operations normal".

(SPEC/ICAO DOC 7030/4 EUR/RAC 12.2.1,
ICAO DOC 4444, VI 2.1.2)

VERTICAL SEPARATION - Refer to appropriate Flight Information Region/Upper Information Region or National Supplementary Procedures.

FLIGHT PLANNING

1. EUROPEAN AIR TRAFFIC FLOW MANAGEMENT

(ICAO DOC 7030/4, EUR/RAC-14)

a. Control of Air Traffic Flow -

(1) The procedure for the use of flow control is limited to the following three possibilities:

(a) Specification of an acceptance rate of traffic along a specified ATS route or from special areas.

(b) Temporary restriction to specific flight levels along selected ATS routes.

(c) Establishment of temporary obligatory one-way routings.

(2) The ATC unit imposing flow control will do so by message 30 minutes prior.

(SPEC/ICAO DOC 7030/4 EUR/RAC-13.4)

b. The Traffic Orientation Scheme (TOS) - See AP/2.

2. On 1 Jan 2001, IAW ICAO guidance and host nation air laws, VOR/ILS receiver specifications change to guard against FM broadcast interference. Guidance for carriage of this equipment and any exceptions for military (state) aircraft will be promulgated by individual country. Aircrews should review

NOTAMS and individual state entries in the AP/4 for specific rules and regulations regarding FM immunity equipment requirements. Aircrews should check through service channels to ensure equipment is compliant.

(TFMWG-E 00-0335)

CLEARANCES

1. COMMUNICATIONS FAILURE DEPARTURE PROCEDURES (SPEC/ICAO DOC 7030/4 EUR/RAC 4.1)

a. A departing controlled Instrument Flight Rule flight operating in IMC, having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the current Flight Plan for the enroute phase of flight, and experiencing two-way radio communications failure should, if no time limit or geographical limit was included in the climb clearance, maintain for a period of three minutes the level to which it was cleared and then continue its flight IAW the current Flight Plan.

NOTE: The level specified in the current Flight Plan means the level contained in the enroute ATC clearance acknowledged by the pilot.

b. A departing controlled Instrument Flight Rule flight being vectored by radar away from the route specified in its current Flight Plan and experiencing two-way radio communications failure should proceed in the most direct manner to the route specified in the current Flight Plan.

2. PROCEDURES FOR ALTITUDE RESERVATIONS - Flights of two or more aircraft transiting European airspace may be required to be on an Altitude Reservation.

(SPEC/USAFE DO/AFFSA)

a. For further information see USAFE REG 55-100.

ADDITIONAL INFORMATION

1. SECONDARY SURVEILLANCE RADAR (SSR) (USAFE DO/ICAO DOC 8168, VOL 1, PART VIII)

a. When an aircraft carries a serviceable transponder, the pilot shall operate the transponder at all times during flight.

b. Except in cases of emergency, radio communications failure or unlawful interference, the pilot shall:

(1) Operate the transponder, modes and codes as directed by ATC; or

(2) In the absence of ATC directions, operate the transponder on Mode 3/A, Code 2000.

c. When the aircraft carries serviceable Mode C equipment, the pilot shall continuously operate this mode unless otherwise directed by ATC.

SECTION B - FIR/UIR SUPPLEMENTARY PROCEDURES

NOTE: Listing of Flight Information Regions/Upper Information Regions is limited to publication areas of coverage.

AKTYUBINSK FIR

GENERAL - This region is administered by Kazakhstan but includes some Russian airspace.

(SPEC/RAC 3-1.1)

DIMENSIONAL UNITS - Primary International System of Units (SI) except that the altimeter setting is given in millibars and wind speed may be in meters per second.

(SPEC/GEN 1-11)

VISUAL FLIGHT RULES - See AP/4 Chapter 2, Kazakhstan.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 2, Kazakhstan.

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

URALSK FIR

GENERAL - This region is administered by Kazakhstan but contains some Russian airspace.

(SPEC/RAC 3-1.13)

DIMENSIONAL UNITS - Primary International System of Units (SI) except that the altimeter setting is given in millibars and wind speed may be in meters per second.

(SPEC/GEN 1-11)

VISUAL FLIGHT RULES - See AP 4 Chapter 1.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 1.

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

VILNIUS FIR

GENERAL - This entry includes the airspace of Lithuania.

(SPEC/AIC A04)

DIMENSIONAL UNITS - Primary International System of Units (SI) except that the altimeter setting is given in millibars and wind speed may be in meters per second.

(SPEC/GEN 1-11)

VISUAL FLIGHT RULES - See AP/4 Chapter 1.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 1.

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

YEREVAN FIR

GENERAL - This entry includes the airspace of Armenia and Azerbaijan.

(SPEC/RAC 3-1.4)

DIMENSIONAL UNITS - Primary International System of Units (SI) except that the altimeter setting is given in millibars and wind speed may be in meters per second.

(SPEC/GEN 1-11)

VISUAL FLIGHT RULES - See AP/4 Chapter 2, Russia.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 2, Russia.

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

SECTION C - NATIONAL SUPPLEMENTARY PROCEDURES

NOTE: Listing of countries is limited to publication area of coverage.

ARMENIA

GENERAL - Armenia administers and lies within the YEREVAN Flight Information Region.

(SPEC/RAC 3-1.4)

DIMENSIONAL UNITS - See AP/4 Chapter 2, Russia.

VISUAL FLIGHT RULES - See AP/4 Chapter 2, Russia.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 1.

1. FM Immunity - The following FM immunity policy has been issued by the General Department of Civil Aviation (GDCA) for the Government of the Republic of Armenia;

a. ENROUTE - Suitably equipped and certified state aircraft that meet RNP 5 navigation currency without the use of VOR are allowed unrestricted access.

b. TERMINAL - All international airports of Armenia are NDB or LOM, LMM capable. NDB approaches recommended since effective application of the Generic Method cannot, repeat cannot be guaranteed.

(TFMWG-E/USA01-0161)

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular. In accordance with ICAO standards - See Table:

NOTE: In conducting radio communication, heights below transition shall be given in absolute values (meters), and on transition level and above, in Flight Levels (FL) in feet.

000°-179°		180°-359°	
F	meters	meters	FL
30	900	1200	40
50	1500	1850	60
70	2150	2450	80
90	2750	3050	100
110	3350	3650	120
130	3950	4250	140
150	4550	4900	160
170	5200	5500	180
190	5800	6100	200
210	6400	6700	220
230	7000	7300	240
250	7600	7900	260
270	8250	8550	280
290	8850	9450	310
330	10050	10650	350
370	11300	11900	390
410	12500	13100	430
450	13700	14350	470
490	14950	15550	510

ROUTE AND AREA RESTRICTIONS

1. See AP/4 Chapter 1.

2. AIRWAYS

a. R-11. Acft should establish radio contact with TEHRAN CONTROL before crossing N39°41.8′ E45°34.4′. If no contact hold over N39°41.8′ E45°34.4′ right turns, check position by NDB WAK (N39°40.5′ E45°28.3′) 19,600′-39,700′.

(SPEC/NOTAM A1467/96)

ADDITIONAL INFORMATION

1. HOLIDAYS

(SPEC/AIC 12/01)

(Names of holidays not specified.)

1-2 Jan
6 Jan
28 May
21 Sep
31 Dec

AZERBAIJAN

GENERAL - This entry includes BAKU Flight Information Region which approximates the main country boundary of Azerbaijan. Refer to YEREVAN Flight Information Region for the non-contiguous western segment of Azerbaijan.

(SPEC/RS RAC 3-4.4)

DIMENSIONAL UNITS - See AP/4 Chapter 2, Russia.

VISUAL FLIGHT RULES - See AP/4 Chapter 2, Russia.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 2, Russia.

1. FM Immunity - The government of the Republic of Azerbaijan grants waiver for non-FM immune U.S. State aircraft

to operate in Azerbaijani airspace beyond 1 Jan 01 under the following conditions:

a. ENROUTE - The U.S. State aircraft capable of meeting RNP-5 with other (than VOR) navigation systems. TACAN only equipped aircraft are authorized to use TACAN or VORTAC navigation systems in place of VOR.

b. TERMINAL - Azerbaijan will continue the application of the Generic Analysis Method for BINA and BAKU airports until Dec 2004.

(TFMWG-E/USA01-0162)

c. Permission is recorded in the Ministry of Foreign Affairs diplomatic note NBR N-1996-DPI, dated 29 Dec 00.

(SPEC/USDAO BAKU)

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

MAGNETIC TRACK											
From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Altitude			Altitude			Altitude			Altitude		
FL	Meters	Feet	FL	Meters	Feet	FL	Meters	Feet	FL	Meters	Feet
-90			-	-	-	0			-	-	-
10	300	1000	-	-	-	20	600	2000	-	-	-
30	900	3000	35	1050	3500	40	1200	4000	45	1350	4500
50	1500	5000	55	1700	5500	60	1850	6000	65	2000	6500
70	2150	7000	75	2300	7500	80	2450	8000	85	2600	8500
90	2750	9000	95	2900	9500	100	3050	10000	105	3200	10500
110	3350	11000	115	3500	11500	120	3650	12000	125	3800	12500
130	3950	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	155	4700	15500	160	4900	16000	165	5050	16500
170	5200	17000	175	5350	17500	180	5500	18000	185	5650	18500
190	5800	19000	195	5950	19500	200	6100	20000	205	6250	205000
210	6400	21000	215	6550	21500	220	6700	22000	225	6850	22500
230	7000	23000	235	7150	23500	240	7300	24000	245	7450	24500
250	7600	25000	255	7750	25500	260	7900	26000	265	8100	26500
270	8250	27000	275	8400	27500	280	8550	28000	285	8700	28500
290	8850	29000	300	9150	30000	310	9450	31000	320	9750	32000
330	10050	33000	340	10350	34000	350	10650	35000	360	10950	36000
370	11300	37000	380	11600	38000	390	11900	39000	400	12200	40000
410	12500	41000	420	12800	42000	430	13100	43000	440	13400	44000
450	13700	45000	460	14000	46000	470	14350	47000	480	14650	48000
490	14950	49000	500	15250	50000	510	15550	51000	520	15850	52000
etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.

ROUTE AND AREA RESTRICTIONS

1. See AP/4 Chapter 1.

2. The NAGORNO-KARABAKH region of Azerbaijan is off limits to all U.S. Government aircraft by order of the Ambassador.

3. Follow Instrument Flight Rules.

(SPEC/DoD FCG EUROPE, ICN 948A)

ADDITIONAL INFORMATION

1. HOLIDAYS

(SPEC/AIC 12/01)

New Year	1 Jan
National Mourning Day	20 Jan
Woman's Day	8 Mar
Novruz Bairami	20, 21Mar
Victory Day	9 May
The Day of Republic	28 May
National Salvation Day	15 Jun
National Army Day	26 Jun
Independent Statehood Day	18 Oct
Constitution Day	12 Nov
National Revival Day	17 Nov
Azerbaijan People Solidarity Day	31 Dec

NOTE: Ramazan Bayrami and Gurban Bayrumi have no fixed celebration day.

BELARUS

GENERAL - This entry includes MINSK Flight Information Region, which approximates the country boundary of Belarus.
(SPEC/ENR 2.2.2-1)

DIMENSIONAL UNITS - See AP/4 Chapter 2, Russia.

VISUAL FLIGHT RULES - See AP/4 Chapter 2, Russia.

1. VFR flights operated as Gerneral Air Traffic and applied in Classes C, D, and E airspace are allowed: below FL 195, between FL 195 and FL 285 - only when appropriate permission by competent ATS authorities obtained and within special zones, and above FL 285 - only within special zones. VFR flights are not allowed in RVSM airspace.
(SPEC/AIC 14/03)

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 2, Russia.

1. FM Immunity - Effective 01 Jan 01, ICAO Annex 10 FM Immunity requirements are implemented.
(USAASDE/02-0146)

2. The airspace of the Republic of Belarus is divided into the lower and upper airspace and is controlled. The limit between the lower and upper airspace is FL 245 which relates to the upper airspace.
(SPEC/ENR 1.7.2.2-1)

ALTIMETER SETTING PROCEDURES - Standard and as noted.

1. Flights operated below transition level shall be carried out at heights (QFE) given in meters, and flights operated at transition level or above shall be carried out at flight levels (QNE).
(SPEC/ENR 1.7.2.2-1)

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular and as noted.

1. The airspace of the Republic of Belarus within Minsk FIR between FL 290 and FL 410 inclusive is the European RSVM transition airspace.
(SPEC/ENR 1.7.2.2-1)

FLIGHT PLANNING - Effective 30 October 2003 the flight plan of all aircraft requiring the provision of a GAT air traffic service above FL 245 will be rejected if not equipped with radios compatible with 8.33 kHz channel spacing.

ROUTE AND AREA RESTRICTIONS

Rates of climb or descent to the cleared FL shall be not less than 500 ft/min or 2.5 m/s, unless otherwise instructed by ATS.

1. RULES AND PROCEDURES FOR CROSSING THE BELARUS STATE BORDER.

a. CROSSING OF BELARUS/POLAND FIR BOUNDARIES. Cross the FIR boundary at AWY L/UL 999 CRP TOSPO; P/UP 851 CRP MOTKA; UM 984 CRP ABERO; UM 863 and N/UN 869 CRP RUDKA; UT 711 CRP GORAT L/UL 979 CRP ENOBI; L/UL 32 CRP SOTET at ICAO flight levels.
(SPEC/ENR 1.7.2.6-1)

b. CROSSING OF BELARUS/LITHUANIA FIR BOUNDARIES. Cross the FIR boundary at AWY M/UM 996 and L/UL 735 CRP DUKAT; N/UN 858 and UR 245 CRP LAVAR; N/UN623, L/UL 736, and M/UM 998 CRP PODIL; M/UM 865 CRP BATKU; N/UN 616 CRP TUMKI at ICAO flight levels.
(SPEC/ENR 1.7.2.6-1)

c. CROSSING OF BELARUS/LATVIA FIR BOUNDARIES. Cross the FIR boundary at AWY M/UM 854, P/UP 727, and UA 68 CRP DUBIN at ICAO flight levels.

d. CROSSING THE BELARUS/UKRAINE (LVOV ACC) FIR BOUNDARIES. Cross the FIR boundary at AWY P/UP 727 CRP DIBRO; A/UA 260 CRP ANIRI; N/UN 616 CRP MOKRO at ICAO flight levels.
(SPEC/ENR 1.7.2.6-1)

e. CROSSING THE BELARUS/UKRAINE (KIEV ACC) FIR BOUNDARIES. Cross the FIR boundary at AWY M/UM 854 CRP ABROK; L/UL 33 and G/UG 38 CRP BORAT; A/UA 68 CRP LAKTA; P/UP 851 and L/UL 32 CRP KIBER; M/UM 996, N/UN 623, M/UM 856, and B8 CRP LOVIK as follows:
- ABROK at ICAO westbound flight levels (FL 260-FL 360)
- KIBER at ICAO westbound flight levels (FL 180-FL 280, FL 320, FL 340, FL 380, FL 430)
- LAKTA at ICAO westbound flight levels (FL 100-FL 280, FL 300, FL 360, FL 400)
- BORAT at ICAO eastbound flight levels (FL 70-FL 290, FL 30, FL 70, FL 410, FL 450)
- LOVIK at ICAO eastbound flight levels (FL 190, FL 210, FL 270, FL 290, FL 330, FL 370, FL 410)
- LOVIK on M/UM 856 and B8 at ICAO westbound flight levels (FL 100-FL 280, FL 310, FL 350, FL 390)
(SPEC/ENR 1.7.2.6-1)

f. CROSSING THE BELARUS/RUSSIA FIR BOUNDARIES. Cross the FIR boundary at AWY M/UM 856 and B8 CRP OLAGO; N/UN 858 CRP RATIN; L/UL 736, UR 245, L/UL 735, L/UL 979, M/UM 863, and B/UB 102 CRP BAEVO; R/UR 228 CRP MABIR at flight levels established for flights in the airspace of Russia. Change of flight level shall be carried out by ATC controller's instructions in Minsk FIR as follows:
- for westbound flights - after crossing the FIR boundary
- for eastbound flights - before crossing the FIR boundary

When changing the metric system of separation to ICAO cruising levels FL 280-FL 410 and vice versa, the vertical interval from 300 to 500 meters shall be provided between aircraft.

g. CROSSING THE BELARUS/TAJIKISTAN FIR BOUNDARY. Transfer of control point between Dushanbe ACC and Lachor ACC is CRP PADDY 9N3628.0 E07138.0) on AWY G500.
(SPEC/ENR 1.7.2.6-2)

2. Airways - Where vertical limits are described below, single altitudes are hard altitudes.

L/UL 736 - Vertical limits between PODIL CRP and KOSAN CRP are FL 210-FL 430.
(SPEC/ENR 3.2.2-13)

UM 854 - Vertical limits between DUBIN CRP and KUBIN CRP are FL 100-FL 200.
(SPEC/ENR 3.2.2-18)

M/UM 865 - Vertical limits between BATKU CRP and KODON CRP are FL 110-FL 430.

(SPEC/ENR 3.2.2-22)

M/UM 998 - Vertical limits between PODIL CRP and VALTA CRP are FL 170-FL 410.

(SPEC/ENR 3.2.2-23)

N/UN 623 - Vertical limits between PODIL CRP and LENOKCRP are FL 210-FL 450.

(SPEC/ENR 3.2.2-25)

P/UP 727 - Vertical limits between DUBIN CRP and KUREN CRP are FL 150-FL 430.

(SPEC/ENR 3.2.2-28)

ADDITIONAL INFORMATION

1. HOLIDAYS

(SPEC/AIC 08/03)

New Year's Day	1 January
Christmas (Orthodox)	7 January
Women's Day	8 March
Radunitsa (Tuesday after Quasimodo - the ninth day after Easter of the Orthodox Confession)	
Labour Day	1 May
Victory Day	9 May
Independence Day	3 July
Day of October Revolution	7 November
Christmas (Catholic)	25 December

CZECH REPUBLIC

GENERAL - This entry includes PRAHA Flight Information Region which corresponds to the country boundary of the Czech Republic. The PRAHA Flight Information Region is controlled by the Praha ACC.

(SPEC/ENR 2.1-1)

DIMENSIONAL UNITS - Primary SI Units except:

MEASUREMENT OF	UNITS
1. Distances used in navigation, postion reporting, etc.	Nautical miles or Kilometers
2. Altitudes, elevations and height	Feet or meters; always given in feet in relation to the aircraft in flight
3. Horizontal speed including wind speed	Kilometers per hour or knots
4. Vertical Speed	Feet per minute/Meters per second
5. Visibilty including runway visual range	Feet, Kilometers or meters
6. Height of cloud base	Feet

(SPEC/GEN 2.1-1)

VISUAL FLIGHT RULES - Standard.

(SPEC/ENR 1.2-1)

1. The Czech Republic has implemented ICAO Annexes 2 and 11 airspace classification.

(SPEC/ENR 1.1-1)

INSTRUMENT FLIGHT RULES - Standard except as noted. The operations of State aircraft from 1 Jan 2001 with regards to FM Immunity requirements are:

1. Enroute Operations - State aircraft may continue to operate in Praha FIR provided they are equipped with suitable RNAV equipment meeting RNP5 standards without the use of VOR.

2. TMA Operations - As of this date of publication, in Praha FIR, no interference problems have been detected and no areas have been identified within the services volumes of ILS and VOR equipment, where interference to less immune aircraft receivers was above the present ICAO limits.

(SPEC/GEN 1.5-1)

3. For USAF Only: Enhanced Traffic Collision Avoidance System (E-TCAS) - Aircraft equipped with E-TCAS will operate in the standard TCAS II mode and will not use the enhanced mode when flying in Czech airspace.

(HQ USAFE-DOV/USAF FIL 01-62)

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

ROUTE AND AREA RESTRICTIONS

1. A Visual Flight Rule Identification Zone 2.7 NM horizontally and below FL 95 (G and E Airspace) exists within the perimeter of the entire border of Czech Republic. Flight inside the zone requires prior permission which must be obtained by telephone from the appropriate local ATC unit. If contacting a local military ATC unit, the service of a Czech translator will be required.

(SPEC/ENR 1.2-4)

ADDITIONAL INFORMATION

1. HOLIDAYS

(SPEC/GEN 2.1-3)

New Year's Day	1 January
Easter Monday	Monday after Easter Sunday
Labour Day	1 May
Bank Holiday	8 May
Bank Holiday	5 July
Bank Holiday	6 July
Bank Holiday	28 September
Bank Holiday	28 October
Bank Holiday	17 November
Christmas Eve	24 December
Christmas Day	25 December
Boxing Day	26 December

GEORGIA

GENERAL - This entry includes TBILISI Flight Information Region which approximates the country boundary of Georgia.

(SPEC/RAC 2-1.1)

DIMENSIONAL UNITS - Primary SI Units.

VISUAL FLIGHT RULES -

VFR MINIMUM FLIGHT CONDITIONS

Terrain	True Airspeed (k)	Cloud Base above the Highest Terrain Point	Visibility	Vertical Distance from an acft to the cloud base
IN TERMINAL AREAS				
Plain and Hilly	162k (300kmh)	492 ft (150m)	1.1 NM (2000m)	164 ft (50m)
	163k-297k (301-550kmh)	984 ft (300m)	2.7 NM (5000m)	328 ft (100m)
Mountainous	297k (550kmh) or less	984 ft (300m)	2.7 NM (5000m)	328 ft (100m)
IN APPROACH AREA, ALONG INTERNATIONAL AIRWAYS, DOMESTIC AIRWAYS AND ESTABLISHED ROUTES				
Plain and Hilly	162k (300kmh)	492 ft (150m)	1.1 NM (2000m)	164 ft (50m)
	163k-297k (301-550kmh)	984 ft (300m)	2.7 NM (5000m)	328 ft (100m)
Mountainous (Up to 6,560 ft) (2000m) or less	297k (550kmh) or less	1312 ft (300m)	2.7 NM (5000m)	328 ft (100m)
Mountainous (Above 6,560 ft) (2000m) or above	297k (550kmh) or less	2296 ft (700m)	5.4 NM (1000m)	328 ft (100m)

NOTE: In terminal areas, minimum meterological conditions shall be as in compliance with the pattern speed.

(GG AIP ENR 1.2-1 9 AUG 01)

INSTRUMENT FLIGHT RULES -

AIRSPEED (KTAS)	MINIMUM VERTICAL OBSTACLE CLEARANCE (FEET)
IN AIRPORT CONTROL ZONES	
(KTAS)	(FT)
162 or less (When circling to land)	984
162 or less (When circling to land)	984
IN APPROACH AREAS, ALONG AIRWAYS, LOCAL AIR ROUTES AND ESTABLISHED ROUTES	
Plain and Hilly areas and over water	
(KTAS)	(FT)
162 or less	1968
162 - 297	1968
297 and above	1968
In Mountainous Areas	
297 or less	2953
297 and above	2953
For First Aid Medical Flights	
Plain and Hilly areas	
162 or less	1968

1. FM Immunity - U.S. Government aircraft (which equipment is not secured from FM radiation) flying in Georgian airspace will not have problems from 01 January 2001. These aircraft may use Precision Approach Radar (PAR), Navigation Descending Approach (Non-Directional Beacon) NDB, and Visual Flight Rules (VFR) for operations at Tbilisi airport.

(TFMWGE/02-0148)

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

1. 2000' vertical separation implemented in Republic of Georgia airspace from FL 110 thru FL 430.

2. In accordance with ICAO standards, effective 10 August 2000, the Republic of Georgia initiated the transition of vertical separation in feet starting at 11,000 (FL 110) and above. Below FL 110 separation will be provided in meters starting at 3050m (10,006 ft) and below.

(SPEC/AIC 09/00)

FLIGHT PLANNING

1. Aircraft entering or transiting the Tbilisi FIR will be cleared only if there is an ICAO Flight Plan (FPL) addressed to UGGGZRZX.

(SPEC/ENR 1.11-1)

MAGNETIC TRACK											
From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Altitude			Altitude			Altitude			Altitude		
FL	Meters	Feet	FL	Meters	Feet	FL	Meters	Feet	FL	Meters	Feet
-90	-	-	-	-	-	0	-	-	-	-	-
10	300	1000	-	-	-	20	600	2000	-	-	-
30	900	3000	35	1050	3500	40	1200	4000	45	1350	4500
50	1500	5000	55	1700	5500	60	1850	6000	65	2000	6500
70	2150	7000	75	2300	7500	80	2450	8000	85	2600	8500
90	2750	9000	95	2900	9500	100	3050	10000	105	3200	10500
110	3350	11000	115	3500	11500	120	3650	12000	125	3800	12500
130	3950	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	155	4700	15500	160	4900	16000	165	5050	16500
170	5200	17000	175	5350	17500	180	5500	18000	185	5650	18500
190	5800	19000	195	5950	19500	200	6100	20000			
210	6400	21000				220	6700	22000			
230	7000	23000				240	7300	24000			
250	7600	25000				260	7900	26000			
270	8250	27000				280	8550	28000			
290	8850	29000				310	9450	31000			
330	10050	33000				350	10650	35000			
370	11300	37000				390	11900	39000			
410	12500	41000				430	13100	43000			
450	13700	45000				470	14350	47000			
490	14950	49000				510	15550	51000			
etc.	etc.	etc.				etc.	etc.	etc.			

ROUTE AND AREA RESTRICTIONS

1. See AP/4 Chapter 1.

ADDITIONAL INFORMATION

1. HOLIDAYS

(SPEC/GEN 2.1-2)

New Year	1 Jan
Christmas	7 Jan
Epiphany	19 Jan
Mothers Day	3 Mar
	9 Apr
Victory Day	9 May
Independence Day	26 May
Day of Santa Maria	28 Aug
Mtskhetova	14 Oct
Day of Saint George	23 Nov

KAZAKHSTAN

GENERAL - This entry includes ASTANS, AKTAU, AKTYUBINSK, ALMATY, ARALSK, ATYRAU, ZHEZKAZGAN, KOSTANAY, KYZLORDA, SEMIPALATINSK, SHYMKENT and ARALSK which fall within the country boundary of Kazakhstan.

(SPEC/ENR 42)

DIMENSIONAL UNITS - See AP/4 Chapter 1.

VISUAL FLIGHT RULES -

VFR MINIMUM FLIGHT CONDITIONS

Terrain	True Airspeed (k)	Cloud Base above the Highest Terrain Point	Visibility	Vertical Distance from an acft to the cloud base
IN TERMINAL AREAS				
Plain and Hilly	162k (300kmh)	492 ft (150m)	1.1 NM (2000m)	164 ft (50m)
	163k-297k (301-550kmh)	984 ft (300m)	2.7 NM (5000m)	328 ft (100m)
Mountainous	297k (550kmh) or less	984 ft (300m)	2.7 NM (5000m)	328 ft (100m)
IN APPROACH AREA, ALONG INTERNATIONAL AIRWAYS, DOMESTIC AIRWAYS AND ESTABLISHED ROUTES				
Plain and Hilly	162k (300kmh)	492 ft (150m)	1.1 NM (2000m)	164 ft (50m)
	163k-297k (301-550kmh)	984 ft (300m)	2.7 NM (5000m)	328 ft (100m)
Mountainous (Up to 6,560 ft) (2000m) or less	297k (550kmh) or less	1312 ft (300m)	2.7 NM (5000m)	328 ft (100m)
Mountainous (Above 6,560 ft) (2000m) or above	297k (550kmh) or less	2296 ft (700m)	5.4 NM (1000m)	328 ft (100m)

NOTE: In terminal areas, minimum meterological conditions shall be as in compliance with the pattern speed.

(GG AIP ENR 1.2-1 9 AUG 01)

INSTRUMENT FLIGHT RULES -

TRUE AIRSPEED (KTAS)	TRUE SAFE ALTITUDE (FEET)
IN TAKE-OFF AND LANDING AREAS	
(KTAS)	(FT)
162 or less	984
162 or more	984
IN APPROACH AREAS AND ALONG AIRWAYS	
Over Plain and Hilly Terrain and Over Water	
162 or less	1968
162 - 297	1968
Over Mountainous Terrain	
297 or less	2952
297 or above	2952

NOTE: The band of registration of terrain and artificial obstacles for calculating safe altitudes under VFR shall be, when flying under IFR, 13.5 NM in width on both sides on the airway centerline.
(SPEC/GEN 34)

1. FM IMMUNITY - U.S. Govt aircraft are permitted to fly with non-FM immune VOR and ILS systems as follows:

a. ENROUTE - U.S. Govt aircraft are permitted to use enroute navigation systems other than VOR.

NOTE: Kazakhstan does not use TACAN and VORTAC systems.

b. TERMINAL - U.S. Govt aircraft are permitted to use terminal navigation systems other than ILS that meet ICAO requirements.

NOTE: Kazakhstan does not use PAR or TACAN systems.

c. CAUTION - Some FM interference has occurred in the ILS/VOR facilities area at Almaty airport (UAAA). Restrictions are published by NOTAM. Kazaeronavigatsia will continue to use the GENERIC method of analysis through 1 Jan 2005 for the Almaty area and other airports and publish restrictions via NOTAM.
(TFMWG-E/USA01-0097)

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

FLIGHT PLANNING

1. The Kazakhstan Air Traffic Flow Management Unit (ATFMU) functions are carried out by the Almaty (Alma-Ata) Center for Coordination and Utilization of the Airspace, which corresponds to ICAO standards and recommendations. It supervises and coordinates the provision of international flights on Kazakhstan airways. Address: 210 Zharokov, Almaty 480060 Kazakhstan, Phone (7 3272) 446 458, ATTN: UAAZDZX.
(SPEC/AIC 03/94)

2. INTERNATIONAL TRANSIT FLIGHTS - An ICAO Flight Plan (FPL), submitted at least 3 hours in advance, is required to get permission for a transit flight crossing the airspace of the Republic of Kazakhstan.
(SPEC/AIC 03/94)

ROUTE AND AREA RESTRICTIONS

1. See AP/4 Chapter 1.

2. G96. Awy segment between AGINU CRP and SEMPK CRP, flight below FL 167 is by ATC request only.

3. A66. Awy segment between NOVOKAZALINSK NDB (NK) and TIPEN NCRP, flight below FL 138 is by ATC request only.

4. A356. Awy segment between SANUR CRP and KZYZL-ORDA VOR-DME (KZO), flight below FL 138 is by ATC request only.

5. B142. Awy segment between AVLAK CRP and KZYZL-ORDA VOR-DME (KZO), flight below FL 138 is by ATC request only.

6. G3. Awy segment between AVLAK CRP and BADAS NCRP, flight below FL 138 is by ATC request only.

7. Segment of ATS Route B156 between KIRBALTABAY NDB (KI) and AYAGUZ NDB (ZU), flight below FL 98 available by PPR with ATC.

8. Cross the FIR Boundary between Kazakhsan and China in level flight at Flight Levels established for flights in Chinese airspace.

a. Change Flight Levels as noted:

(1) On Awys A360 and B142 - For eastbound traffic from Almaty FIR at CRP REVKI: altitude 9000m, 11,400m, 12,600m. For westbound traffic from China FIR: alttitude 8400m, 9600m, 10,800m, 12,000m, 13,200m.

(2) On Awys A368 and G155 - For eastbound traffic from Semipalatinsk FIR at CRP SARIN: altitude 5700m, 7500m, 8100m, 9000m, 10,200m, 11,400m, 12,600m. For westbound traffic from China FIR: altitude 6000m, 7200m, 8400m, 9600m, 10,800m, 12,000m.
(SPEC/KZ AIP EN 2)

(3) In all cases, changes of Flight Levels is by ATC clearance.

(4) On Awy A360 segment between CRP EKSOM (N43°55.9′ E78°39.4′) and CRP LARBA (N43°26.9′ E79°12.7′).

(5) On Awy A368 segment between CRP TOLKI (N47°34.3′ E81°16.7′) and CRP AGUSA (N47°14.0′ E082°03.6′).

(6) On Awy B142 segment between CRP KERUP (N43°28.7′ E77°46.3′) and CRP ROGON (N43°05.4′ E78°48.9′).

(7) On Awy G155 segment between CRP BURID (N47°02.6′ E81°00.9′) and CRP GILAK (N46°57.6′ E81°55.6′).
(SPEC/KZ AIP ENR 3)

(8) On Awy B351 segment btn CRP KOKED and CRP MIKDA clsd SFC/UNL.

(9) On Awy B353, segment btn CRP TUMKO and CRP ANAKO clsd, SFC/UNL.

(10) On Awy G128, segment btn CRP BEKMU and CRP DODER clsd, SFC/UNL.

(11) On Awy G661, segment btn CRP TUMKO and CRP ANAKO clsd, SFC/UNL.
(CL1 NOTAM K0305/03) 07/23/03

ADDITIONAL INFORMATION

1. HOLIDAYS

(SPEC/GEN 43)

New Year's Day	1-2 Jan
International Women's Day	8 Mar
Nauryz Meyramy	22 Mar
Day of Unity	1 May
Victory Day	9 May
Constitution Day	30 Aug
Republic Day	25 Oct
State Independance Day	16-17 Dec

MOLDOVA

Airspace class	A***BCDE	FG	
		Above 900 m (3000 ft) AMSL or above 300 m (1000 ft) above terrain, whichever is the higher.	At and below 900 m (3000 ft) AMSL or 300 m (1000 ft) above terrain, whichever is the higher.
Distance from cloud	1500 m horizontally 300 m (1000 ft) vertically		Clear of cloud and insight of the surface
Flight visibility	8 km at and above 3050 m (10,000 ft) AMSL 5 km below 3050 m (10,000 ft) AMSL		5 KM**

*When the height of the transition altitude is lower than 3050 m (10,000 ft) AMSL, FL 100 should be used in lieu of 10,000 ft.

**When so prescribed by the appropriate ATS authority:

a) lower flights visibilities to 1500 m may be permitted for flights operating:

1) at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or

2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.

b) HELICOPTERS may be permitted to operate in less than 1500 m flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

***The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

(SPEC/ENR 1.2-1)

GENERAL - This entry includes CHISINAU Flight Information Region/Upper Information Region which approximates the country boundary of Moldova.

(SPEC/ENR 2.1-1)

DIMENSIONAL UNITS - Units In Blue Table except Altimeter is given in Hectopascal (1Milibar=100 Pascals=hPa).

VISUAL FLIGHT RULES

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 in Table 1.

2. VFR flights between sunset and sunrise are forbidden within Chisinau FIR.

3. Unless authorized by the appropriate ATS authority, VFR flights shall not be operated above FL 200 or at transonic and supersonic speeds.

(SPEC/ENR 1.2-1)

INSTRUMENT FLIGHT RULES - Standard.

FM Immunity - From 1 Jan 01 U.S. State's aircraft whose receivers do not comply with ICAO SARPS may continue enroute and terminal operations in the Republic of Moldova civil aviation environment.

(USAASD/E Ltr, dtd 14 Dec 00)

ALTIMETER SETTING PROCEDURES - Standard and as noted.

1. A transition altitude is specified for each aerodrome. No tranistion altitude is less than 4000 ft MSL in the Republic of Moldova. Flight level zero is located at the atomspheric pressure level to 1013.2 hPa. Consecutive flight levels are separated by a pressure interval corresponding to 500 ft in the standard atmosphere. QNH altimeter setting is made available to aircraft in start-up clearance prior to takeoff. The QFE value will be given on request only.

(SPEC/ENR 1.7-1)

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

ROUTE AND AREA RESTRICTIONS

1. The pilot-in-command of an aircraft shall make a take-off within 1 minute after obtaining take-off clearance. If the take-off has not been made within the said period of time, it is necessary to request a new clearance.

(SPEC/ENR 1.5-1)

2. The airspace within the CHISINAU FIR between FL 290 and FL 490 inclusive is EUR RSVM airspace.

(SPEC/ENR 1.8-1)

ADDITIONAL INFORMATION

1. HOLIDAYS

(SPEC/AIC A02/02)

New Year's Day	1 Jan
Christmas Day	7-8 Jan
International Women's Day	8 Mar
Labour Day	1 May
Easter	5-6 May
Victory Day	9 May
Prayer Day	13 May
Independence Day	27 Aug
National Language 31	31 Aug

POLAND

GENERAL - This entry includes WARSZAWA Flight Information Region which follows the country boundary of Poland.

(SPEC/ENR 2.1-1)

DIMENSIONAL UNITS - Primary SI Unit or Non-SI Alternative Unit.

(SPEC/GEN 2.1-2)

VISUAL FLIGHT RULES

1. Poland has implemented ICAO Annex 11 airspace classification.

2. Prohibited, Restricted and Danger areas:

a. Conditions of flights within prohibited, restricted and danger areas are given in chapter ENR 5 of Poland AIP.

b. Additional rule: Aerodromes on which landing is not planned, should be avoided by VFR flights in the distance of

(1) Not transgressing the areas of aerodrome traffic for active military aerodromes.

(2) Not transgressing the CTR's (TMA's) for active controlled aerodromes.

(3) Not less than 5 km from the ARP's for active uncontrolled civil aerodromes.
Unless, the permission for flight in shorter distance is granted by the appropriate aerodrome flight control units.

3. Time - Local Mean Time (LMT) shall be used in domestic air traffic other than controlled.

4. Meteorological Conditions for VFR flights.

Class of the Airspace	B	CDE	F	G
			Above 900m (2955') AMSL or 300m (985') above terrain whichever is higher	At or below 900m (2955') AMSL or 300m (985') above whichever is higher
Distance from cloud	Clear of cloud	Horizontal - 1500m (4925'), Vertical - 300m (985')		Clear of clouds and in sight of the ground or water
Flight visibility	8 km (4.3 NM) and above 3050m (10,006') AMSL 5 km (2.7 NM) below 3050m (10,006') AMSL			5 km **

** It is possible to perform flights:

a. With visibility decreased up to 1500m (4925'):

(1) With speeds allowing to secure the opportunity to observe other traffic or any obstructions in appropriate time to avoid the collision, or

(2) In conditions which the probability of meeting other traffic is generally small (i.e. within areas of small intensity of air traffic and during the performance of the agriculture flights at low heights).

b. For helicopters with a flight visibility below 1500m (4925'), if performing maneuvers with speed, which will secure the opportunity to observe other traffic or any obstructions in appropriate time to avoid collisions.

5. Meteorological conditions for VFR flights required for controlled aerodromes

a. Aircraft planning VFR flight may not take-off and land on controlled aerodromes localized within control zone and may not enter the CTR if:

(1) Cloud base of the lowest clouds covering more than half the sky is lower than 450m (1500').

(2) Ground visibility is lower than 5 km (2.7 NM).

(3) Unless permission from appropriate ATS unit is received to conduct special VFR flight.

6. Required meteorological conditions for VFR on airfields and aerodromes other than controlled:

a. All aircraft, except helicopters, intended to perform VFR flight or performing VFR flight cannot take-off or land at airfields and aerodromes other than controlled if:

(1) Cloud base of the lowest clouds covering more than half of the sky is lower than 150m (500') above terrain and/or

(2) Ground visibility is less than 1.5 km (0.8 NM).

b. Restrictions mentioned above in point 1 of this rule for helicopters are as follows:

(1) Cloud base of the lowest clouds covering more than half the sky is not lower than 50m (165') above terrain and/or

(2) Ground visibility is less than 1 km (0.5 NM).

c. Requirements given in point 1 and 2 in this rule do not apply in case of landings if safe continuation of the flight is not possible.

7. Minimum heights for VFR flights.

a. Excluding the case when it is necessary for arrival or departure the VFR flight cannot be performed:

(1) Over congested areas of the cities of less than 25,000 inhabitants and over the concentration of people on the open areas - at a height less than 300m (985') above the highest obstruction within the radius of 600m (1970').

(2) Outside the congested areas of the cities of less than 25,000 inhabitants and outside the city areas of the cities of more than 25,000 inhabitants - at a height less than 150m (495') AGL.

(3) Over the congested areas of cities of more than 25,000 inhabitants and the health-resort towns - at a height less than 2000m (6600') AMSL.

b. Flights at a height below 2000m (6600') AMSL within the area of cities of more than 25,000 inhabitants shall be performed according to the following rules:

(1) Flights (overflights) of airplanes and helicopters with speed up to 300 km/h (162 Kt) outside the congested areas, at a height not less than 300m (985'). At a height less than 300m (985') - in a distance of at least 1.5 km (0.8 NM) from congested areas of cities.

(2) Flights (overflights) with speed 300-600 km/h (162-325 Kt) execute in a distance of at least 4 km (2.2 NM) from congested areas of cities and at a height not less than 300m (985').

(3) Flights (overflights) with speed over 600 km/h (325 Kt) execute in a distance of at least 5 km (2.7 NM) from congested areas of cities and at a height not less than 400m (1400').

8. VFR flight operations at night.

a. Flight operations in uncontrolled air traffic during the night may be performed also as VFR flights, assuming the rules shown below are observed.

b. VFR flights at night should be conducted:

(1) Clear from clouds with visibility of terrain of lights on the ground.

(2) With air speed not greater than 300 km/h (162 Kt).

(3) Not higher than FL 100, 3050m AMSL.

(4) En route not lower than:

(a) 300m (985') above terrain obstacles - for aircraft.

(b) 200m (656') above terrain obstacles - for helicopters.

(5) With meteorological conditions:

(a) For aircraft and manned balloons, when:
- cloud base is not lower than 500m (1640') AGL.
- ground visibility and air visibility are not lower than that specified for all VFR flights (see meteorological table par 4), but they are not less than 5 km (2.7 NM) outside controlled airspace at or below height of 900m (3000') above terrain or water.

(b) For helicopters, when:
- cloud base is not lower than 300m (985') AGL.
- Ground visibility and air visibility are not lower than that specified for all VFR flights (see meteorological table par 4), but they are not less than 3 km (1.6 NM) outside controlled airspace at or below height 900m (3000') above terrain or water.

(c) For gliders - only above the aerodrome if:
- cloud base is not lower than 500m (1640') AGL.
- ground visibility and air visibility are not lower than 5 km (2.7 NM).

(SPEC/GEN 1.7.2-1)

INSTRUMENT FLIGHT RULES

1. FM Immunity - With effect 1 January 2001 frequencies will not be protected against FM interference which are eliminated by filters complying with requirements of ICAO Annex 10. All consequences of interference suppressing radio equipment which do not comply with ICAO requirements will be the responsibility of their users. Operations of aircraft whose airborne receivers do not comply with FMI requirements, in particular state aircraft and aircraft not registered in Polish Civil aircraft state register, are to be conducted with conditions as follows:

a. Aircraft users are obliged to mark each VHF, ILS-LOC and VOR receiver not immune against interference in clear and visible way for crews.

b. VFR - Usage of radio equipment which do not comply with FMI requirements is allowed until further notice only aboard aircraft conducting VFR flights within uncontrolled airspace of FIR Warszawa.

c. ENROUTE - Operations for non FMI state aircraft are allowed assuming the aircraft complies with RNP-5 requirements.

d. TERMINAL - Be aware of potential FMI hazards, especially when planning/choosing type of approach for landing procedure. Approach operations to the destination within FIR Warszawa are allowed without, repeat without using ILS and VOR facilities.

e. Aircrews are obliged to report to ATS units all cases of interference of VHF, ILS-LOC, and VOR radio equipment using the Post Flight Report published in AIP, Poland, Vol 1, Chapter RAC 1-8-13 and is available at all ATS Reporting offices in Poland.

(TFMWGE/AIC 03/02)

2. Special VFR flights

a. Pilot in command may be on its own request, authorized by ATC unit to operate whole flight or portion of as a special VFR flight within aerodrome control zone during the daytime, when

meterological conditions in this zone are worse than specified for VFR flights, if:

- Visibility in flight is not less than 1.5 km (0.8 NM) for helicopters and 2 km (1.1 NM) for other aircraft.
- Cloud base of the lowest clouds covering more than half of the sky is not lower than 100m (328') for helicopters and 150m (495') for other aircraft.
- Flight will be conducted clear of clouds and in constant sight of terrain.

b. A pilot in command of an aircraft may be, on its own request, authorized by ATC unit to operate whole flight or portion thereof (if it is a hospital or search and rescue flight) as a special VFR flight within aerodrome control zone during the night time, when meteorological conditions in this zone are worse than specified for VFR flights, if:

- Visibility in flight is not less than 3 km (1.6 NM) for helicopters and 5 km (2.7 NM) airplanes.
- Cloud base of the lowest clouds covering more than half of the sky is not lower than 300m (985') for helicopters and 500m (1640') for airplanes.
- Flight will be conducted clear of clouds and constant sight of terrain.

c. Permission for local special VFR flights within aerodrome control zone may be granted if - An aircraft is equipped with communication facilities to maintain two-way radio communication with air traffic control unit.

(SPEC/GEN 1.7.2-5)

3. For USAF Only: Enhanced Traffic Collisiion Avoidance System (E-TCAS) - Prior coordination must be obtained on a case-by-case basis for an aircraft equipped with E-TCAS to use the enhanced mode while flying in Polish airspace.

(HQ USAFE-DOV/USAF FIL 01-62)

ALTIMETER SETTING PROCEDURES - Altimeter setting procedures in force within the airspace of FIR WARSZAWA conform with procedures contained in ICAO Doc 8168 - OPS/611 volume 1, except differences shown below:

- Transition altitudes for all aerodromes are given in subsections or Poland AIP, AGA 2 and MAP 2. QFE reports are available on request from air traffic service units. QNH and QFE values are given in hectopascals or in mm Hg on request.
- Civil aircraft conducting flights other than controlled within military airspace and according to military regulations should set the altimeter to QFE.
- Civil aircraft conducting flight other than controlled within military airspaces and according to civil regulations should set the altimeter to QNH unless local regulations state otherwise.

(SPEC/ENR 1-7-1)

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

FLIGHT PLANNING

Military Activity Restricted Areas (MARA's) - MARA's are intended to segregate civilian and military traffic within Warszawa TMA. Aircraft are permitted to enter MARA's only when the pilot in command has received information that the area is not in use by military flights or when appropriate ATC clearance has been obtained. Military flights conducted within MARA's are subject to direct civil-military coordination. Information on activity in MARA's is available from ATC units.

(SPEC/ENR 5.2-1)

ROUTE AND AREA RESTRICTION

1. Entry and Exit points

a. Planned route of an aircraft must contain entry and exit points to/from FIR WARSZAWA. The following points are considered as a valid entry/exit point:

- ATC transfer point located on the boundary of FIR WARSZAWA (established over radio beacons and at compulsory or on request REP points) and neighboring FIR's.
- The aerodrome of arrival or departure in case of intended landing/take-off within FIR WARSZAWA.

b. Detailed flight route within FIR WARSZAWA must be shown as a series of compulsory and/or on request points (REP) with airway designators included between them.

(SPEC/ENR 1.3-1)

2. Use of the DCT designator (Direct - in relation to flight plan clearances and type of approach)

a. Description of flight route in form of direct segments (shortcuts) abbreviated as DCT is allowed only in cases specified below. Improper use of the DCT designator within flight plan will reject the FPL (Filed Flight Plan) without further processing.

b. DCT designator will be honored only for description of arrival/departure phase of the flight to/from aerodrome for which no STAR and/or SID procedures have been established. In such case the DCT portion of flight may refer to:

- Segment between last reporting point (REP) and aerodrome of arrival.
- Segment between aerodromes of departure and first reporting point (REP).

(SPEC/ENR 1.3-1)

3. Exemptions from mandatory carriage or 8.33 kHz channel spacing radio communication equipment.

a. IAW paragraph 3.2.1 of ICAO Doc 7030/4 EUR/RAC-4, permission is granted for flights not equipped with 8.33 kHz channel spacing radio equipment to operate in the EPWW FIR under the following conditions:

(1) Such flight is planned to remain clear of any FIR/UIR in the EUR Region where no exemptions have been published, or

(2) Such flight is operated IAW exemptions published.

b. State Exemptions - The exemptions from the mandatory carriage and operation of 8.33 kHZ channel spacing capable radio equipment requirement for flights above FL 245, FL 195 as applicable will be granted by Poland as of 7 October 1999. Exemptions as given below are extracted from the Poland AIC 04/99. The following aircraft are exempted from mandatory carriage of 8.33 kHz capable radio equipment:

- Aircraft conducting domestic flights.
- Aircraft conducting international flights and exempted from this requirement,
- Aircraft conducting international flights to neighboring FIR's where 8.33 kHz channel spacing is not applied,
- Medical, humanitarian and SAR flights under above conditions,
- State aircraft conducting international flights to neighboring FIR's where 8.33 kHz channel spacing is

applied and UHF coverage is available. Appropriate modifications of flight plan must be done prior to flight.

c. State Aircraft - Those state aircraft which are infrequent uses of the FIR/UIR (or sectors) where 8.33 kHz channel spacing is applicable, are permanently exempted from the above carriage requirement, provided they are able to communicate on UHF band, where available (infrequent user is defined as a user not exceeding 30 hours flight hours per year). Where UHF is not available, state aircraft not equipped with 8.33 kHz channel spacing equipment may be excluded from 8.33 kHz airspace.

(RAC 1-9-1)

4. Airway B56 - Between KMI VOR and GOMED CRP the following flight levels are available: Eastbound FL 70, 150, 170, 190. Westbound FL 60, 160, 180.

(AIP AMDT #231)

5. RNAV Route M994 - Between KMI VOR and GOMED CRP the following flight levels are available: Eastbound FL 210, 230. Westbound FL 200, 220, 240.

(AIP AMDT #231)

6. RNAV Route UM944 - Between KMI VOR and GOMED CRP the following flight levels are available: Eastbound FL 330, 370, 410, 450. Westbound FL 310, 350, 390, 430.

(AIP AMDT #231)

ADDITIONAL INFORMATION

1. HOLIDAYS

(SPEC/GEN 2.1-3)

(Names of holidays are not specified)

Jan 1
Apr 1
May 1, 3, 30
Aug 15
Nov 1, 11
Dec 25, 26

ROMANIA

GENERAL - This entry includes BUCURESTI Flight Information Region which follows the country boundary of Romania. The BUCURESTI Flight Information Region includes Arad ACC, Bacau ACC, Bucaresti ACC, Cluj ACC and Constanta ACC.

(SPEC/ENR 2.1-1)

DIMENSIONAL UNITS - Primary SI Unit or Non-SI Alternative Unit.

(SPEC/GEN 2.1-1)

VISUAL FLIGHT RULES - Standard.

(SPEC/ENR 1.2-1)

INSTRUMENT FLIGHT RULES - Standard except:

(SPEC/ENR 1.3-1)

1. FM Immunity (FMI) - from 1 Jan 2001, the Romanian Ministry of Defense approves non-FM immune equipped U.S. state aircraft operations in the airspace and civilian terminal areas of Romania as follows:

a. ENROUTE - Enroute navigation using other radio navigation systems than VOR but in compliance with RNP-5.

b. TERMINAL- Romania will allow all U.S. state aircraft to use non-ILS terminal navigation systems that do not suffer from FM interference, without making prior notification and being advised that most of the civil airports are provided with PAR and NDB. There is no approach landing procedure for ASR systems used by civil aviation.

NOTE: Aircrews making initial contact with Terminal airspace ATC will advise of their non-FMI status.

(USAASD-E/LTR 38/2245)

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

(SPEC/GEN 1.7-2)

VERTICAL SEPARATION - Semicircular.

(SPEC/GEN 1.7-1)

RUSSIA

GENERAL - This entry includes Amderma, Arkhangelsk, Astrakhan, Dikson, Kaliningrad, Kazan, Kirov, Kotlas, Leshukonskoye, Moscow, Murmansk, Murmansk Oceanic, Naryan-Mar, Orenburg, Pechora, Penza, Perm, Petrozavodsk, Rostov, Samara, Sankt-Peterburg, Saratov, Syktyvkar, Ufa, Ukhta, Velikiye Luki, Volgograd, Vologda.

(SPEC/ENR 2.1-1 - 2.1-46)

1. Only aircraft equipped with ILS and VOR on-board equipment are permitted to operate in the airspace of the Russian Federation. The Russian Federations is not planning to implement a new 8.33 kHz channel spacing within the VHF spectrum.

(SPEC/GEN 3.4-4)

DIMENSIONAL UNITS - Primary International System of Units (SI) except that the altimeter setting is given in millibars and wind speed may be in meters per second.

(SPEC/GEN 2.1-1)

VISUAL FLIGHT RULES - Standard and as noted.

1. While in the flight on collision courses at the same altitude (flight level) the pilot, who has noticed another aircraft on his left, shall descend and the pilot who has noticed another aircraft on his right shall climb so that the difference in altitudes shall provide safe separation for the aircraft. If it is not possible to change the flight altitude (due to cloudiness, flight at lower or below lower levels or the presence of other restrictions), the pilot-in-command shall provide safe separation by turning away the aircraft. In case of unintentional opposite courses approach at the same altitude (flight level) the pilots-in-command shall turn away the aircraft to the right for passing on their port sides. While passing the pilot-in-command shall keep other aircraft in sight.

(SPEC/ENR 1.1-1)

2. All CTA airspace over sovereign territory of the Russian Federation is class “A” airspace at altitudes from the lower safe flight level up to the upper allowed flight level along airways, except TMA (CTR). TCA (CTR) airspace is not classified. All FIR aispace over the high seas is classified as class "G" airspace, except the airspace of the airways. The aispace of the airways within FIR is classified as class "A" airspace. VFR flights shall be conducted in VMC in the day time and at night under maximum surveillance of the aircraft crew. The rules provide for maintianing

the established intervals during the flight at alitudes below the lower flight level, also maintianin the absolute safe altitude through observing visually the terrain ahead. VFR are applied within the limits of the lower airspace for aircraft flying not more than 295 K/h TAS operating above the lower safe flight level and no more that 240 K/h operating below the lower safe flight level. The following minimums apply:

(SPEC/ENR 1.2-1 & 1.4-1)

a. In take-off and landing areas:

TERRAIN	KTAS	CEILING (feet)	VISIBILITY (NM)	VERTICAL CLOUD CLEARANCE (feet)
Plain	162 and below	492	1.1	164
	163-295	984	2.7	328
Hilly	162 and below	492	1.1	164
	163-295	984	2.7	328
Mountain	295 and below	984	2.7	328

b. In approach areas along airways, domestic airways, and established routes:

TERRAIN	KTAS	CEILING (feet)	VISIBILITY (NM)	VERTICAL CLOUD CLEARANCE (feet)
Plain	162 and below	492	1.1	164
	163 to 295	984	2.7	328
Hilly	162 and below	492	1.1	164
	163-295	984	2.7	328
Mountain (up to 6562')	295 and below	1312	2.7	328
Mountain (above 6562')	295 and below	2292	5.4	328

INSTRUMENT FLIGHT RULES - Standard except as noted.

1. Air traffic control is effected along airways, in terminal areas, and in airport areas. The airspace of the Russian Federation is divided into the lower and upper airspace and is controlled. The limit between the lower and upper airspace is FL 265 which relates to the upper airspace.

(SPEC/ENR 1.1-5)

2. Descent for landing shall be carried out only on obtaining clearance or instructions from approach control.

3. After radio contact is established, tower communications will include confirmation landing approach IAW the pattern chosen by the aircrew, descent conditions, QFE, transition level, ONH by crew request, hazardous meteorological phenomena, runway condition and braking coefficient, cloud ceiling, RVR, wind speed and direction. Landing of the aircraft shall be cleared by the final controller; however, responsibility for the decision to land (including runway separation) rests with the pilot-in-command.

(SPEC/ENR 1.5-2)

4. MULTIPLE NDB REPORTING POINTS - Some reporting points are intentionally defined ambiguously by the Host Nation as two or more LOM/NDBs depending on the airport's active runway (only one LOM broadcasts at a time) or as a point given as coordinates (usually the airport reference point). The coordinates given as well as the ID and frequency for all LOMs are published on DoD Enroute Charts. Both the coordinates and the broadcasting LOM/NDB are to be considered the current location of the CRP. Coordinates for NDBs concerned are published in the Enroute Supplement.

(SPEC/ENR 3.1)

5. FM Immunity - The Russian Federation will not begin to restrict flights until 10 Jan 05.

(USAASD/E/LTR US EMBASSY 12 Feb 03)

ALTIMETER SETTING PROCEDURES - Standard.

1. QFE used for takeoff, landing and transition level. QFE is based on runway threshold.

2. A transition altitude is specified for each aerodrome - to set the scale of the altimeter to 760 mm Hg (29.92 inches) (1013.2 mbs), while reaching the assigned level.

3. Vertical positioning of aircraft when at or below transition height is expressed in terms of height calculated relative to QFE of the runway threshold, whereas such positioning at or above the transition level calculated relative to the level of 760 mm (29.92 inches) (1013.2 mbs). While passing through the transition layer, vertical positioning is expressed in terms of height when descending and in terms of flight levels (in metres) when climbing.

(SPEC/ENR 1.7.1-1/3)

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

1. Cruising levels for VFR and IFR flights in controlled airspace shall be chosen in accordance with the flight level table.

Russia True 000-179		ICAO Magnetic 000-179						Russia True 180-359		ICAO Magnetic 180-359					
IFR flights		IFR flights			VFR flights			IFR flights		IFR flights			VFR flights		
FL (m)	Altitude (ft)	FL	Altitude (m)	Altitude (ft)	FL	Altitude (m)	Altitude (ft)	FL (m)	Altitude (ft)	FL	Altitude (m)	Altitude (ft)	FL	Altitude (m)	Altitude (ft)
-	-	-	-	-	-	-	-	-	-	0	-	-	-	-	-
-	-	10	300	1000	-	-	-	-	-	20	600	2000	-	-	-
900	3000	30	900	3000	35	1050	3500	1200	4000	40	1200	4000	45	4350	4500
1500	5000	50	1500	5000	55	1700	5500	1800	6000	60	1800	6000	65	2000	6500
2100	6900	70	2150	7000	75	2300	7500	2400	7900	80	2450	8000	85	2600	8500
2700	8850	90	2750	9000	95	2900	9500	3000	9850	100	3050	10,000	105	3200	10,500
3300	10,800	110	3350	11,000	115	3500	11,500	3600	11,800	120	3650	12,000	125	3800	12,500
3900	12,600	130	3950	13,000	135	4100	13,500	4200	13,800	140	4250	14,000	145	4400	14,500
4500	14,800	150	4550	15,000	155	4700	15,500	4800	15,700	160	4900	16,000	165	5050	16,500
5100	16,700	170	5200	17,000	175	5350	17,500	5400	17,700	180	5500	18,000	185	5650	18,500
5700	18,700	190	5800	19,000	195	5950	19,500	6000	19,700	200	6100	20,000	205	6250	20,500
6300	20,700	210	6400	21,000	215	6550	21,500	6600	21,650	220	6700	22,000	225	6850	22,500
6900	22,600	230	7000	23,000	235	7150	23,500	7200	23,600	240	7300	24,000	245	7450	24,500
7500	21,600	250	7600	25,000	255	7750	25,500	7800	25,600	260	7900	26,000			
8100	26,600	270	8250	27,000				8600	28,200	280	8550	28,000			
9100	29,850	290	8850	29,000						300	9150	30,000			
		310	9450	31,000				9600	31,500	320	9750	32,000			
10,100	33,100	330	10,050	33,000				10,600	34,800	340	10,350	34,000			
		350	10,650	35,000						360	10,950	36,000			
11,100	36,400	370	11,300	37,000				11,600	38,050	380	11,600	38,000			
12,100	39,700	390	11,900	39,000						400	12,200	40,000			
		410	12,500	41,000				13,100	42,980	430	13,100	43,000			
14,100	42,600	450	13,700	45,000				15,100	49,540	470	14,350	47,000			
16,100	52,820	490	14,950	49,000				17,100	56,100	510	15,550	51,000			
etc.	etc.	etc.	etc.	etc.				etc.	etc.	etc.	etc.	etc.			

(SPEC/ENR 1.7.1-3)

2. Vertical separtion rules in Kaliningrad FIR/CTA. A reduced vertical separation minimum of 1000 ft between FL 290 and FL 410 inclusive has been implemented. The following rules of vertical separation are applied:

a. A metric system of measuring height and altimeter ssetting procedures adopted in the Russian Federation are used in take-off and landing areas of Kaliningrad/Khrabovo airports at heights below transition level (during landing) and below transition height (after take-off).

b. During flights along the international airways B65, B67, B73, B120, and R11G the ICAO feet vertical separation system (see table) shall be used for IFR flights within flight levels authorized for these airways.

(SPEC/ENR 1.8-1)

FLIGHT PLANNING - The levels (in metres) at which a flight is to be conducted shall be specified in the flight plan. The flight level on a route section in which responsibility for air traffic service rests with Russia (State included into AIP) shall be expressed in the following manner:

1. In terms of metres (760 mm Hg), as S followed by 4 figures. e.g.: S0910 corresponds to the altitude (level) of 9100 m.

2. The above mentioned procedures are applicable within the area of responsibility of the ATC units of Russia (States included into AIP). Outside their area of responsibility, crews act in accordance with provisions of ICAO documents.

3. If a flight is operated in a TMA at an altitude below the transition level, the height of the flight shall be indicated with reference to this aeodrome elevation.

(SPEC/ENR 1.7.1-3)

ROUTE AND AREA RESTRICTIONS

1. While entering CTA/FIR, the crew must: report to ATC controller the time and point of entry, flight level and receive the flight conditions; report to the controller, whose area the aircraft is leaving, the time of exit and flight level and get approval for termination of communication. While crossing compulsory reporting points the crew shall report crossing time, altitude, and information on dangerous meteorological conditions. While entering CTA/FIR in which the aerodrome of landing is located, the pilot-in-command shall inform the ATC controller about the chosen alternate.

(SPEC/ENR 1.3-2)

2. RULES AND PROCEDURES FOR CROSSING THE RUSSIA STATE BORDER

(SPEC/ENR 1.7.1-5)

a. Aircraft shall cross the state border of the Russia through designated air corridors.

b. The crew of an aircraft entering the airspace of the former USSR must ask clearance to cross the border at least 10 minutes before crossing with callsign, location, altitude, ETA and when conducting single flights - also the number of permission for crossing the state border of Russia. When there are direct communication channels between the ATS center of Russia and the ATS unit of adjacent state, the crews of aircraft can obtain a permission for crossing the state border of Russia via the ATS unit providing direct control over them.

c. When there are differences between the flight level allocation systems applied in Russia and adjacent state, the change of flight levels shall be completed at 16 NM before the state border of Russia (FIR boundary over the high seas), unless otherwise stipulated by international agreements and conventions or directed by ATS unit.

d. THE CROSSING OF RUSSIAN/JAPAN FIR BOUNDARIES (SPEC/ENR 1.7.1.6 - 1.7.1-8)

(1) Aircraft, performing flights on international airways R22, R22P, R211 (AVGOK) should change the Flight level in the Tokyo FIR on segment not less than 15 NM and not more than 45 NM before the Vladivostok CTA/FIR boundary. The boundary must be crossed in level flight on flight levels assigned in the Russia airspace.

Flight levels for southbound flights:

Vladivostok CTA/FIR		Tokyo FIR
12,100 m	(FL 397)	41,000 ft
11,100m	(FL 364)	37,000 ft
10,100m	(FL 331)	33,000 ft
8100m	(FL 266)	27,000 ft
7500m	(FL 246)	25,000 ft

Flight levels for northbound flights:

Tokyo FIR	Vladivostok CTA/FIR	
39,000 ft	(FL 381)	11,600m
35,000 ft	(FL 348)	10,600m
31,000 ft	(FL 315)	9600m
29,000 ft	(FL 282)	8600m
26,000 ft	(FL 256)	7800m
24,000 ft	(FL 236)	7200m

(2) Aircraft, performing flights on international airways B451, R347 (IGROD), should change the flight level in the Vladivostok CTA/FIR on segment not more than 45 NM and not less than 15 NM before crossing the TOKYO FIR boundry. The boundry must be crossed in level flight on flight levels assigned in the Japan airspace (ICAO flight levels).

Flight levels for southbound flights:

Vladivostok CTA/FIR		Tokyo FIR
12,100 m	(FL 397)	41,000 ft
11,100m	(FL 364)	37,000 ft
10,100m	(FL 331)	33,000 ft
9100m	(FL 299)	29,000 ft

Flight levels for northbound flights:

Tokyo FIR	Vladivostok CTA/FIR	
39,000 ft	(FL 381)	11,600m
35,000 ft	(FL 348)	10,600m
31,000 ft	(FL 315)	9600m

(3) Aircraft, performing flights on international airways B337, G583 (ANIMO, BISIV), should change the flight level in the Yuzhno-Sakhalinsk CTA/FIR on segment not more than 49 NM and not less than 15 NM from the TOKYO FIR boundary. The boundary must be crossed in level flight on flight levels assigned in the Japan airspace (ICAO flight levels).

Flight level for southbound flights:

Yuzhno-Sakhalinsk CTA/FIR		Tokyo FIR
13,100 m	(FL 430)	43,000 ft
11,600m	(FL 381)	39,000 ft
10,600m	(FL 348)	35,000 ft
9600m-G583	(FL 315)	31,000 ft

Flight level for northbound flights:

Tokyo FIR	Yuzhno-Sakhalinsk CTA/FIR	
41,000 ft	(FL 397)	12,100m
37,000 ft	(FL 364)	11,100m
33,000 ft	(FL 331)	10,100m

(4) Aircraft, performing flights on international airway R446 (ANIMO) should change the flight level in the Yuzhno-Sakhalinsk CTA/FIR on segment not more than 45 NM and not less than 15 NM from the TOKYO FIR boundary. The boundary must be crossed in level flight on flight levels assigned in the Japan airspace (ICAO flight levels).

Flight level for southbound flights:

Yuzhno-Sakhalinsk CTA/FIR		Tokyo FIR
9600 m	(FL 315)	31,000 ft
8600m	(FL 282)	28,000 ft
7800m	(FL 256)	26,000 ft
7200m	(FL 236)	24,000 ft
6600m	(FL 217)	22,000 ft
6000m	(FL 197)	20,000 ft
5400m	(FL 177)	18,000 ft
4800m	(FL 157)	16,000 ft
4200m	(FL 138)	14,000 ft

Flight level for northbound flights:

Tokyo FIR	Yuzhno-Sakhalinsk CTA/FIR	
33,000 ft	(FL 331)	10,100m
29,000 ft	(FL 299)	9100m
27,000 ft	(FL 266)	8100m
25,000 ft	(FL 246)	7500m
23,000 ft	(FL 226)	6900m
21,000 ft	(FL 207)	6300m
19,000 ft	(FL 187)	5700m
17,000 ft	(FL 167)	5100m
15,000 ft	(FL 148)	4500m

(5) Aircraft performing flights on international airway A204 (AKSUN) should change the flight level in the Yuzhno-Sakhalinsk CTA/FIR on segment not more than 45 NM and not less than 15 NM from the Tokyo FIR boundary. The boundary must be crossed in level flight on flight levels assigned in the Japan airspace (ICAO flight levels).

Flight level for south flights:

Yuzhno-SakhalinskCTA/FIR	Tokyo FIR
12,100 m (FL 397)	39,000 ft
11,100 m (FL 364)	35,000 ft

Flight level for nothebound flights:

Tokyo FIR	Yuzhno-Sakhalinsk CTA/FIR
33,000 ft (FL 315)	9600m
29,000 ft (FL 282)	8600m

(6) In case of communication failure on airways R22, R22P, R211, B451, R347, B337, G583, R446, A204 the aircraft crossing the VLADIVOSTOK, YUZHNO-SAKHALINSK and TOKYO FIR boundaries should change the flight level according to para. (1), (2), (3), (4), and (5).

e. Traffic to/from Russian FIR and Japan FIR

(1) Traffic from/through Tokyo FIR to Moscow/Europe:

(a) Via Awy R22 AVGOK - Yedinka;

(b) Via Awy R211 AVGOK - VELTA

(c) Via Awy A204 AKSUN-TEMRA;

(d) Via Awy B358 IGROD - IKADA and R347 IGROD - VELTA 0700-2000 by VLADIVOSTOK ACC coordination.

(2) Traffic to Japan/Korea/Southeast Asia:

(a) Via Awy R347 VELTA - IGROD

(b) Via Awy B451 TEKUK - IGROD

(c) Via Awy A204 AKSUN - SELTI

(d) Via Awy B358 IKADA - IGROD.

(3) Traffic to Vladivostok:

(a) Via Awy B451 IGROD - TEKUK.

(4) Traffic to Khabarovsk:

(a) Via Awy R211 AVGOK - VELTA.

(SPEC/ENR 1.7.1.6 - 1.7.1-8)

f. THE CROSSING OF THE BOUNDARY BETWEEN RUSSIA AND LATVIA ATS UNITS AREAS OF RESPONSIBILITY.

Eastbound one-way traffic is established along the Awy G3 with OPOKA CRP as the entry point into the airspace of Russia. Westbound one-way traffic is established along the Awy G350 with ABAGA CRP as the exit point from the airspace of Russia. The meter flight level system is used over ABAGA CRP and OPOKA CRP. The transition from the meter flight level system to the ICAO flight level system and vice versa is provided within Riga FIR.

(SPEC/ENR 1.7.1-10)

g. THE CROSSING OF THE BOUNDARY BETWEEN RUSSIA AND ESTONIA ATS UNITS AREAS OF RESPONSIBILITY.

The meter flight level system is used over Awy R58 NOTAR CRP. The transition from the meter flight level system to ICAO flight level system and vice versa is provided within Tallinn FIR.

(SPEC/ENR 1.7.1-10)

h. THE CROSSING OF THE BOUNDARY BETWEEN RUSSIA AND USA ATS UNITS AREAS OF RESPONSIBILITY.

The procedure of transition from the meter flight level system to ICAO flight level system and vice versa shall be carried out in Magadan FIR (Oceanic sector). Depending on the flight direction the following RVSM flight levels shall be assigned to the aircraft (in feet):

Flight levels for flights from Anchorage to Magadan FIR:

RVSM (feet)	Meters
FL 380	11,100m (FL 364)
FL 340	10,600m (FL 348)
FL 320	9600m (FL 315)
FL 300	9600m (FL 315)

Flight levels for flights from Magadan to Anchorage FIR:

Meters	RVSM (feet)
11,100m (FL 364)	FL 370
10,100m (FL 331)	FL 330

(SPEC/ENR 1.7.1-9)

i. THE CROSSING OF RUSSIA/DPR of KOREA CTA/FIR BOUNDARY.

In accordance with the agreement concerning the procedures of interaction between Vladivostok ACC and Pyongyang ACC, semicircular flight level allocation system (in meters) applied for flights in the airspace of the Russian Federation and the DPR of Korea is established along the airways B355, R452 (SESUR), G721 (LARUS), G711 (RIVAT), B467, and G346 (NULAR). Flight levels along airway G711 are assigned by coordination between Vladivostok ACC and Pyongyang ACC.

(SPEC/ENR 1.7.1-9)

j. THE CROSSING OF RUSSIA/CHINA CTA/FIR BOUNDARY.

(SPEC/ENR 1.7.1-8 - 1.7.1.-9)

(1) Aircraft performing southbound flights along the airway G212 (ARGUK) shall change the flight level in Khabarovsk CTA/FIR on segment not less than 16 NM before Shenyang FIR boundary. The boundary shall be crossed in level flight at flight levels established in China airspace.

Flight levels for southbound flights:

Khabarovsk CTA/FIR	Shenyang FIR
11,600m (FL 381)	12,000m (FL 394)
10,600m (FL 348)	10,800m (FL 354)
9600m (FL 315)	9600m (FL 315)
8600m (FL 282)	8400m (FL 276)
6000m (FL 197)	6000m (FL 197)
5400m (FL 177)	5400m (FL 177)
3000m (FL 98)	3000m (FL 98)
2400m (FL 79)	2400m (FL 79)

Aircraft performing northbound flights along the airway G212 (ARGUK) shall change the flight level in Shenyang FIR on segment not less than 16 NM before Khabarovsk CTA/FIR boundary. The boundary shall be crossed in level flight at flight levels established in Russia airspace.

Flight levels for northbound flights:

Shenyang FIR	Khabarovsk CTA/FIR
11,400m (FL 374)	(FL 364) 11,100m
10,200m (FL 335)	(FL 331) 10,100m
9000m (FL 295	(FL 299) 9100m
5700m (FL 187)	(FL 187) 5700m
2700m (FL 89)	(FL 89) 2700m

(2) Aircraft performing southbound flights along the airway B149 (SIMIL) shall change the flight level in Blagoveschensk CTA on segment not less than 16 NM before Shenyang FIR boundary. The boundary shall be crossed in level flight at flight levels established in China airspace.

Flight levels for southbound flights:

Blagoveschensk CTA	Shenyang FIR
11,600m (FL 381)	12,000m (FL 394)
10,600m (FL 348)	10,800m (FL 354)
9600m (FL 315)	9600m (FL 315)
7800m (FL 256)	7800m (FL 256)
4800m (FL 157)	4800m (FL 157)
1800m (FL 59)	1800m (FL 59)

Aircraft performing northbound flights along the airway A588 (SIMLI) shall change the flight level in Shenyang FIR on segment not less than 16 NM before Blagoveschensk CTA boundary. The boundary shall be crossed in level flight at flight levels established in Russia airspace.

Flight levels for southbound flights:

Shenyang FIR	Blagoveschensk CTA
11,400m (FL 374)	(FL 364) 11,100m
10,200m (FL 335)	(FL 331) 10,100m
9000m (FL 295)	(FL 299) 9100m
7500m (FL 246)	(FL 246) 7500m
4500m (FL 147)	(FL 147) 4500m
1500m (FL 49)	(FL 49) 1500m

(3) Semicircular flight level allocation system (in meters) applied for flights in the airspace of the Russian Federation and the Peoples Republic of China is established along the airway B451 (BISUN) up to flight level 8100m (FL 266). Aircraft performing westbound flights at flight level above 8100m (FL 266) shall change the flight level at 16 NM before Shenyang FIR in Vladivostok CTA/FIR. The boundary shall be crossed in level flight at flight levels established in the airspace of the Peoples Republic of China.

Flight levels for westbound flights:

Vladivostok CTA/FIR	Shenyang FIR
8600m (FL 282)	8400m (FL 276)
9600m (FL 315)	9600m (FL 315)
10,600m (FL 348)	10,800m (FL 354)
11,600m (FL 381)	12,000m (FL 394)

Aircraft performing eastbound flights at flight level above 8100m (FL 266) shall change the flight level at 16 NM before Vladivostok CTA/FIR in Shenyang FIR. The boundary shall be crossed in level flight at flight levels established in the airspace of the Russian Federation.

Flight levels for eastbound flights:

Shenyang FIR	Vladivostok CTA/FIR
9000m (FL 285)	(FL 299) 9100m
10,200m (FL 335)	(FL 331) 10,100m
11,400m (FL 374)	(FL 364) 11,100m

3. AIRWAYS - Where vertical limits are described below, single altitudes are hard altitudes.

A45 - Vertical limits between Irkutsk VOR-DME and Bolshoye Goloustnaye NDB are FL 207-FL 397. Between Bolshoye Goloustnoye NDB and Khorinsk NDB are FL 89-FL 128 and FL 158-FL 397. Between UIAA CRP and AGINO CRP are FL 79-FL 98, FL 168-FL 196, and FL 299-FL 397.

(SPEC/ENR 3.1-2)

A45A - Vertical limits between TATUR CRP and KUDAR CRP are FL 79-FL 397. Between KUDAR CRP and Olzony NDB are FL 89-FL 108 and FL 158-FL 397.

(SPEC/ENR 3.1-2)

A45B - Vertical limits between KUDAR CRP and Ulan-Ude NDBs are FL 89-FL 397.

(SPEC/ENR 3.1-2)

A45D - Vertical limits between UIUU CRP and Kayakhta NDB are FL 109-FL 118, FL 168-FL 177, FL 217-FL 232, and FL 299-FL 397.

(SPEC/ENR 3.1-2)

A45E - Vertical limits between Irkutsk VOR and GOLOS CRP are FL 207-FL 397. Between GOLOS CRP and KUDAR CRP are FL 89-FL 108 and FL 168-FL 397. Between KUDAR CRP and Khorinsk NDB are FL 99-FL 108, FL 168-FL 397.

(SPEC/ENR 3.1-3)

A45G - Vertical limits between AGINO CRP and SOLOK CRP are FL 69, FL 168-FL 196, FL 283-FL 331.

(SPEC/ENR 3.1-3)

A45S - Vertical limits between Bolshoye Goloustnoye NDB and UIUU CRP are FL 89-FL 118 and FL 158-FL 397. Between UIUU CRP and TATUR CRP are FL 79-FL 331.

(SPEC/ENR 3.1-3)

A91 - Vertical limits between Pikhtovka NDB and Novo Tyryshkino NDB are FL 50-FL 147, FL 197, and FL 207-FL397. Between Novo Tyryshkino NDB and Tolmachevo VOR/DME are FL 40-FL 196 and FL 207-FL 397. Between Tolmachevo VOR/DME and Matveyevsky NDB are FL 40-FL 397. Between Matveyevsky NDB and Legostayevo NDB are FL 50-FL 397. Between Legostayevo NDB and SAMBA CRP are FL 178-FL 397. Between SMABA CRP and UNWW CRP are FL 50-FL 397. Between Osa NDB and Nikolsk NDB are FL 89-FL 397. Between Nikolsk NDB and NEKOL CRP are FL 207-FL 397. Between NEKOL CRP and SERNA CRP are FL 109-FL 118, FL 168-FL 177, FL 217-FL 236, and FL 298-FL 397. Between Pikhtovka NDB and Tolmachevo VOR/DME below FL 197 is one-way traffic from Pikhtovka NDB to Tolmachevo VOR/DME.

(SPEC/ENR 3.1-6 - 3.1-7)

A91A - Vertical limits between Irkutsk NDB and Bokhan NDB are FL 207-FL 380. Between Bokhan NDB and KUTIR CRP are

FL 79-FL 98 and FL 158-FL 380. Between KUTIR CRP and IRKAT CRP are FL 89-FL 108 and FL 158-FL 397. Between IRKUT CRP and Bratsk VOR/DME are FL 89-FL 98 and FL 158-FL397.
(SPEC/ENR 3.1-7)

A91B - Vertical limits between Osa NDB and Olzony NDB are FL 109-FL 118 and FL 158-FL 397.
(SPEC/ENR 3.1-7)

A91L - Vertical limits between UNBB CRP and AZOVO CRP are FL 50-FL 331. Between AZOVO CRP and Novolokti NDB are FL 181-FL 397.
(SPEC/ENR 3.1-8)

A122 -Vertical limits between PIKOR CRP and Mikhaylousk NDB are FL 89-FL 397. Between Mikhaylousk NDB and USSS CRP are FL 59-FL 397.
(SPEC/ENR 3.1-11)

A180 - Vertical limits between VATUN CRP and ANGUT CRP are FL 237-FL 380. Between ANGUT CRP and Nikolsk NDB are FL 79-FL 98 and FL 158-FL 380.
(SPEC/ENR 3.1-12)

A222 - Vertical limits between ULAA CRP and BULUK CRP are FL 207-FL 216 and FL 283-FL 397. Between BULUK CRP and KUMEL CRP are FL 178-FL 216 and FL 283-FL 397. Between KUMEL CRP and PILAN CRP are FL 178-FL 216 and FL 256-FL 282.
(SPEC/ENR 3.1-16)

A300 - Vertical limits between Artemovsky NDB and USTR CRP are FL 168-FL 397.
(SPEC/ENR 3.1-19)

A303 - Vertical limits between USTR CRP and Artemovsky NDB are FL 168-FL 397.
(SPEC/ENR 3.1-21)

A304 - Vertical limits between Artemovsky NDB and USTR CRP are FL 168-FL 397.
(SPEC/ENR 3.1-21)

A305 - Vertical limits between USTR CRP and ISKET CRP are FL 168-FL 397.
(SPEC/ENR 3.1-22)

A308 - Vertical limits between Matveyevsky NDB and Krapivinskiy NDB are FL 50-FL 147 and FL 187-FL 397.
(SPEC/ENR 3.1-23)

A309 - Vertical limits between VAGER CRP and UNEE CRP are FL 50-FL 157 and FL 168-FL 397.
(SPEC/ENR 3.1-24)

A333 - Between Bomnak NDB and Khabarovsk NDB Speed limited to Mach 0.83 or less for westbound flights.
(SPEC/ENR 3.1-31)

A368 - Vertical limits between Bazarnye Mataki NDB and VANUK CRP are FL 148-FL 196, FL 207-FL 226, FL 237-FL 256, FL 266-FL 282, FL 299-FL 331, and FL 348-FL 397. FL 207-FL 226, FL 266-FL 282, and FL 348-FL 397 are available by coordination with ATC.
(SPEC/ENR 3.1-33)

A813 - Vertical limits between UNBB CRP and Talmenka NDB are FL 50-FL 331. Between Talmenka NDB and Matveyevsky NDB are FL 109-FL 147 and FL 197-FL 397.
(SPEC/ENR 3.1-35)

B96 - Vertical limits between Providenya NDB and LARSA CRP are FL 59-FL 147.

B124 - Vertical limits between UHWW CRP and VATIS CRP are FL 79-FL 206 and FL 332-FL 397. Between VATIS CRP and TERNE CRP is FL 138-FL 347. Airway is available on Sat, Sun, and public holidays, other days on coordination with ATC.
(SPEC/ENR 3.1-43)

B151 - Vertical limits between Tolmachevo VOR-DME and UNEE CRP are FL 40-FL 157 and FL 197-FL 380. Between Rovny NDB and Aginskoye NDB are FL 207-FL 397.
(SPEC/ENR 3.1-51)

B151B - Vertical limits between ZAGOR CRP and Pavlovshina NDB are FL 207-FL 397. Flight between ZAGOR CRP and Krasnoyarsk VOR-DME permitted with Russian escort crew only.
(SPEC/ENR 3.1-52)

B160 - Vertical limits between NUKOL CRP and Pochinok NDB are FL 89 and FL 187-FL 298.
(SPEC/ENR 3.1-52)

B160A - Vertical llimits between Pochinok NDB and BERNO CRP are FL 98 and FL 178-FL 347.
(SPEC/ENR 3.1-73)

B161 - Vertical Limits between MEDIK CRP and SULOK CRP are FL 69-FL 78, FL 168-FL 196, and FL 283-FL 331.
(SPEC/ENR 3.1-73)

B206 - Vertical limits between Tolmachevo VOR-DME and Novolokti NDB are FL 40-FL 331. Between Novolokti NDB and Talmenka NDB are FL 197-FL 331.
(SPEC/ENR 3.1-77)

B215 - Vertical limits between Takhtalym NBD and Balandino VOR-DME are FL 50-FL 98 and FL 138-FL 397.

B216 - Vertical limits between RILAN CRP and Mikhaylovsk NDB are FL 69-FL 78 and FL 89-FL 397.

B355 - Vertical limits between Roschino NDB and BALET CRP are FL 299-FL 315, FL 348, FL 381, FL 430, and FL 495. Between BALET CRP and Muraveyka NDB are FL 178-FL 236, FL 315, FL 348, FL 381, FL 430, and FL 495. Between Muraveyka NDB and UHWW CRP are FL 79-FL 177, FL 315, FL 348, FL 381, FL 430, and FL 495. Between UHWW CRP and BALET CRP FL 315, FL 348, FL 381, FL 430, and FL 495 are available on coordination with ATC. Between BALET CRP and Roschino NDB FL 348, FL 381, FL 430, and FL 495 are available on coordination with ATC. Between UHWW CRP and SESUR CRP, airway is available Sat, Sun, and public holidays, other days on coordination with ATC.
(SPEC/ENR 3.1-93)

B356 - Vertical limits between DOLMA CRP and Chernyshevka NDB are FL 89-FL 187. Between Chernyshevka NDB and LUBOK CRP are FL 187-FL 226. Between LUBOK CRP and Roschino NDB are FL 187-FL 299. Between DOLMA CRP and LUBOK CRP FL 299, FL 331, FL 364, FL 397, FL 462, and FL 528 are available by coordination with ATC. Between LUBOK CRP and Roschino NDB FL 331, FL 364, FL 397, FL 462, and FL 528 are available by coordination with ATC.
(SPEC/ENR 3.1-94)

B358 - Between IGORD CRP and IKADA CRP is available northbound between 0700-2000Z by coordination with Vladivostok ACC southbound no restrictions.
(SPEC/ENR 3.1-94)

B451 - Vertical limits between UHWW CRP and PERAS CRP are FL 79-FL 177 and FL 365-FL 528. Between PERAS CRP and SEGUL CRP are FL 89-FL 206 and FL 365-FL 528. Between SEGUL CRP and LAMKA CRP are FL 197-FL 206 and FL 365-FL 528. Between LAMKA CRP and DELOK CRP are FL 99-FL 128, FL 197-FL 282, and FL 299-FL 528. Between DELOK CRP and TEKUK CRP are FL 99-FL 128, FL 227-FL 246, FL 266-FL 364, and FL 397-FL 528.

B480 - Between Bratsk VOR-DME and Razdolye NDB Vertical Limits are FL 283-FL 397.

(SPEC/ENR 3.1-104)

G212 - Vertical limits between ARGUK CRP and UHHH CRP are FL 69-FL 98, FL 178-FL 196, and FL 299-FL 397. FL 430-FL 528 are available by coordination with ATC.

(SPEC/ENR 3.1-134)

G351 - Vertical limits between USPP CRP and Kukushtan NDB are FL 59-FL 397. Between Kukushtan NDB and NEDRA CRP are FL 148-FL 256. Between NEDRA CRP and Dyurtyuli NDB are FL 168-FL 331. Between Dyurtyuli NDB and Maksim Gorky NDB are FL 246-FL 380. Between Maksim Gorky NDB and GUBER CRP are FL 148-FL 397.

G475 - Vertical limits between KROTA CRP and ULMM CRP are FL 148-FL 331. Between ULMM CRP and OLADA CRP are FL 40-FL 298. Between OLADA CRP and PILAN CRP are FL 187-FL 236 and FL 283-FL 298.

(SPEC/ENR 3.1-142)

G476 - Vertical limits between AKATI CRP and Padun NDB are FL 283-FL 331. Between Padun NDB and ERMAK CRP are FL 168-FL 331. Between ERMAK CRP and PILAN CRP are FL 187-FL 236 and FL 283-FL 298. Between PILAN CRP and MOVIT CRP are FL 178-FL 236 and FL 283-FL 331. Between MOVIT CRP and Kem NDB are FL 168-FL 236 and FL 283-FL 331. Between Kem NDB and NOVRO CRP are FL 50-FL 88 and FL 178-FL 331.

(SPEC/ENR 3.1-146 - 3.1-147)

G476A - Vertical limits between UNIDA CRP and Bogdanovo NDB are FL 98, FL 158-FL 347.

(SPEC/ENR 3.1-147)

G488 - Vertical limits between BOROK CRP and BLAGO CRP are FL 217-FL 298. Between BLAGO CRP and ABELA CRP are FL 207-FL 298. FL 197 is available westbound only between BOROK CRP and ABELA CRP.

(SPEC/ENR 3.1-154)

G551 - Vertical limits between USSS CRP and Nyazepetrovsk NDB are FL 69-FL 397. Between Nyazepetrovsk NDB and Mikhaylovka NDB are FL 138-FL 380. Between Mikhaylovka NDB and Ufa NDB are FL 69-FL 380.

(SPEC/ENR 3.1-170)

G552 - Vertical limits between USSS CRP and NIFAL CRP are FL 59-FL 397 one way eastbound.

G710 - Vertical limits between Bisert NDB and ABAVO CRP are FL 59-FL 216 and FL 236-FL 397. FL 216 and below is one way westbound only.

G714 - Vertical limits between ABAVO CRP and SABIK CRP are FL 69-FL 397 eastbound only.

G716 - Vertical limits between ULGUN CRP and Nizhnevartovsksabik VOR-DME are FL 50-FL 397.

G717 - Vertical limits between MEDOS CRP and ULGUN CRP are FL 59-FL 348.

G721 - Vertical limits between VATIS CRP and TELOD CRP are FL 138-FL 315 and FL 332-FL 397. Between TELOD CRP and LARUS CRP are FL 168-FL 315 and FL 332-FL 397. Segment VATIS CRP to TELOD CRP is available on Sat, Sun and public holidays. Other days on coordination with ATC. Segment TELOD CRP to LARUS CRP is temporarily not available.

G809 - Vertical limits between Krasnoyarsk VOR-DME and DEBAR CRP are FL 207-FL 397. Between DEBAR CRP and BELEK CRP are FL 168-FL 397. Between BELEK CRP and Yeniseysk VOR-DME are FL 148-FL 397. Traffic between Krasnoyarsk VOR-DME and Yeniseysk VOR-DME is one way westbound.

R27 - Vertical limits between Tolmachvo VOR-DME and Kolyvan NDB are FL 40-FL 397. Between Kolyvan NDB and Seredino NDB are FL 50-FL 147 and FL 197-FL 397. Between Seredino NDB and Kozhevnikovo NDB are FL 50-FL 397.

(SPEC/ENR 3.1-207)

R27A - Vertical limits between Seredino NDB and Pikhtovka NDB are FL 99-FL 380.

(SPEC/ENR 3.1-208)

R27B - Vertical limits between Kozhevnikovo NDB and Pikhtovka NDB are FL 59-FL 380.

(SPEC/ENR 3.1-208)

R30 - Vertical limits between St. Peterburg VOR-DME and KOLPI CRP are FL 40-FL 298.

(SPEC/ENR 3.1-209)

R109A - Vertical limits between ULGUN CRP and USRR CRP are FL 50-FL 397. Between USRR CRP and KANER CRP are FL 99-FL 397. Between KANER CRP and TODES CRP are FL 99-FL 380.

R200 - Vertical limits between BOMLI CRP and USRO CRP are FL 109-FL 397.

R-201 - Vertical limits between Tolmachevo VOR-DME and SULIM CRP are FL 109-FL 380. Between SULIM CRP and Barabinsk NDB are FL 89-FL 380.

(SPEC/ENR 3.1-223)

R211A - Vertical limits between UHBI CRP and PITON CRP are FL 99-FL 397 and FL 430-FL 528. FL 430-FL 528 is available on coordination with ATC.

R480 - Vertical limits between Dyurtyuli NDB and RILAN CRP are FL 69 (Eastbound only) and FL 79-FL 397. Between RILAN CRP and OREGA NCRP are FL 148-FL 397. Between OREGA NCRP and LANTO CRP FL 148-FL 246 (Eastbound only) and FL 256-FL 429. Between LANTO CRP and GISAK CRP are FL 40-FL 246 (Eastbound only) and FL 256-FL 397.

(SPEC/ENR 3.1-238)

R481 - Vertical limits between IMANA CRP and Mikhaylovka NDB are FL 79-FL 430. Between Mikhaylovka NDB and Dyurtyuli NDB are FL 79-FL 380.

(SPEC/ENR 3.1-240)

R481A - Vertical limits between IMANA CRP and OREGA NCRP are FL 79-FL 246 (Westbound only) and FL 256-FL 429.

(SPEC/ENR 3.1-240)

R483 - Vertical limits between Bisert NDB and Nyazepetrovsk NDB are FL 138-FL 397. Between Nyazepetrovsk NDB and IMANA CRP are FL 148-FL 429.

(SPEC/ENR 3.1-241)

R486 - Vertical limits between Balindino VOR-DME and USSS CRP are FL 50-FL 98 and FL 177-FL 380.

(SPEC/ENR 3.1-242)

R487 - Vertical limits between USKK CRP and Belokholunitsky NDB are FL 50-FL 98 and FL 138-FL 397.

ADDITIONAL INFORMATION

1. HOLIDAYS

(SPEC/AIC 09/01)

New Years Day	1, 2 Jan
Christmas Day	7 Jan
Fatherland Defender Day	23 Feb
International Woman's Day	8 Mar
Spring and Labor Day	1, 2 May
Victory Day	9 May
Day of Russia	12 Jun
Anniversary of the Great October Revolution	7 Nov
Constitution Day	12 Dec

SLOVAKIA

GENERAL - This entry includes BRATISLAVA Flight Information Region which approximates the country boundary of Slovakia.

(SPEC/ENR 2.1-1)

DIMENSIONAL UNITS - Primary SI Units except:

MEASUREMENT OF	UNITS
1. Distances used in navigation, position reporting, etc	Kilometers, Nautical miles and tenths
2. Altitudes, elevations and height	Feet and meters
3. Horizontal speed including wind speed	Kilometers per hour, knots and meters per second
4. Vertical speed	Feet per minute
5. Visibility including runway visual range	Kilometers or meters
6. Height of cloud base	Feet

(SPEC/GEN 2.1-1)

VISUAL FLIGHT RULES - Standard.

(SPEC/ENR 1.2-1)

INSTRUMENT FLIGHT RULES - Standard except:

1. FM Immunity - from 01 Jan 2001, Non-FM immune state aircraft in Slovakia are permitted as follows:

a. ENROUTE - Aircraft are capable of meeting RNP5 without the use of VOR.

b. TERMINAL - Use of instrument approach facilities not requiring the use of ILS/VOR facilities.

(USAASD-E/USAASD-E LTR 00-0189)

ALTIMETER SETTING PROCEDURES - Standard - ICAO

(SPEC/ENR 1.7-1)

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

ROUTE AND AREA RESTRICTIONS

1. A Visual Flight Rule Identification Zone 2.7 NM horizontally exists within the perimeter of the entire border of Slovakia. Flight inside the zone requires prior permission which must be obtained by telephone from the appropriate local ATC unit. The service of a translator is necessary because the local ATC units use Slovak language only.

(SPEC/ENR 1.2-5)

ADDITIONAL INFORMATION

1. Slovak holidays are: 1, 6 Jan, Good Friday, Easter Monday, 1, 8 May, 5 Jul, 29 Aug, 1, 15 Sep, 1, 17 Nov, 24, 25, 26 Dec and all Sundays.

(SPEC/GEN 2.1-2)

UKRAINE

GENERAL - This entry includes KHARKIV, LVIV, ODESA, and SIMFEROPOL. Flight Information Regions which approximates the country boundary of Ukraine.

(SPEC/ENR 1.1-1)

DIMENSIONAL UNITS - Primary S1 Unit.

(SPEC/GEN 2.1-1)

VISUAL FLIGHT RULES - Standard.

INSTRUMENT FLIGHT RULES - Standard except:

1. FM Immunity - The Ukraine Flight Air Navigational Service Development plan for the year 2000 controls the implementation of FM broadcast stations on a case by case basis. Presently, operations in Ukraine's airspace may be conducted without FM immunity.

(TFMWGE/02-0150, 28 Jun 02)

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

(SPEC/ENR 1.7-2)

ADDITIONAL INFORMATION

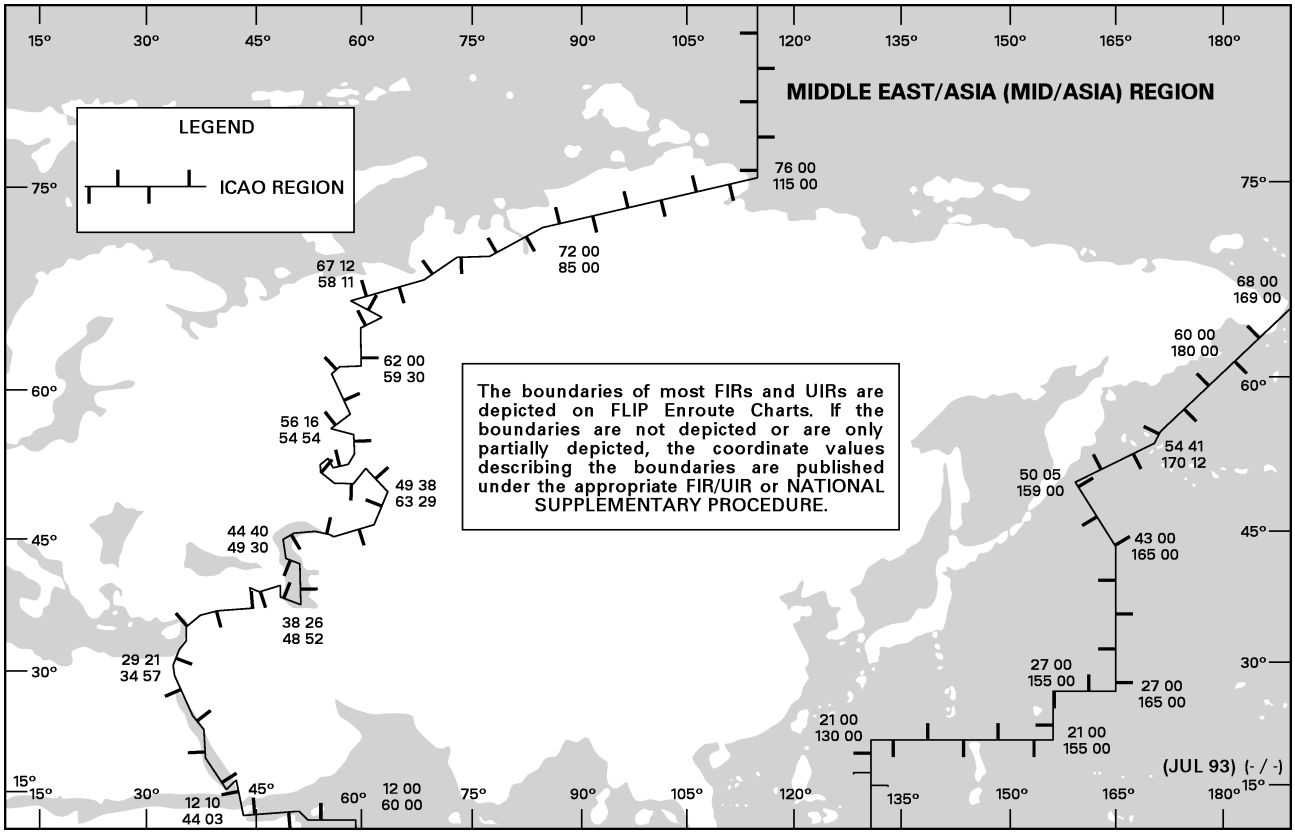
1. HOLIDAYS.

(SPEC/GEN 2.1-2)

New Year's Day	Jan 1
Christmas Day	Jan 7
International Women's Day	Mar 8
Labour Day	May 1 & 2
Victory Day	May 9
Constitution Day	Jun 28
Independence Day	Aug 24

Chapter 3

MIDDLE EAST/ASIA REGION



MIDDLE EAST/ASIA (MID/ASIA) REGION

SECTION A - REGIONAL SUPPLEMENTARY PROCEDURES

NOTE: Flight Information Region/Upper Information Region and Country listings herein are limited to the area of coverage of the associated FLIP Enroute Chart Series (EEA). For other Flight Information Regions/Upper Information Regions and countries of this region refer to AP/2, Chapter 4, and AP/3, Chapter 3.

DIMENSIONAL UNITS - Refer to appropriate Flight Information Region/Upper Information Region or National Supplementary Procedures.

VISUAL FLIGHT RULES - Standard except:
(SPEC/ICAO DOC 7030/4 MID/ASIA RAC 1.1.1)

1. Visual Flight Rule flights to be operated within a control zone established at an airport serving international flights and in specified portions of the associated terminal control area used by international Instrument Flight Rule flights in association with approach, holding, departure and noise abatement procedures shall have two-way radio communications, obtain permission from the appropriate ATC unit and report position as required.

2. Application of Instrument Flight Rules is mandatory as indicated under Instrument Flight Rules below.

INSTRUMENT FLIGHT RULES - Standard except:

1. Flights shall be conducted IAW Instrument Flight Rules, even when not operating in Instrument Meteorological Conditions when operated more than 100 NM seaward from the shoreline within controlled airspace or above Flight Level 150.
(SPEC/ICAO DOC 7030/4 MID/ASIA RAC 1.2.1.1)

2. All Instrument Flight Rule flights shall comply with the procedures for Air Traffic Advisory Service when operating in advisory airspace.
(SPEC/ICAO DOC 7030/4 MID/ASIA RAC 1.3.1)

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard except:

1. The last position report before passing from one Flight Information Region to an adjacent one shall also be made to the Air Traffic Services unit serving the airspace about to be entered.
(SPEC/ICAO DOC 7030/4 MID/ASIA RAC 3.3.1)

2. All aircraft on Visual Flight Rule flights and those on Instrument Flight Rule flights outside controlled airspace shall maintain a watch on a radio station furnishing communications for the unit providing Flight Information Service in the Flight Information Region and file with that station information as to their position unless otherwise authorized by the state overflown.
(SPEC/ICAO DOC 7030/4 MID/ASIA RAC 3.1.1)

3. All flights except those conducted wholly in the vicinity of an airport when exempted by the appropriate air traffic control unit shall report during the period twenty to forty minutes following the time of last contact, whatever the purpose of such contact merely to indicate that the flight is progressing according to plan. The above report will consist of aircraft identification and the words "Operations normal".
(SPEC/ICAO DOC 7030 MID/ASIA RAC 12.2.1;
4444/VI PANS/RAC 2.1.2)

4. Aircraft shall be exempted from making, recording and reporting routine meteorological observations when flying over Continental Asia and Japan, except aircraft within the BAGHDAD, BAHRAIN, JEDDAH, KABUL, and TEHRAN Flight Information Regions, shall make and record routine observations at the ATS/MET reporting points indicated in the Regional Plan.
(SPEC/ICAO DOC 7030/4 MID/ASIA MET 1.1, MET 1.2)

5. For all flights over mountainous or sparsely populated areas, including sea areas, aircraft equipped with suitable two-way radio communications shall report during the period twenty of forty minutes following the time of last contact, whatever the purpose of such contact, merely to indicate that the flight is progressing according to plan. The above report will consist of aircraft identification and the words "Operations normal".
(SPEC/ICAO DOC 7030/4 EUR/RAC 12.2.1;
ICAO DOC 4444, VI 2.1.2)

VERTICAL SEPARATION - Refer to appropriate Flight Information Region/Upper Information Region or National Supplementary Procedures.

FLIGHT PLANNING

1. NOTAM coverage within the Middle East/Asia (MID/ASIA) Region may be limited. If enroute Area Control Center (ACC/FIR), intended destination or alternate does not have the NOTAM coverage symbol (diamond) in the Enroute Supplement, contact the nearest civil Air Traffic Control (ATC) agency or the United States Defense Attache Office (USDAO) for NOTAM information.
(SPEC/AFFSANM/AFFSA)

CLEARANCES

1. If an aircraft is unable to continue flight IAW its ATC clearance, a revised clearance shall, whenever possible, be obtained prior to initiating any action, using the radio distress or urgency signal as appropriate.
(SPEC/ICAO DOC 7030/4 MID/ASIA RAC 4.2.1)

a. If prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time and, in the meantime, the aircraft shall broadcast its position (including the ATS route designator or the track code, as appropriate) and intentions, on frequency 121.5 MHz at suitable intervals until ATC clearance is received.
(SPEC/ICAO DOC 7030/4 MID/ASIA RAC 4.2.2)

b. An aircraft unable to comply with the above stated provisions, subsonic aircraft should leave its assigned route or track by turning 90° to the right or left whenever this is possible.
(SPEC/ICAO DOC 7030/4 MID/ASIA RAC 4.3.1)

c. An aircraft able to maintain its assigned level should, nevertheless, climb or descend 500' while acquiring andmaintaining in either direction a track laterally separated by 25 NM from its assigned route or track.
(SPEC/ICAO DOC 7030/4 MID/ASIA RAC 4.3.2.1)

d. An aircraft not able to maintain its assigned level should start its descent while turning to acquire and maintain in either direction a track laterally separated by 25 NM from its assigned route or track. For subsequent level flight, a level should be selected which differs by 500\0142 from those normally used.
(SPEC/ICAO DOC 7030/4 MID/ASIA RAC 4.3.2.2)

2. If an aircraft on a long overwater flight has inadvertently deviated from the route specified in its ATC clearance, it shall immediately take action to regain such route within 200 NM from the position at which the deviation was observed.
(SPEC/ICAO DOC 7030/4 MID/ASIA RAC 5.1.1)

SECTION B - FIR/UIR SUPPLEMENTARY PROCEDURES

NOTE: Listing of Flight Information Regions/Upper Information Regions is limited to publication areas of coverage.

BISHKEK FIR

GENERAL - This region is administered by Kyrgyzstan but includes portions of Kazakhstan.
(SPEC/RAC 3-1.13)

DIMENSIONAL UNITS - Primary SI Units except that the altimeter setting is given in millibars and wind speed may be in meters per second.
(SPEC/GEN 1-11)

VISUAL FLIGHT RULES - See AP/4 Chapter 2, Russia.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 2, Russia.

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

DUSHANBE FIR

GENERAL - This region is administered by Tashkent but includes a portion of Uzbekistan and Tajikistan.
(SPEC/RAC 3-1.3)

DIMENSIONAL UNITS - Primary SI Units except that the altimeter setting is given in millibars and wind speed may be in meters per second.
(SPEC/GEN 1-11)

VISUAL FLIGHT RULES - See AP/4 Chapter 2, Russia.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 2, Russia.

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

KOKAND FIR

GENERAL - This region is administered by Uzbekistan but includes portions of Kyrgyzstan and Tajikistan.

(SPEC/ENR 2.1-1)

DIMENSIONAL UNITS - Primary SI Units except that the altimeter setting is given in millibars and wind speed may be in meters per second.

(SPEC/GEN 2.1-1)

VISUAL FLIGHT RULES -

VFR MINIMUM FLIGHT CONDITIONS

Terrain	True Airspeed	Cloud Base above the Highest Terrain Point	Visibility	Vertical Distance from an acft to the cloud base
IN TERMINAL AREAS				
	(KTAS)	(FT)		(FT)
Plain and Hilly	162	492	1.1 NM	164
	163k-297	984	2.7 NM	328
Mountainous	297k or less	984	2.7 NM	328
IN APPROACH AREA, ALONG INTERNATIONAL AIRWAYS, DOMESTIC AIRWAYS AND ESTABLISHED ROUTES				
Plain and Hilly	162	492	1.1 NM	164
	163k-297	984	2.7 NM	328
Mountainous (Up to 6,560 ft)	297k or less	1312	2.7 NM	328
Mountainous (Above 6,560 ft) (2000m) or above	297k or less	2296	5.4 NM	328

NOTE: In terminal areas, minimum meterological conditions shall be as in compliance with the pattern speed.

(UZ AIP ENR 1.2-1 4 JAN 96)

INSTRUMENT FLIGHT RULES -

AIRSPEED (KTAS)	MINIMUM VERTICAL OBSTACLE CLEARANCE (FEET)
IN AIRPORT CONTROL ZONES	
(KTAS)	(FT)
162 or less (When circling to land)	984
162 or less (When circling to land)	984
IN APPROACH AREAS, ALONG AIRWAYS, LOCAL AIR ROUTES AND ESTABLISHED ROUTES	
Plain and Hilly areas and over water	
(KTAS)	(FT)
162 or less	1968
162 - 297	1968
297 or more	1968
In Mountainous Areas	
297 or less	2953
297 or more	2953
For First Aid Medical Flights	
Plain and Hilly areas	
162 or less	1968

(UZ AIP GEN 1.3-2 4 JAN 96)

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

KZYLORDA FIR

GENERAL - This region is administered by Kazakhstan but includes part of Uzbekistan.

(SPEC/ENR 46)

DIMENSIONAL UNITS - Primary SI Units except that the altimeter setting is given in millibars and wind speed may be in meters per second.

(SPEC/GEN 35)

VISUAL FLIGHT RULES -

VFR MINIMUM FLIGHT CONDITIONS

Terrain	True Airspeed (k)	Cloud Base above the Highest Terrain Point	Visibility	Vertical Distance from an acft to the cloud base
IN TERMINAL AREAS				
Plain and Hilly	162k (300kmh)	492 ft (150m)	1.1 NM (2000m)	164 ft (50m)
	163k-297k (301-550kmh)	984 ft (300m)	2.7 NM (5000m)	328 ft (100m)
Mountainous	297k (550kmh) or less	984 ft (300m)	2.7 NM (5000m)	328 ft (100m)
IN APPROACH AREA, ALONG INTERNATIONAL AIRWAYS, DOMESTIC AIRWAYS AND ESTABLISHED ROUTES				
Plain and Hilly	162k (300kmh)	492 ft (150m)	1.1 NM (2000m)	164 ft (50m)
	163k-297k (301-550kmh)	984 ft (300m)	2.7 NM (5000m)	328 ft (100m)
Mountainous (Up to 6,560 ft) (2000m) or less	297k (550kmh) or less	1312 ft (300m)	2.7 NM (5000m)	328 ft (100m)
Mountainous (Above 6,560 ft) (2000m) or above	297k (550kmh) or less	2296 ft (700m)	5.4 NM (1000m)	328 ft (100m)

(KZ AIP GEN 32 7 JAN 01)

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 2, Kazakhstan.

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

NUKUS FIR

GENERAL - This region is administered by Uzbekistan.

(SPEC/ENR 2.1-1)

DIMENSIONAL UNITS - Primary SI Units except that the altimeter setting is given in millibars and wind speed may be in meters per second.

(SPEC/GEN 2.1-1)

VISUAL FLIGHT RULES -

VFR MINIMUM FLIGHT CONDITIONS

Terrain	True Airspeed	Cloud Base above the Highest Terrain Point	Visibility	Vertical Distance from an acft to the cloud base
IN TERMINAL AREAS				
	(KTAS)	(FT)		(FT)
Plain and Hilly	162	492	1.1 NM	164
	163k-297	984	2.7 NM	328
Mountainous	297k or less	984	2.7 NM	328
IN APPROACH AREA, ALONG INTERNATIONAL AIRWAYS, DOMESTIC AIRWAYS AND ESTABLISHED ROUTES				
Plain and Hilly	162	492	1.1 NM	164
	163k-297	984	2.7 NM	328
Mountainous (Up to 6,560 ft)	297k or less	1312	2.7 NM	328
Mountainous (Above 6,560 ft)	297k or less	2296	5.4 NM	328

NOTE: In terminal areas, minimum meterological conditions shall be as in compliance with the pattern speed.

(SPEC/ENR 1.2-1 4)

INSTRUMENT FLIGHT RULES -

AIRSPEED (KTAS)	MINIMUM VERTICAL OBSTACLE CLEARANCE (FEET)
IN AIRPORT CONTROL ZONES	
(KTAS)	(FT)
162 or less (When circling to land)	984
162 or less (When circling to land)	984
IN APPROACH AREAS, ALONG AIRWAYS, LOCAL AIR ROUTES AND ESTABLISHED ROUTES	
Plain and Hilly areas and over water	
(KTAS)	(FT)
162 or less	1968
162 - 297	1968
297 or more	1968
In Mountainous Areas	
297 or less	2953
297 or more	2953
For First Aid Medical Flights	
Plain and Hilly areas	
162 or less	1968

(SPEC/ENR 1.2-1 4)

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

SEMIPALATINSK FIR

GENERAL - This region is administered by Kazakhstan.
(SPEC/ENR 47)

DIMENSIONAL UNITS - Primary SI Unit except that the altimeter setting is given in millibars and wind speed may be in meters per second.
(SPEC/GEN 35)

VISUAL FLIGHT RULES - See AP/4 Chapter 2, Kazakhstan.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 2, Kazakhstan.

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

TASHKENT FIR

GENERAL - This region is administered by Uzbekistan but includes airspace over Kyrgyzstan and Tajikistan.
(SPEC/ENR 2.1-4)

DIMENSIONAL UNITS - Primary SI Units except that the altimeter setting is given in millibars and wind speed may be in meters per second.
(SPEC/GEN 2.1-1)

VISUAL FLIGHT RULES - See AP/4 Chapter 3, Uzbekistan.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 3, Uzbekistan.

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

SECTION C - NATIONAL SUPPLEMENTARY PROCEDURES

NOTE: Listing of countries is limited to publication area of coverage.

CHINA

GENERAL - This entry includes BEIJING, GUANGZHOU, KUNMING, LANZHOU, SHANGHAI, SHENYANG, URUMQI and WUHAN Flight Information Regions and the SANYA ACC Area of Responsibility over the South China Sea. The TAIBEI/TAIPEI FIR is in dispute and is covered by other entries.
(SPEC/ENR 2.1-31)

DIMENSIONAL UNITS - Primary SI Unit with the exception that Wind Direction is given in true.
(SPEC/ENR 2.1-1)

VISUAL FLIGHT RULES - Standard with the following exceptions:

1. No VFR on Top or Between Layers is allowed.

2. VFR flight above 450 km/hr (243 kts) IAS are subject to approval by ATC.

3. There is no provision for VFR cruising levels or Special VFR flight.
(SPEC/ENR 1.2-1, GEN 1.7-1)

4. There are no provisions for Special VFR or VFR cruising levels.

INSTRUMENT FLIGHT RULES - Standard
(SPEC/ENR 1.3-1)

ALTIMETER SETTING PROCEDURES - Standard with the following exceptions:

1. At aerodromes where transition altitudes or transition heights and levels are not established: Before takeoff, the aircraft altimeter subscale shall be set to the atmospheric pressure at the aerodrome elevation. After takeoff, when the aircraft has reached a height of 600 meters (2000 feet), the altimeter subscale shall be set to 1013.2 hPA (29.92 in). During the process of descent in the

aerodrome tower control area, the aircraft shall start altimeter setting by the instruction of ATC.

2. At aerodromes of high elevation: When the aircraft altimeter subscale cannot be set to the atmospheric pressure at the aerodrome elevation, it will then be set to 1013.2 hPa (29.92 in) before takeoff, with the indicated altitude interpreted as zero. When the aircraft altimeter subscale cannot be set to the atmospheric pressure at the aerodrome elevation, landing is to be made with the assumed zero altitude notified by ATC.

(SPEC/ENR 1.7-2)

POSITION REPORTING - Standard

(SPEC/ENR 1.1-2)

VERTICAL SEPARATION

1. Semicircular. Flight levels above those listed in the table below are available at 1200 meter intervals.

(SPEC/ENR 1.7-7)

2. RVSM is implemented within the Sanya AOR Oceanic Airspace (PAA Chart 6) between FL 290 and FL 410 inclusive. Non-RVSM equipped aircraft may not flight plan within this airspace without prior coordination.

a. RVSM levels for L642, M771, N892, L625, N884, and M767 are FL 300, FL 320, FL 340, FL 360, FL 380 and FL 400. RVSM equipped aircraft crossing the routes will be assigned flight levels: Eastbound - FL 330, FL 370, FL 410; Westbound - FL 310, FL 350, FL 390.

b. RSVM levels for A1 and P901 are: Eastbound - FL 330, FL 370, FL 410; Westbound - FL 310, FL 350, FL 390.

c. RVSM is not implemented on the segment of route A202 within the Sanya AOR. SI flight levels in meters will be used and flight level changes conducted on the instruction of ATC.

(SPEC/AIP SUP 06/03)

Track (T) 0°-179° Flight Level		Track (T) 180°-359° Flight Level	
Meters	Feet	Meters	Feet
900	3000	600	2000
1500	4900	1200	3900
2100	6900	1800	5900
2700	8900	2400	7900
3300	10,800	3000	9800
3900	12,800	3600	11,800
4500	14,800	4200	13,800
5100	16,700	4800	15,700
5700	18,700	5400	17,700
6300	20,700	6000	19,700
6900	22,600	6600	21,700
7500	24,600	7200	23,600
8100	26,600	7800	25,600
9000	29,500	8400	27,600
10,200	33,500	9600	31,500
11,400	37,400	10,800	35,400
		12,000	39,400

NOTE: The above figures under column "feet" are rounded to hundreds. An aircraft with its altimeter graduated in "feet" shall be flown at an altitude in "feet" which corresponds to the assigned flight level in meters.

(SPEC/ENR 1.7-7)

FLIGHT PLANNING

1. Flight Plans are required for all flights.

(SPEC/GEN 1.7-1)

2. With the exception of the Sanya AOR Oceanic Advisory area, there is no uncontrolled airpsace in China. All airspace starts at the surface of the ground or water and has no upper limit.

(SPEC/GEN 1.7-1)

3. ACAS II- Between 11 July 2002 and 31 December 2002, restrictive actions will be implemented for all non-ACAS II-equipped aircraft that have a maximum certified take-off mass in excess of 33,000 lb (15,000 kg) or that are authorized to carry more than 30 passengers will receive restrictions by ATC.

(SPEC/AIC 02/02)

a. Between 1 January 2003 and 31 December 2003, all aircraft with maximum certified take-off mass of 33,000 lb (15,000 kg) or that are authorized to carry more than 30 passengers will not be allowed to operate into the Airspace of China if the aircraft is not equipped with certified ACAS II.

b. From 1 January 2004, all aircraft with a maximum certified take-off mass in excess of 12,550 lb (5,700 kg) or that are authorized to carry more than 19 passengers will not be allowed to operate into the Airspace of China including the Sanya AOR if the aircraft is not equipped with certified ACAS II.

(CH AIC 02/02)

ROUTE AND AREA RESTRICTIONS

1. All aircraft flying within the sovereign Peoples Republic of China (PRC) are required to operate with one ADF, unless the aircraft type has a waiver from the PRC government for operations without an ADF.

(PACAF/FIL 00-76, CAAC AR9300 1R1)

2. AKARA-FUKUE Corridor is that area 25 NM either side of a direct line from FUKUE NDB and AKARA CRP. This corridor overlies A593. Special operating instructions are as follows:

a. Westbound

(1) Flights shall file for either FL 240, FL 280, or FL 390 for that portion of the flight within the corridor.

(2) Pilots shall request clearance as soon as possible so as to cross ONIKU CRP at one of the acceptable Flight Levels.

(b) Traffic permitting other Flight Levels may be used.

b. Eastbound

(1) Flights shall file for either FL 250, FL 290 or FL 410 for that portion of the flight within the corridor.

(2) Pilots shall request clearance as soon as possible so as to cross LAMEN CRP at one of the acceptable Flight Levels.

(a) Flights unable to reach FL 250 by LAMEN may request to cross LAMEN at or above FL230 so as to reach FL 250 by SADLI.

c. Alternative Routing

(1) In the event of severe weather avoidance or for Operational necessity ATC may reroute flights via AKARA-APITO-MIKES.

d. Communications

(1) While in the corridor and to the EAST of SADLI maintain a continuous watch on the appropriate FUKUOKA ACC frequency.

(2) While in the corridor and to the WEST of SADLI, maintain a continuous watch on the appropriate SHANGHAI ACC frequency.

e. Transfer of Control - SADLI CRP is the transfer of control point for all corridor operations. (SEE AKARA-FUKUE AIR CORRIDOR GRAPHIC)

(SPEC/ENR 3.5-3)

SUPPLEMENTARY AIRPORT REMARKS

1. CAPITAL/Beijing (ZBAA) - Jet aircraft using Runway 18L/18R for takeoff shall comply with the following noise abatement procedures:

a. From takeoff up to 1000 ft AGL, maintain takeoff power, flaps takeoff setting, speed V2 + 10-20 Kts.

b. At 1000 ft AGL reduce thrust to not less than climb power.

c. Climb from 1000 ft AGL to 3000 ft AGL with speed V2 + 10-20 Kts.

d. At 3000 ft AGL retract flaps and slowly and evenly increase to enroute climb speed.

(SPEC/AD 2-11)

KAZAKHSTAN

GENERAL - See AP/4 Chapter 2.

DIMENSIONAL UNITS - See AP/4 Chapter 2, Kazakhstan.

VISUAL FLIGHT RULES - See AP/4 Chapter 2, Kazakhstan.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 2, Kazakhstan.

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

FLIGHT PLANNING

1. See AP/4 Chapter 2.

ROUTE AND AREA RESTRICTIONS

1. See AP/4 Chapter 1.

ADDITIONAL INFORMATION

1. HOLIDAYS

(SPEC/GEN 43)

New Year's Day	1-2 Jan
International Women's Day	8 Mar
Nauryz Meyramy	22 Mar
Day of Unity People of Kazakhstan	1 May
Victory Day	9 May
Constitution Day	30 Aug
Republic Day	25 Oct
State Independence Day	16, 17 Dec

KYRGYZSTAN

GENERAL - This entry includes OSH and KARAKOL Flight Information Regions which lie within the country boundary of Kyrgyzstan. Refer also to the entries for BISHKEK (central Kyrgyzstan) and KOKAND Flight Information Regions.

(SPEC/RAC 3-1.32, 3-1.33)

DIMENSIONAL UNITS - See AP/4 Chapter 2, Russia.

VISUAL FLIGHT RULES - See AP/4 Chapter 2, Russia.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 2, Russia.

1. FM Immunity

a. ENROUTE - U.S. Aircraft capable of meeting RNP 5 with other (than VOR) navigational systems will be allowed access to the airspace of the Kyrgyz Republic IAW national standards.

b. TERMINAL - U.S. Aircraft equipped with ILS and VOR equipment will be allowed to use these systems over the territory of the Kyrgyz Republic. The Kyrgyz Republic will continue, henceforth, to use the Generic Analysis method in relation to airports used by U.S. aircraft as weather alternates until Dec 2004 inclusively. Airport MANAS in Bishkek is one of these airports.

(Ltr, Kyrgyz Republic, No. 8-1127 12-20-00)
(TFMWG-E/USA01-0163)

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

ROUTE AND AREA RESTRICTIONS

See AP/4 Chapter 1.

ADDITIONAL INFORMATION

1. HOLIDAYS

(SPEC/AIC 12/01)

(Names of holidays not specified)

1 Jan
7 Jan
8 Mar
21 Mar
26 Mar
1 May
9 May
1 Jun
31 Aug

MONGOLIA

GENERAL - This entry includes the MONGOLIA Flight Information Region which lies within the territorial boundaries of Mongolia.

DIMENSIONAL UNITS - Primary SI Unit.
(SPEC/GEN 2.1-1)

VISUAL FLIGHT RULES -

1. VFR flight shall be conducted at IFR flight levels.
(SPEC/GEN 1.7-1)

2. VFR not authorized above FL 197.
(SPEC/ENR 1.2-1)

INSTRUMENT FLIGHT RULES

1. Except when necessary for takeoff or landing, or when appropriately approved, IFR flights shall be conducted at a level not below the minimum safe altitude above the highest obstacle located 13.5 NM either side of the airway centerline in the following situations:

a. in the take-off and landing areas at least 1000 ft.

b. in the approach areas along airways over plains, hills, water surfaces, and over mountainous areas, at least 2000 ft.
(SPEC/GEN 1.7-1)

ALTIMETER SETTING PROCEDURES - The Transition Height is 3900 ft (Transition Altitude is 8200 ft) and aircraft operating below this, do so with altimeter set to QNH. QFE is available on request.

Above the transition level, FL 98, aircraft operate on standard pressure setting 29.92.

Aircraft cleared for descent through the transition layer should set their altimeter to QNH at Transition Level.

Aircraft cleared through the transition layer on climb should set their altimeters to 29.92 at Transition Altitude.
(SPEC/ENR 1.7-1)

POSITION REPORTING - Standard.
(SPEC/GEN 1.7-1)

VERTICAL SEPARATION - Semicircular (see table)
(SPEC/ENR 1.7-1)

Track (T) 360-179 LEVELS			Track (T) 180-359 LEVELS		
FL	Feet	Meters	FL	Feet	Meters
39	3,900	1,200	49	4,900	1,500
59	5,900	1,800	69	6,900	2,100
79	7,900	2,400	89	8,900	2,700
98	9,800	3,000	108	10,800	3,300
118	11,800	3,600	128	12,800	3,900
138	13,800	4,200	148	14,800	4,500
157	15,700	4,800	167	16,700	5,100
177	17,700	5,400	187	18,700	5,700
197	19,700	6,000	207	20,700	6,300
217	21,700	6,600	226	22,600	6,900
236	23,600	7,200	246	24,600	7,500
256	25,600	7,800	266	26,600	8,100
282	28,200	8,600	299	29,900	9,100
315	31,500	9,600	331	33,100	10,100
348	34,800	10,600	364	36,400	11,100
381	38,100	11,600	397	39,700	12,100
430	43,000	12,600			

FLIGHT HAZARDS - Serious issues of flight safety have been reported involving ATC clearances given to aircraft arriving and departing from Buyant-Ukhaa (ZMUB). Departing flights have been cleared across the path of arrivals and flight altitudes well below that needed for terrain clearance have been assigned by ATC. Extreme caution and constant situational awareness is recommended.
(- / -)

FLIGHT PLANNING

1. All flights within Mongolian airspace must submit a flight plan.

2. All foreign flights operating into provincial aerodromes, outside controlled airspace, or below the CTA lower limit must have Mongolian language capability.
(SPEC/ENR 1.1-1)

3. From 1 Jan 2003, all turbine engine aircraft with a maximum certified take-off weight in excess of 33,000 lbs or authorized to carry more than 30 passengers shall be equipped with an airborne collision avoidance system (ACAS II).
(SPEC/GEN 1.5-1)

ROUTE AND AREA RESTRICTIONS

1. Designated international airways for entry into Mongolia are A575 from China and A91 or A575 from the Russian Federation. Requests for entry or departure at points other than those specified must be received by the Civil Aviation Authority at least 5 working days prior to the intended flight.

2. 81 to 54 NM prior to crossing into Mongolian Airspace the pilot shall ask the appropriate ATC unit for clearance.
(SPEC/GEN 1.2-1)

RUSSIA

GENERAL - This entry includes ABAKAN, ALDAN, ANADYR, ARKHARA, BARNAUL, BATAGAY, BERYOZOVO,

BLAGOVESHENSK, BODAYBO, BOGUCHANY, BRATSK, CHAYBUKHA, CHELYABINSK, CHERSKY, CHITA, CHOKURDAKH, CHULMAN, DALNERECHENSK, EKIMCHAN, IRKUTSK, MYS KAMENNY, KEMOROVO, KEPERVEEM, KHABAROVSK, KHANTY-MANSIYSK, KHATANGA, KIRENSK, KOLPASHEVO, KOMSOMOLSK-NA-AMURE, KRASNOYARSK, KURGAN, KYZL, MAGADAN, MAGADAN OCEANIC, MAGDAGACHI, MAGNITOGORSK, MARKOVO, MILKOVO, MIRNY, MOGOCHA, MYS SCHMIDTA, NADYM, NIKOLAEVSK-NA-AMURE, NIZHEUDINSK, NIZHNEVARTOVSK, NIZHNEYANSK, NORILSK, NOVOKUZNETSK, NOVOSIBIRSK, NOVY VASYUGAN, NYURBA, OKHA, OKHOTSK, OLEKMINSK, OMOLON, OMSK, ORENBURG, ORSK, OSSORA, PETROPAVLOVSK-KAMCHATSKY, PEVEK, PODKAMENNAYA TUNGUSKA, POLYARNY, SALEKHARD, SANGAR, SASKYLAKH, SEVEROURALSK, SEYMCHAN, SOVETSKAYA GAVAN, SURGUT, TARKO-SALE, TARZOVSKY, TIKSI, TILICHIKI, TOBOLSK, TYMEN, TURA, TURUKHANSK, TYOPLY KLYUCH, ULAN-UDE, UST-KAMCHATSK, UST-BOLSHERETSK, UST-KHAYRYUZOVO, VANAVARA, VITIM, VLADIVOSTOK, VORKUTA, YAKUTSK, YEKATERINBURG, YENISEYSK, YUZHNO-SAKHALINSK, ZHIGANSK, and ZYRYANKA Flight Information Regions which approximates the country boundary of Russia with MID/ASIA.

(SPEC/ENR 2-1-1 - 2.1-46)

DIMENSIONAL UNITS - See AP/4 Chapter 2, Russia.

VISUAL FLIGHT RULES - See AP/4 Chapter 2, Russia.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 2, Russia.

ALTIMETER SETTING PROCEDURES - See AP/4 Chapter 2, Russia.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

1. See AP/4 Chapter 2, Russia.

ROUTE AND AREA RESTRICTIONS

1. See AP/4 Chapter 2, Russia.

ADDITIONAL INFORMATION

1. See AP/4 Chapter 2, Russia.

TAJIKISTAN

GENERAL - Tajikstan primarily underlies DUSHANBE Flight Information Region with the northwest region in TASHKENT Flight Information Region and a small northeast segment in KOKAND Flight Information Region. Refer to Flight Information Regions for airspace description.

(SPEC/RAC 3-1.3, 3-1.12)

DIMENSIONAL UNITS - See AP/4 Chapter 2, Russia.

VISUAL FLIGHT RULES - See AP/4 Chapter 2, Russia.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 2, Russia.

1. FMM Immunity - U. S. State/Military aircraft not equipped with system protected from radio interference, the civil aviation authorities will not enforce restrictions on flying in the airspace of the Republic of Tajikistan upon 01 Jan 01. Advance notification about the time of introduction of such restrictions will be provided.

(TFMWGE/02-0148)

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

ROUTE AND AREA RESTRICTIONS

See AP/4 Chapter 1. The transfer of control between Dushanbe ACC and Lahore ACC is CRP PADDY (N36°28.0′ E71°38.0′) on Awy G/P500 at the FIR boundary. The Republic of Tajikistan does not plan on implementing 8.33kHz channel spacing within its airspace.

ADDITIONAL INFORMATION

1. HOLIDAYS

(SPEC/AIC 09/01)

New Years Day	1 Jan
International Woman's Day	8 Mar
Navruz	20-22 Mar
Victory Day	9 May
Idi Kurbon	Middle of May
Independence Day	9 Sep

TURKMENISTAN

GENERAL - This entry includes ASHKHABAD, CHARDZHOU, TURMENBASHI and DASHOVUZ Flight Information Regions which approximates the country boundary of Turkmenistan except for that portion in NUKUS Flight Information Region. Refer to Flight Information Region entry.

(SPEC/RAC 3-1.12)

DIMENSIONAL UNITS - See AP/4 Chapter 2, Russia.

VISUAL FLIGHT RULES - See AP/4 Chapter 2, Russia.

INSTRUMENT FLIGHT RULES - See AP/4 Chapter 2, Russia.

1. FM Immunity - Effective 01 Jan 01, ICAO Annex 10 FM Immunity requirements are implemented.

(SPEC/USAADE LTR 01-0149)

ALTIMETER SETTING PROCEDURES - Standard.

POSITION REPORTING - Standard.

VERTICAL SEPARATION - Semicircular.

ROUTE AND AREA RESTRICTIONS

1. See AP/4 Chapter 1.

ADDITIONAL INFORMATION

1. HOLIDAYS

(SPEC/CLINOTAM A0583/03)

New Years Day	1 Jan
Memory Day	12 Jan
Celebration of National Flag of Turkmenistan	19 Feb
National Holiday of Turkmen Women	20 Mar
Naational Holiday of Spring	21, 22 Mar
Prayer Day of Victims of Great Patriotic War 1941-1945	8 May
National Holiday of Turkmen People	9 May
Renaissance, Unity and Poetry of Makhtoumkuli Day	18 May
Prayer Day , National Mourning	6 Oct
Independence Day of Turkmenistan	27, 28 Oct
Neutrality Day	12 Dec

UZBEKISTAN

GENERAL - This entry includes NUKUSand SAMARKAND Flight Information Regions which generally fall within the country boundary of Uzbekistan. Refer also to DUSHANBE and TASHKENT Flight Information Regions.

(SPEC/ENR 2.1)

DIMENSIONAL UNITS - Primary International System of Units (SI) except that the Flight Levels are given in meters, the wind direction is given in True (however, at airfields with a magnetic variation of more than 10 degrees a magnetic correction is applied), the altimeter setting is given is millimeters of mercury or millibars and horizontal speed including wind speed may be given in meters per second.

(SPEC/GEN 2.1-1)

VISUAL FLIGHT RULES - Standard and as noted.

1. While in flight on crossing courses, the pilot-in-command who has noticed another aircraft at the same level on his left shall descend, and the pilot-in-command of an aircraft who has noticed another aircraft on the right shall climb so that the difference in altitude should provide for the two aircraft safe separation. While carrying out the separation manuever the pilots-in-command shall not lose sight of each other.

(SPEC/GEN 1.7-1)

2. VFR is limited to the low airspace (up to 14,700') structure, to speeds less than 243 Kt TAS below the lowest usable flight level and less than 297 Kt TAS above it, to daytime. The following minimums apply:

(SPEC/GEN 1.7-2)

a. In take-off and landing areas:

TERRAIN	KTAS	CEILING (feet)	VISIBILITY (NM)	VERTICAL CLOUD CLEARANCE (feet)
Plain	162 and below	492	1.6	164
Hilly	above 162 to 297	984	2.7	328
Mountain	above 297	984	2.7	328

b. In approach areas, along airways, local air routes and established routes.

TERRAIN	KTAS	CEILING (feet)	VISIBILITY (NM)	VERTICAL CLOUD CLEARANCE (feet)
Plain	162 and below	492	1.6	164
	163 to 297	984	2.7	328
Hilly	297 and below	1312	5.4	328
Mountain (to height 6562')				
	297 and below	1312	2.7	328
Mountain (above 6562')				
	297 and below	2297	5.4	328

3. Flights over residential areas or open-air gatherings of people shall be conducted at an altitude from which an aircraft can in the event of engine failure glide away but no less than shown in the following tables:

(SPEC/GEN 1.7-2)

a. In airport Control Zones:

KTAS	MINIMUM VERTICAL OBSTACLE CLEARANCE
162 and below	328'
163 and above	656'

b. In approach areas, along airways, local air routes and established routes

TERRAIN	KTAS	MINIMUM VERTICAL OBSTACLE CLEARANCE
Plain	162 and below	328'
	163-297	656'
Mountainous	297 and less	984'

4. Flight under VFR at altitudes above the lowest IFR level shall be at levels prescribed for IFR flights.

(SPEC/GEN 1.7-4)

INSTRUMENT FLIGHT RULES - Standard except; FM Immunity - For all aircraft flying into Uzbekistan, FM Immunity requirements are not imposed. U.S. State aircraft capable of meeting RNP-5 with other navigation systems are allowed unrestricted access to Uzbekistan managed airspace.

(TFMWG-E/USA01-0096)

ALTIMETER SETTING PROCEDURES - Standard except as noted.

1. The Altimeter Setting Procedures in use generally conform to those contained in ICAO DOC 8168-OPS/611, Par 6. Transition altitudes (on QFE) for all airports are given on the instrument approach charts, The QFE value is indicated in mm of mercury and in millibar. Heights below transition level are given by ATC relative to QFE of runway threshold.

2. A transition altitude is specified for each aerodrome - for setting the scale of the altimeter to 760mm Hg (29.92 inches) (1013.2 mbs) while climbing to the assigned level.

3. Verticial positioning of aircraft when at or below transition height is expressed in terms of height calculated relative to QFE of the runway threshold, whereas such positioning at or above the transition level calculated relative to the level of 760m Hg (29.92 inches) (1013.2 mbs). While passing through the transition layer, vertical positioning is expressed in terms of height when descending and in terms of flight levels (in meters) when climbing.

4. Flight level zero is located at the atmospheric pressure of 760mm Hg (29.92 inches) (1013.2 mbs). The first consecutive flight level in and airspace in which responsibility for air traffic service rests with the ATC unit of Usbekistan is Flight Level (FL) 900m (FL 030).
Consecutive flight levels are separated:
- by a pressure interval corresponding to 300m (1000 ft) up to 8100m (FL266)
- by an interval of 500m (1600 ft) from a level of 8100m (FL266) to a level of 12,100m (FL397)
- by an interval of 1000m (3300 ft) above 12,100m (FL397).

(SPEC/ENR 1.7-1)

POSITION REPORTING - Standard.

VERTICAL SEPARATION

1. Semicircular. Cruising levels for VFR and IFR are the same and are expressed in terms of meters. The lowest Flight Level is 900m, with a 300m vertical separation up to 8100m, a 500m vertical separation between 8100m and 12,100m, with 1000m vertical separation above 12,100m.

2. While flying on international airways in the airspace in which the Republic of Uzbekistan bears the responsibility for ATC, vertical separation is provided in accordance with the tables below:

True Track Angles

000° — 179°		180° — 359°		000° — 179°		180° — 359°	
Flight Levels (m)							
900	FL 30	1200	FL 39	5700	FL 187	6000	FL 197
1500	FL 49	1800	FL 59	6300	FL 207	6600	FL 217
2100	FL 69	2400	FL 79	6900	FL 226	7200	FL 236
2700	FL 89	3000	FL 98	7500	FL 246	7800	FL 256
3300	FL 108	3600	FL 118	8100	FL 266	8600	FL 282
3900	FL 128	4200	FL 138	9100	FL 299	9600	FL 315
4500	FL 148	4800	FL 157	10100	FL 331	10600	FL 348
5100	FL 167	5400	FL 177	11100	FL 364	11600	FL 381
				12100	FL 397	13100	FL 430
				14100	FL 463	15100	FL 495

3. APPROACH AND LANDING
The QFE (runway threshold altimeter setting) is indicated in clearances to enter the circuit at the transition level and in approach clearances.

(SPEC/ENR 1.7-1)

FLIGHT PLANNING

1. The levels (in meters) at which a flight is to be conducted shall be specified in the flight plan. The flight level on a route section in which responsibility for air traffic services rests with the Republic of Uzbekistan shall be expressed in the floowing manner:

a. in terms of meters (760m Hg), as "S" followed by four figures. E.g.: S0910 corresponds to the Flight Level of 9100m.

2. The above mentioned procedures are applicable within the area of responsibility of the ATC units of Uzbekistan. Outside these areas of responsibility, crews act in accordance with the provisions of the adjacent states.

3. If a flight is operated in a TMA at an altitude below the transition level, the height whall be indicated as AAL (Above Aerodrome Level).

(SPEC/ENR 1.7-2)

ROUTE AND AREA RESTRICTIONS

1. The entire country with the exceptiion of airways, corridors for crossing the border, air traffic zones and terminal areas is prohibited to foreign aircraft.

(SPEC/ENR 1.1-2)

2. Information concerning prohibited, restricted and danger areas are not published.

(SPEC/GEN 1.7-9)

3. Aircraft shall cross the border of Uzbekistan through designated air corridors. The aircrew of an aircraft entering Uzbekistan airspace shall ask for clearance to cross the border not later than 10 minutes before crossing the border. In case no clearance is received, the flight crew shall not proceed closer than 50 km (27 NM) to the state border. If there is a difference in cruising level systems, complete the level change 16 NM prior to the border.

(SPEC/ENR 1.2-2 NOTAM D0050/00)

4. B142 - Vertical limits between POKAT CRP and ARYS CRP are 5000'-10,800' and 20,700'-39,600'. Vertical limits between ARYS CRP and Shymkent NDB are 8900'-10,800' and 20,700'-39,600'.

(SPEC/ENR 3.1-7)

5. G3. Vertical limits between RELOK CRP and TOLAK CRP are 5000'-10,800' and 20,700'-39,600'.

(SPEC/ENR 3.1-11)

6. The listed Awys are for use by CIS acft only: A107, P121, P122, P206, W18A, W18B, W69, W70 btn CRP MYUNAK (N43°46.0' E59°42.0') and CRP NORDA (N44°38.0' E60°35.0'), W71, W75, W76, W82, W82W, W83, W85.

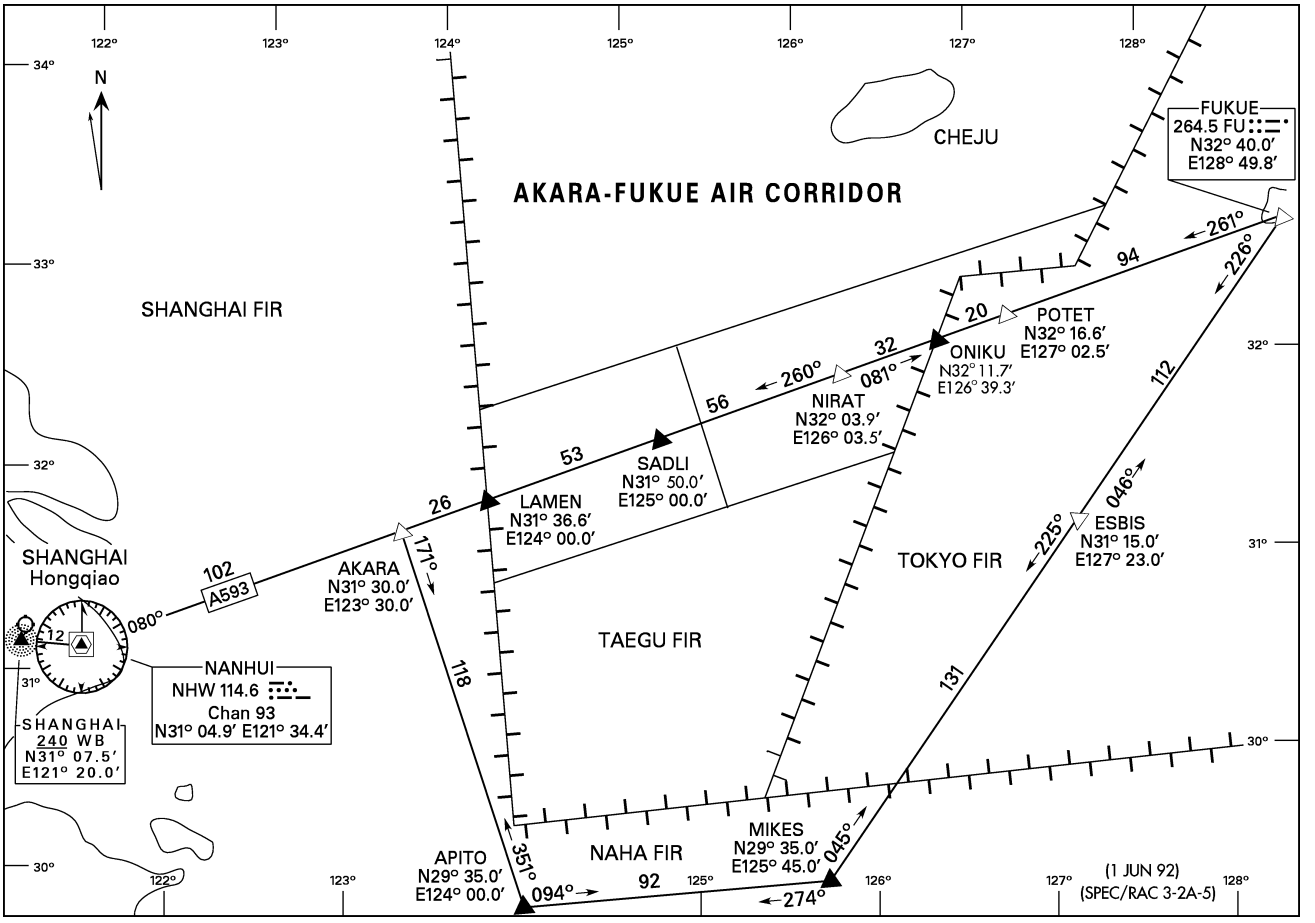
(SPEC/ENR 3.1)

ADDITIONAL INFORMATION

1. HOLIDAYS

(SPEC/GEN 2.1-2)

New Years Day	1 Jan
International Woman's Day	8 Mar
Navruz-The Eastern New Year	21 Mar
Victory Day	9 May
Independence Day	1 Sep
Constitution Day	8 Dec


AKARA-FUKUE AIR CORRIDOR
SHANGHAI FIR
TAEGU FIR
TOKYO FIR
NAHA FIR
CHEJU
N
FUKUE
264.5 FU
N32° 40.0′
E128° 49.8′
POTET
N32° 16.6′
E127° 02.5′
ONIKU
N32° 11.7′
E126° 39.3′
NIRAT
N32° 03.9′
E126° 03.5′
SADLI
N31° 50.0′
E125° 00.0′
LAMEN
N31° 36.6′
E124° 00.0′
AKARA
N31° 30.0′
E123° 30.0′
ESBIS
N31° 15.0′
E127° 23.0′
MIKES
N29° 35.0′
E125° 45.0′
APITO
N29° 35.0′
E124° 00.0′
SHANGHAI
Hongqiao
NANHUI
NHW 114.6
Chan 93
N31° 04.9′ E121° 34.4′
SHANGHAI
240 WB
N31° 07.5′
E121° 20.0′
A593
102
080°
26
171°
53
56
260°
081°
32
20
94
261°
226°
112
046°
225°
131
118
351°
094°
92
274°
045°
(1 JUN 92)
(SPEC/RAC 3-2A-5)

Chapter 4

BIRD HAZARD DATA

1. RUSSIAN FEDERATION - A generalized depiction of areas and routes is given in the accompanying chart BIRD HAZARD AREAS-RUSSIAN FEDERATION.

(SPEC/ENR 5.6-1)

a. The Baltic and Northern Areas -

(1) The main bird migration periods fall in April-May and August-November. Flights are mostly north-south except that in the northwestern area the direction extends westward.

(2) The greatest hazard to aircraft are posed by ducks and geese up to 11,000′ and by rooks and gulls flying by day at 660′ to 3200′. In spring from the end of April until May in autumn from the middle of August until September migrations of cranes take place at altitudes from 1600′ to 3300′.

(3) The main concentrations of birds are found along the coasts of the Baltic Sea, Chudskoye Lake, Ladoga Lake and other lakes.

b. The Central European Area of Russia - The main routes of migration pass north-south mainly along rivers. Places of concentration are near reservoirs, lakes and in marshy territory. The spring migration takes place in mid-March through May; the autumn migration occurs in September-October. During these periods ducks, geese and cranes migrate ataltitudes up to 6600′. During the day gulls (1300′-2000′), rooks (900′-1700′) and starlings (600′-1000′) may be encountered.

c. Western European Area of Russia - Birds migrate in the four cardinal directions. Concentrations are located at marshy places and around lakes. Ducks migrate at 500′-1000′, and geese up to 6600′. By day pilots may encounter cranes (300′-2300′), starlings (100′-400′), rooks (700′-1000′), and swallows (100′-400′).

d. Southern European Area of Russia -

(1) In the steppe and forest-steppe areas, the main route of bird migration is east-west branching off along the coasts of the Black and Caspian Seas. The spring movement of birds takes place in late February-early March; the autumnal migration in late September-October. Ducks migrate at 500′-1000′ and geese up to 3300′. During the day gulls (300′-1000′), diurnal birds of prey (600′-1700′), bustards (300′-1000′) and starlings (100′-1700′) may also be encountered.

(2) Bird concentrations are in the deltas of major rivers, in the bays of the Caspian and Black Seas, and at reservoirs.

e. The Urals - Bird concentrations and migrations occur along major rivers and lake systems. A major problem occurs in mid-summer, when millions of water fowl fly over the adjacent tracts towards the lakes in Kazakhstan. The spring migration takes place in late April-early May; the autumnal one in September-October. Ducks fly by night at 400′-1700′. By day geese (900′-1700′), rooks (100′-700′) and diurnal birds of prey (100′-1000′) migrate.

f. Far East and Northeastern area of Russia -

(1) The main routes of bird migration trace the valleys of major rivers from the breeding areas to the sites of molting and wintering. As a rule the main migrations reach the coast of the seas of the Pacific and go along the coastline or over the main ridges of the Kuril Islands.

(2) The spring migrations take place in March-May and the autumnal movements fall in September-October. Ducks fly at 300′ to 3300′. By day gulls (100′-700′), birds of prey (300′-1700′) and sparrow-like birds (100′-700′) may also be encountered.

(3) Water birds form concentrations about lakes and marshes. The most numerous bird colonies are found along the coastline.

2. CZECH REPUBLIC AND SLOVAKIA

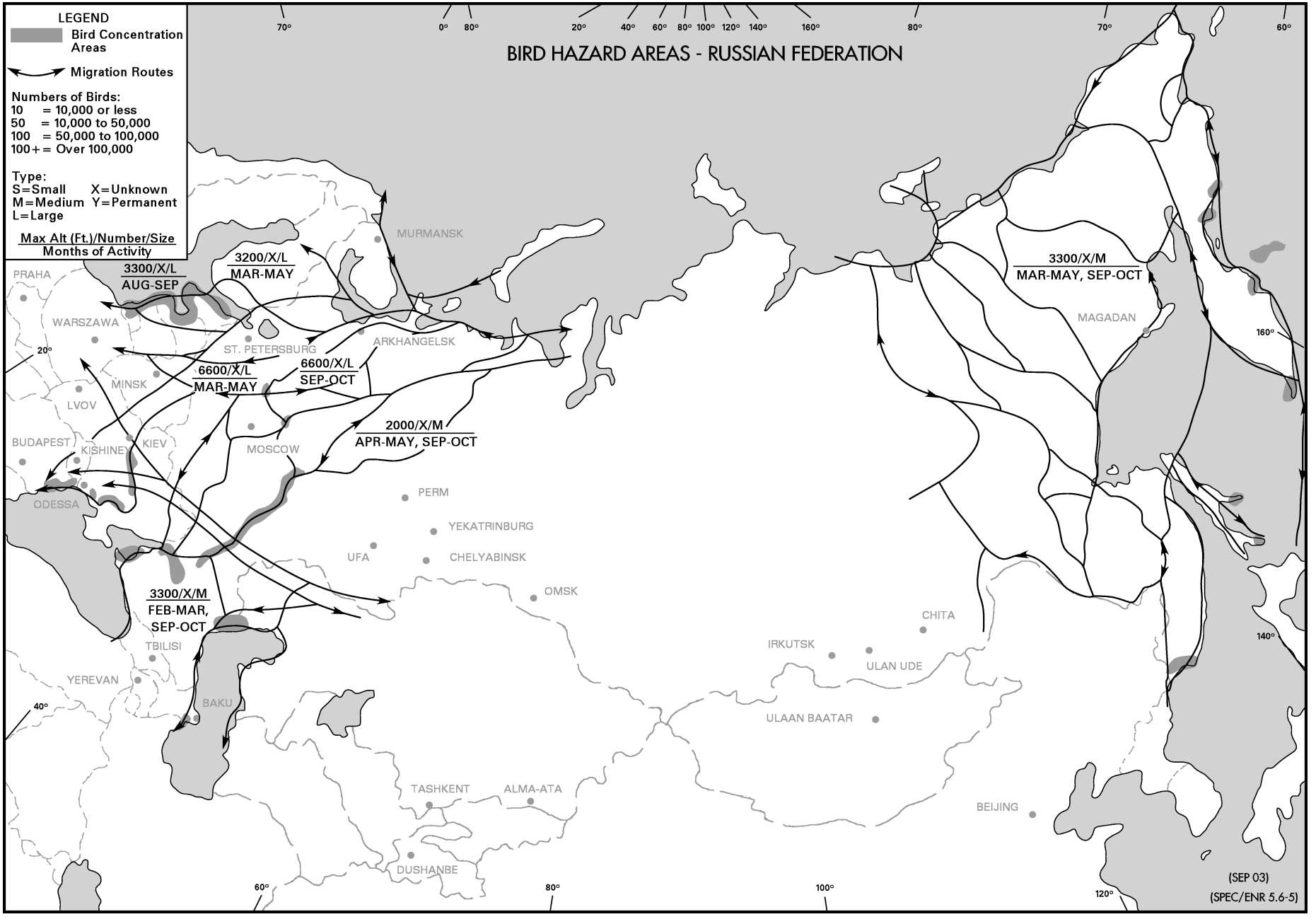
(SPEC/AD2)

a. CZECH REPUBLIC: Migrating and local bird flockspresent some hazard year around to low flying aircraft. Bird activity that may result in increased hazards at airports is reported by NOTAM. The following airports have bird hazards of the type and intensity indicated:

AIRPORT	SPRING	FALL	BIRDS
Turany (LKTB)	Feb-May	Aug-Nov	Rook, Gull, Lapwing, Birds of prey, Geese, Pigeon, Starling and Stork
Mosnov (LKMT)	Mar-May	Aug-Oct	Rook, Gull, Lapwing, Starling, Skylark, Pigeon, Swallow
Ruzyne (LKPR)	Feb-May	Aug-Nov	Pigeon, Gull, Rook, Kestrel, Lapwing
Vodochody (LKVO)	Feb-May	Aug-Nov	Types not listed

b. SLOVAKIA: Migrating and local bird flocks present some hazard year around to low flying aircraft. Bird activity that may result in increased hazards at airports is reported by NOTAM. The following airports have bird hazards of the type and intensity indicated:

AIRPORT	SPRING	FALL	BIRDS
M. R. Stefanik (LZIB)	Feb-May	Aug-Oct	Pigeon, Gull, Rook, Buzzard, Lapwing, Pheasant, Dove, Magpie
Kosice (LZKZ)	Mar-May	Sep-Nov	Pigeon, Rook, Buzzard, Birds of prey, Stork, Magpie and Swallows
Piestany (LZPP)	Feb-May	Aug-Oct	Rook, Lapwing, Water fowl, Daw
Sliac (LZSL)	Mar-May	Aug-Oct	Rook, Stork
Tatry (LZTT)	Mar-May	Aug-Oct	Types not listed


BIRD HAZARD AREAS - RUSSIAN FEDERATION
LEGEND
Bird Concentration Areas
Migration Routes
Numbers of Birds:
10 = 10,000 or less
50 = 10,000 to 50,000
100 = 50,000 to 100,000
100+ = Over 100,000
Type:
S=Small X=Unknown
M=Medium Y=Permanent
L=Large
Max Alt (Ft.)/Number/Size
Months of Activity
3300/X/L
AUG-SEP
3200/X/L
MAR-MAY
6600/X/L
MAR-MAY
6600/X/L
SEP-OCT
2000/X/M
APR-MAY, SEP-OCT
3300/X/M
FEB-MAR, SEP-OCT
3300/X/M
MAR-MAY, SEP-OCT
PRAHA
WARSZAWA
MINSK
LVOV
BUDAPEST
KISHINEV
KIEV
ODESSA
ST. PETERSBURG
MOSCOW
MURMANSK
ARKHANGELSK
PERM
YEKATRINBURG
UFA
CHELYABINSK
OMSK
TBILISI
YEREVAN
BAKU
TASHKENT
ALMA-ATA
DUSHANBE
IRKUTSK
ULAN UDE
CHITA
ULAAN BAATAR
BEIJING
MAGADAN
(SEP 03)
(SPEC/ENR 5.6-5)

AP/4A

DoD
FLIGHT INFORMATION PUBLICATION

AREA PLANNING

SPECIAL USE AIRSPACE

EASTERN EUROPE AND ASIA

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TABLE OF CONTENTS

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INTRODUCTION

GENERAL - AP/4A provides a textual description of all Special Use Airspace Areas and Parachute Jumping Areas that are effective 60 days or longer.

REVISION CYCLE - AP/4A is revised every 48 weeks. The schedule, including cutoff and effective dates, is listed in General Planning (GP), Chapter 11, paragraph 11-6b.

INTERNET - DAFIF, E-CHUM, Enroute Supplements and Planning Documents are available at http://164.214.2.62/products/digitalaero/index.html

CUSTOMER HELP - For questions concerning this or other NGA products or services, please phone the NGA Operational Help Desk 1-800-455-0899, (314)-263-4864 or DSN 693-4864.

AMENDMENTS - AP/4A is amended by two (2) scheduled Planning Change Notices (PCNs) published 16 and 32 weeks after the effective date of AP/4A. Since these PCNs are non-cumulative they must be retained until the new issue of the basic product is received.

NEW OR MODIFIED DATA - A vertical line appearing in the margin identifies data added or modified since publication of the last book.

REVISIONS AND QUALITY REPORTS - Forward revisions and quality reports through the appropriate channels shown in GP Chapter 11, paragraphs 11-2 and 11-3.

LEGEND

GENERAL

1. All bearings are true and all radials are magnetic unless indicated otherwise.

2. All altitudes are MSL unless indicated otherwise.

3. All times are UTC unless indicated otherwise. A ++ symbol following time indicates that during periods of daylight saving time, hours will be one hour earlier than shown. Consult the applicable Enroute Supplement for areas and dates daylight saving time is observed.

4. Coordinates depicting Special Use Airspace in this section are to be used for planning purposes only and are intended to be used with DoD Aeronautical Charts.

NUMBER COLUMN

1. Includes the designation of the area. Refer to the paragraph below, "ICAO Location Identifiers for Countries, for a more detailed explanation.

2. P - Prohibited Area. Flights are prohibited except by special permission.

3. R - Restricted Area. Flights are prohibited during published periods of use unless permission is obtained from controlling authority.

4. D - Danger Area. Flights are not restricted but avoidance is advised during time of use.

EFFECTIVE ALTITUDE COLUMN

1. When the lower limit of the area is the surface, it is not published, e.g., "to 5000' means the lower limit is the surface.

2. The word "to preceding a flight level or altitude means "to and including that flight level or altitude, e.g., "to 5000' includes 5000'.

3. When altitudes are not published, it means that the nation or controlling agency has not provided the information. Aircrews should assume maximum restriction, e.g., altitudes are surface to unlimited.

EFFECTIVE TIMES COLUMN

1. Days - SR to SS. Where this definition is different, there will be a note following the country heading.

2. Nights - SR to SS. Where this definition is different, there will be a note following the country heading.

3. Cont - 24 hours a day and/or 7 days a week.

4. Mon-Fri - Indicates area is active every day from Monday through Friday inclusive.

5. Intmt - Not continuous. Check with controlling agency for status of area.

6. When times are not published, it indicates that nation or controlling agency has not provided the information. Aircrews should assume area is being used continuously.

EFFECTIVE DATE

The date of the addition/change, enclosed in parentheses, e.g., (19 JAN 81), is positioned following the last entry in the listing. This date is the earlier of (a) the effective date of the Special Use Airspace as established by the country or (b) the date of the AP/4A book or the Planning Change Notice in which it first appears.

ICAO LOCATION IDENTIFIERS FOR COUNTRIES

NOTE: Former constituent states of the USSR do not have ICAO single two-letter prefixes for the country nor are the two-letter identifiers limited to one country.

COUNTRY	IDENTIFIER	COUNTRY	IDENTIFIER	COUNTRY	IDENTIFIER
Armenia	UG	Kyrgyzstan	UA	Slovakia	LZ
Azerbaijan	UB	Moldova	UK	Tajikstan	UT
Belarus	UM	Poland	EP	Turkmenistan	UT
China	ZB, ZG, ZL, ZP, ZS, ZW	Romania	LR	Ukraine	UK
Czech Republic	LK	Russia	UE, UH, UI, UL, UM, UN, UO, UR, US, UU, UW	Uzbekistan	UT
Georgia	UG				
Kazakstan	UA				

Special Use Airspace areas in FLIPs are assigned designators (identifiers) which include ICAO Location Identifiers, airspace prefix and airspace number; for example EPD221:

EP	D	221
(ICAO Location Identifiers)	(Airspace prefix)	(Airspace Number)

Where a country has not assigned a complete airspace designator, the missing elements have been added by NGA STL enclosed in parentheses, for example (EP)D14. The portion of the designator enclosed in parentheses will not be used in voice communications.

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
		ARMENIA			
UDP1		To FL 200	Cont	VMC-IMC	
	Cir rad 1.9 nm cntr on a point 277 Radial, 10.7 NM from ZVR VOR/DME.				
		AZERBAIJAN			
UBP1		UNLTD	Cont	VMC-IMC	
	N40°26′00.00″ E49°48′00.00″ to N40°26′00.00″ E49°56′00.00″ to N40°23′00.00″ E49°57′00.00″ to N40°20′00.00″ E49°57′00.00″ to N40°22′00.00″ E49°55′00.00″ to N40°20′00.00″ E49°51′00.00″ to N40°18′00.00″ E49°50′00.00″ to N40°20′00.00″ E49°47′00.00″ to beginning.				
UBR2		To FL 50	Cont	VMC-IMC	
	Cir rad 1.4 NM cntr on N40°32′40.00″ E50°05′27.00″.				
UBP3		UNLTD	Cont	VMC-IMC	
	N40°03′00.00″ E45°54′00.00″ to N40°03′00.00″ E46°56′00.00″ to N39°26′00.00″ E47°21′30.00″ then along the border with Iran to N38°53′00.00″ E46°33′00.00″ then along the border with Armenia to the beginning.				
UBR4		To FL 130	Cont	VMC-IMC	
	Cir rad 3 NM cntr on N40°47′00.00″ E47°02′00.00″.				
UBP5		UNLTD	Cont	VMC-IMC	
	N40°03′00.00″ E49°20′00.00″ to N40°03′00.00″ E49°30′00.00″ to N39°45′00.00″ E49°30′00.00″ to 39°45′00.00″ E49°20′00.00″ to beginning.				
UBR6		To FL 130	Cont	VMC-IMC	
	Cir rad 3 NM cntr on N40°57′00.00″ E46°10′00.00″.				
UBR8		To FL 200	Cont	VMC-IMC	
	N40°52′00.00″ E47°52′00.00″ to N40°44′00.00″ E47°52′00.00″ to N40°45′00.00″ E47°42′00.00″ to N40°52′00.00″ E47°49′00.00″ to begining.				
		BELARUS			
UMP175		To 1640' AGL	Cont	VMC-IMC	
	Cir rad 2.20 NM cntr on N53°57'30.00" E27°28'00.00". (26 FEB 1998)				
UMP176		To FL 050	Cont	VMC-IMC	
	Cir rad 1.30 NM cntr on N52°37'06.00" E25°04'54.00". (26 FEB 1998)				
UMP177		To FL 050	Cont	VMC-IMC	
	Cir rad 1.30 NM cntr on N54°18'12.00" E29°15'00.00". (26 FEB 1998)				
UMP178		To FL 050	Cont	VMC-IMC	
	Cir rad 1.30 NM cntr on N52°24'12.00" E30°45'00.00". (26 FEB 1998)				
UMP179		To FL 050	Cont	VMC-IMC	
	Cir rad 1.30 NM cntr on N53°18'42.00" E28°48'00.00". (26 FEB 1998)				
UMP180		To FL 050	Cont	VMC-IMC	
	Cir rad 1.30 NM cntr on N54°40'54.00" E28°30'12.00". (26 FEB 1998)				
UMP181		To FL 050	Cont	VMC-IMC	
	Cir rad 1.30 NM cntr on N53°47'06.00" E27°41'06.00". (26 FEB 1998)				
UMP182		To FL 050	Cont	VMC-IMC	
	Cir rad 1.30 NM cntr on N52°27'12.00" E31°32'12.00". (26 FEB 1998)				
UMP183		To FL 200	Cont	VMC-IMC	
	N55°39'50.25" E26°40'35.37" then CW along the arc of a cir rad 5.40 NM cntr on N55°36'00.00" E26°33'54.00" to N55°31'24.80" E26°28'54.35" Except area over Lithuania. to beginning. (26 FEB 1998)				
UMP184		To FL 050	Cont	VMC-IMC	
	Cir rad 1.60 NM cntr on N52°19'42.00" E30°22'24.00". (26 FEB 1998)				
UMP185		To FL 050	Cont	VMC-IMC	
	Cir rad 1.60 NM cntr on N53°10'18.00" E27°37'48.00". (26 FEB 1998)				
UMP186		To FL 170	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N55°31'00.00" E29°57'00.00". (26 FEB 1998)				
UMD187		To FL 240	By NOTAM	VFR-IFR	
	N54°10'00.00" E28°08'00.00" to N54°15'00.00" E28°13'00.00" to N54°16'00.00" E28°29'00.00" to N54°12'00.00" E28°28'00.00" to N54°09'00.00" E28°24'00.00" to beginning. (08 OCT 1998)				
UMD188		To FL 050	By NOTAM	VFR-IFR	
	Cir rad 2.20 NM cntr on N53°59'00.00" E27°44'00.00". (08 OCT 1998)				
UMD189		To FL 300	By NOTAM	VFR-IFR	
	N55°47'00.00" E29°23'00.00" to N55°44'00.00" E29°23'00.00" to N55°41'00.00" E29°18'00.00" to N55°35'00.00" E29°29'00.00" to N55°31'00.00" E29°25'00.00" to N55°29'00.00" E29°15'00.00" to N55°38'00.00" E29°04'00.00" to N55°46'00.00" E29°04'00.00" to beginning. (08 OCT 1998)				
UMD190		To FL 240	By NOTAM	VFR-IFR	
	N53°05'00.00" E25°52'00.00" to N53°02'00.00" E25°47'00.00" to N53°06'00.00" E25°33'00.00" to N53°06'00.00" E25°39'00.00" to beginning. (08 OCT 1998)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
UMD191		To FL 240	By NOTAM	VFR-IFR	
	N53°05'00.00" E29°16'00.00" to N53°07'00.00" E29°17'00.00" to N53°07'00.00" E29°18'00.00" to N53°04'00.00" E29°22'00.00" to N52°59'00.00" E29°24'00.00" to N52°58'00.00" E29°22'00.00" to N53°00'00.00" E29°17'00.00" to beginning. (08 OCT 1998)				
UMD192		To FL 240	By NOTAM	VFR-IFR	
	N52°01'00.00" E23°44'00.00" to N52°01'00.00" E23°48'00.00" to N51°52'00.00" E23°54'00.00" to N51°52'00.00" E23°47'00.00" to beginning. (08 OCT 1998)				
UMD193		To FL 240	By NOTAM	VFR-IFR	
	N53°56'00.00" E24°05'00.00" to N53°52'00.00" E24°07'00.00" to N53°50'00.00" E23°54'00.00" to N53°55'00.00" E23°56'00.00" to beginning. (08 OCT 1998)				
UMD194		To FL 240	By NOTAM	VFR-IFR	
	Cir rad 2.70 NM cntr on N54°56'00.00" E28°55'00.00". (08 OCT 1998)				
UMD195		To FL 075	By NOTAM	VFR-IFR	
	N55°22'00.00" E30°00'00.00" to N55°18'00.00" E30°01'00.00" to N55°18'00.00" E29°55'00.00" to N55°22'00.00" E29°55'00.00" to beginning. (08 OCT 1998)				
UMD196		To FL 110	By NOTAM	VFR-IFR	
	Cir rad 2.20 NM cntr on N53°31'00.00" E28°13'00.00". (08 OCT 1998)				
UMD197		To FL 240	By NOTAM	VFR-IFR	
	N53°18'00.00" E28°32'00.00" to N53°17'00.00" E28°32'00.00" to N53°14'00.00" E28°20'00.00" to N53°19'00.00" E28°16'00.00" to N53°21'00.00" E28°21'00.00" to beginning. (08 OCT 1998)				
UMD198		To FL 140	By NOTAM	VFR-IFR	
	N55°40'00.00" E28°30'00.00" to N55°40'00.00" E28°33'00.00" to N55°37'00.00" E28°37'00.00" to N55°36'00.00" E28°35'00.00" to beginning. (08 OCT 1998)				
UMD199		To FL 140	By NOTAM	VFR-IFR	
	Cir rad 2.20 NM cntr on N55°31'00.00" E28°48'00.00". (08 OCT 1998)				
UMD200		To FL 110	By NOTAM	VFR-IFR	
	Cir rad 2.20 NM cntr on N53°02'00.00" E28°12'00.00". (08 OCT 1998)				
UMD201		To FL 110	By NOTAM	VFR-IFR	
	Cir rad 2.20 NM cntr on N53°02'00.00" E25°27'00.00". (08 OCT 1998)				
UMD202		To 82020' AGL	By NOTAM	VMC-IMC	
	N52°41'00.00" E25°27'00.00" to N52°46'00.00" E25°38'00.00" to N52°49'00.00" E25°42'00.00" to N52°42'00.00" E25°56'00.00" to N52°38'00.00" E25°33'00.00" to beginning. (08 OCT 1998)				
UMD203		To 65616' AGL	By NOTAM	VMC-IMC	
	N51°53'06.00" E26°50'24.00" to N51°59'06.00" E26°58'54.00" to N52°09'54.00" E27°41'54.00" to N52°03'18.00" E27°51'48.00" to N51°34'18.00" E27°46'42.00" to N51°30'00.00" E27°46'00.00" then along the Ukraina administrative boundary up to 51 47N 26 47E to N51°47'00.00" E26°49'00.00" to N51°46'48.00" E26°46'42.00" to beginning. (20 APR 2000)				
	CHINA				
ZBP001		Unltd	Cont	VMC-IMC	
	N39°57'24.00" E116°17'42.00" to N39°57'42.00" E116°26'36.00" to N39°55'42.00" E116°27'42.00" to N39°51'54.00" E116°27'42.00" to N39°51'48.00" E116°17'18.00" to N39°57'18.00" E116°17'18.00" to beginning. (18 APR 2001)				
ZBD002		To 98500'	Cont	VMC-IMC	
	N39°32'30.00" E119°14'00.00" to Sctr of cir CW rad 14.03 NM cntr on N39°32'30.00" E119°14'00.00" btn 100°/120° to N39°25'27.68" E119°29'40.80" to beginning. (18 APR 2001)				
ZBD005		To 65700'	Cont	VMC-IMC	
	N38°05'30.00" E112°43'00.00" to Sctr of cir CW rad 10.79 NM cntr on N38°05'30.00" E112°43'00.00" btn 80°/90° to N38°05'29.21" E112°56'40.07" to beginning. (18 APR 2001)				
ZBD008		To 32900'	Cont	VMC-IMC	
	N39°12'30.00" E114°17'45.00" to N39°07'49.10" E114°21'13.19" then CW along the arc of a cir rad 5.40 NM cntr on N39°12'30.00" E114°17'45.00" to N39°07'06.15" E114°18'06.79" to beginning. (18 APR 2001)				
ZBD009		To 65700'	Cont	VMC-IMC	
	N40°52'30.00" E109°13'00.00" to N40°52'30.00" E109°37'00.00" to N40°50'00.00" E109°37'00.00" to N40°50'00.00" E109°13'00.00" to beginning. (18 APR 2001)				
ZBD010		To 32900'	Cont	VMC-IMC	
	N40°08'20.00" E115°54'36.00" to N40°02'55.76" E115°54'35.02" then CW along the arc of a cir rad 5.40 NM cntr on N40°08'20.00" E115°54'36.00" to N40°04'11.53" E115°50'04.72" to beginning. (18 APR 2001)				
ZBR012		To 46000'	Cont	VMC-IMC	
	N38°16'05.00" E116°17'00.00" to N38°16'00.00" E116°20'00.00" to N38°03'00.00" E116°20'00.00" to N37°13'10.00" E116°40'00.00" to N36°41'30.00" E115°22'20.00" to beginning. (18 APR 2001)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
ZBR013		To 59100'	Cont	VMC-IMC	
	N38°32'00.00" E116°53'30.00" to N38°32'00.00" E116°58'00.00" to N38°22'00.00" E117°11'00.00" to N38°08'00.00" E117°54'00.00" to N37°40'00.00" E117°54'00.00" to N37°25'00.00" E117°07'00.00" to N38°05'15.00" E116°48'30.00" to N38°13'00.00" E116°48'50.00" to beginning. (18 APR 2001)				
ZBR014		To 59000'	Cont	VMC-IMC	
	N38°30'00.00" E115°21'00.00" to N38°30'00.00" E115°43'00.00" to N38°16'30.00" E115°46'00.00" to N37°58'00.00" E115°35'00.00" to N37°58'00.00" E115°21'00.00" to beginning. (18 APR 2001)				
ZBR015		To 59100'	Cont	VMC-IMC	
	N38°40'00.00" E117°51'00.00" to N38°40'00.00" E118°07'00.00" to N38°30'00.00" E118°30'00.00" to N38°20'00.00" E118°50'00.00" to N38°05'00.00" E119°09'00.00" to N37°43'10.00" E118°04'00.00" to N37°51'00.00" E118°01'00.00" to N38°25'00.00" E118°01'00.00" to N38°25'00.00" E117°51'00.00" to beginning. (18 APR 2001)				
ZBR016		To 46000'	Cont	VMC-IMC	
	N39°00'00.00" E117°00'00.00" to N39°00'00.00" E117°12'00.00" to N38°48'00.00" E117°16'30.00" to N38°38'00.00" E117°10'00.00" to N38°38'00.00" E116°54'15.00" to beginning. (18 APR 2001)				
ZBR017		To 39400'	Cont	VMC-IMC	
	N38°54'00.00" E117°25'00.00" to N38°49'00.00" E117°55'00.00" to N38°30'00.00" E117°55'00.00" to N38°30'00.00" E117°25'00.00" to beginning. (18 APR 2001)				
ZBR018		To 46000'	Cont	VMC-IMC	
	N39°28'00.00" E117°27'00.00" to N39°27'00.00" E119°15'00.00" to N39°00'00.00" E119°15'00.00" to N39°17'14.00" E117°28'40.00" to beginning. (18 APR 2001)				
ZBR020		To 46000'	Cont	VMC-IMC	
	N40°30'00.00" E117°16'30.00" to N40°30'00.00" E117°31'30.00" to N39°15'00.00" E117°26'00.00" to N39°15'00.00" E117°05'20.00" to N39°51'30.00" E117°04'00.00" to N40°01'00.00" E117°06'00.00" to beginning. (18 APR 2001)				
ZBR021		To 59100'	Cont	VMC-IMC	
	N40°34'30.00" E118°55'00.00" to N39°59'00.00" E118°55'00.00" to N39°59'00.00" E117°38'30.00" to N40°34'30.00" E117°38'30.00" to N40°40'00.00" E117°56'00.00" to N40°34'30.00" E117°56'00.00" to beginning. (18 APR 2001)				
ZBR022		To 46000'	Cont	VMC-IMC	
	N41°02'30.00" E119°16'00.00" to N40°51'00.00" E119°16'00.00" to N40°40'00.00" E118°56'00.00" to N40°13'00.00" E118°04'00.00" to N40°40'00.00" E118°04'00.00" to beginning. (18 APR 2001)				
ZBR023		To 26300'	Cont	VMC-IMC	
	N40°14'00.00" E114°15'00.00" to N40°14'00.00" E114°35'00.00" to N39°21'00.00" E114°35'00.00" to N39°09'00.00" E114°21'00.00" to N39°09'00.00" E114°15'00.00" to beginning. (18 APR 2001)				
ZBR024		To 46000'	Cont	VMC-IMC	
	N39°57'00.00" E114°45'30.00" to N39°57'00.00" E115°21'00.00" to N39°36'00.00" E115°21'00.00" to N39°34'00.00" E116°02'10.00" to N39°11'30.00" E116°02'00.00" to N38°38'00.00" E114°26'30.00" to N38°38'00.00" E114°03'00.00" to N39°21'00.00" E114°45'30.00" to beginning. (18 APR 2001)				
ZBR025		To 46000'	Cont	VMC-IMC	
	N37°50'00.00" E114°30'00.00" to N37°50'00.00" E115°30'00.00" to N37°20'00.00" E115°11'30.00" to N37°20'00.00" E114°42'00.00" to beginning. (18 APR 2001)				
ZBR026		To 46000'	Cont	VMC-IMC	
	N38°31'00.00" E115°15'00.00" to N38°00'00.00" E115°15'00.00" to N37°32'00.00" E113°36'00.00" to N37°49'00.00" E113°20'00.00" to beginning. (18 APR 2001)				
ZBR027		To 46000'	Cont	VMC-IMC	
	N37°12'00.00" E114°41'00.00" to N37°12'00.00" E115°07'00.00" to N36°29'00.00" E114°41'30.00" to N36°21'00.00" E114°23'00.00" to N36°36'00.00" E114°15'00.00" to beginning. (18 APR 2001)				
ZBR028		To 59100'	Cont	VMC-IMC	
	N40°46'45.17" E115°10'36.48" to N40°46'45.17" E115°16'23.52" then CW along the arc of a cir rad 5.40 NM cntr on N40°41'20.96" E115°16'23.52" to N40°35'56.75" E115°16'23.52" to N40°35'56.75" E115°10'36.48" then CW along the arc of a cir rad 5.40 NM cntr on N40°41'20.96" E115°10'36.48" to beginning. (18 APR 2001)				
ZBR029		To 59100'	Cont	VMC-IMC	
	N41°23'00.00" E114°42'00.00" to N41°50'00.00" E114°42'00.00" to N41°50'00.00" E115°07'20.00" to N41°47'00.00" E115°10'20.00" to N41°23'30.00" E115°11'00.00" to beginning. (18 APR 2001)				
ZBR030		To 59100'	Cont	VMC-IMC	
	N40°38'30.00" E114°12'00.00" to N41°07'30.00" E113°53'00.00" to N41°18'00.00" E113°53'00.00" to N41°18'00.00" E114°30'00.00" to N40°51'00.00" E114°33'00.00" to N40°38'00.00" E114°33'00.00" to beginning. (18 APR 2001)				
ZBR031		To 59100'	Cont	VMC-IMC	
	N41°43'00.00" E115°20'00.00" to N41°06'30.00" E116°27'30.00" to N40°28'00.00" E116°27'30.00" to N40°31'30.00" E115°37'00.00" to N41°01'00.00" E115°20'00.00" to beginning. (18 APR 2001)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
ZBR032		To 59100'	Cont	VMC-IMC	
	N40°21'36.13" E111°34'57.00" to N40°21'36.13" E111°49'03.00" then CW along the arc of a cir rad 8.10 NM cntr on N40°13'29.79" E111°49'03.00" to N40°05'23.42" E111°49'03.00" to N40°05'23.42" E111°34'57.00" then CW along the arc of a cir rad 8.10 NM cntr on N40°13'29.79" E111°34'57.00" to beginning. (18 APR 2001)				
ZBR033		To 59100'	Cont	VMC-IMC	
	Cir rad 9.70 NM cntr on N40°11'30.00" E111°04'00.00". (18 APR 2001)				
ZBR034		To 59100'	Cont	VMC-IMC	
	Cir rad 10.80 NM cntr on N40°10'40.00" E110°30'00.00". (18 APR 2001)				
ZBR035		To 59100'	Cont	VMC-IMC	
	N40°16'00.00" E109°52'00.00" to N40°22'00.00" E110°02'00.00" to N40°22'00.00" E110°26'00.00" to N39°25'00.00" E110°26'00.00" to N39°25'00.00" E109°25'00.00" to beginning. (18 APR 2001)				
ZBR036		To 59100'	By ATC	VMC-IMC	
	N41°34'00.00" E110°14'00.00" to N41°34'00.00" E111°15'00.00" to N40°46'00.00" E111°15'00.00" to N40°46'00.00" E110°14'00.00" to beginning. (18 APR 2001)				
ZBR037		To 59100'	Cont	VMC-IMC	
	N40°10'00.00" E109°43'00.00" to N39°25'00.00" E109°43'00.00" to N39°25'00.00" E109°14'00.00" to N39°55'00.00" E109°14'00.00" to beginning. (18 APR 2001)				
ZBR038		To 59100'	Cont	VMC-IMC	
	N40°12'00.00" E107°46'35.00" to N40°17'00.00" E108°46'00.00" to N40°10'00.00" E108°46'30.00" to N40°02'00.00" E108°34'30.00" to N39°58'30.00" E107°49'00.00" to beginning. (18 APR 2001)				
ZBR039		To 59100'	Cont	VMC-IMC	
	N40°35'00.00" E107°47'00.00" to N40°47'00.00" E107°45'00.00" to N41°03'00.00" E108°54'00.00" to N40°43'15.00" E108°54'00.00" to beginning. (18 APR 2001)				
ZBR040		To 59100'	Cont	VMC-IMC	
	N40°19'00.00" E112°38'00.00" to N40°17'30.00" E113°33'00.00" to N39°54'00.00" E113°33'00.00" to N39°54'00.00" E112°32'00.00" to beginning. (18 APR 2001)				
ZBR041		To 59100'	Cont	VMC-IMC	
	N38°28'00.00" E113°42'00.00" to N38°19'00.00" E113°34'00.00" to N38°08'00.00" E113°05'00.00" to N38°08'00.00" E111°35'00.00" to N38°28'00.00" E111°35'00.00" to beginning. (18 APR 2001)				
ZBR043		To 46000'	Cont	VMC-IMC	
	N35°47'00.00" E110°18'55.00" to N35°49'00.00" E111°00'00.00" to N35°30'00.00" E111°00'00.00" to N35°11'00.00" E111°42'30.00" to N35°01'30.00" E110°16'00.00" to beginning. (18 APR 2001)				
ZBR044		29500' to 59100'	By ATC	VMC-IMC	
	N42°00'00.00" E116°05'00.00" to N42°38'00.00" E115°30'00.00" to N43°30'00.00" E115°30'00.00" to N43°30'00.00" E116°55'00.00" to N42°00'00.00" E116°55'00.00" to beginning. (18 APR 2001)				
ZBR046		26200' to 39400'	By ATC	VMC-IMC	
	N40°43'00.00" E116°37'00.00" to N42°00'00.00" E116°37'00.00" to N42°00'00.00" E117°27'00.00" to N40°43'00.00" E117°27'00.00" to beginning. (18 APR 2001)				
ZGR114		To 50600'	Cont	VMC-IMC	
	Cir rad 13.50 NM cntr on N21°15'00.00" E109°46'00.00". (18 APR 2001)				
ZGR115		To 65700'	Cont	VMC-IMC	
	N24°10'00.00" E106°30'00.00" to N24°19'20.00" E105°53'30.00" to N24°45'35.00" E106°07'50.00" to N24°41'00.00" E106°25'40.00" to beginning. (18 APR 2001)				
ZGR116		To 65700'	Cont	VMC-IMC	
	N23°38'40.00" E106°42'00.00" to N23°17'00.00" E107°00'58.00" to N23°24'35.00" E105°50'50.00" to N23°51'00.00" E105°48'15.00" to beginning. (18 APR 2001)				
ZGR117		To 26300'	Cont	VMC-IMC	
	N23°44'30.00" E106°54'48.00" to N23°36'20.00" E107°47'00.00" to N23°19'28.00" E107°34'41.00" to N23°19'28.00" E107°23'50.00" to beginning. (18 APR 2001)				
ZGR118		To 65700'	Cont	VMC-IMC	
	N24°06'35.00" E106°47'15.00" to N24°32'30.00" E107°02'45.00" to N24°39'43.00" E107°54'48.00" to N24°06'11.00" E107°51'20.00" to beginning. (18 APR 2001)				
ZGR119		To 65700'	Cont	VMC-IMC	
	N22°50'25.00" E108°03'47.00" to N23°32'32.00" E107°51'49.00" to N23°33'30.00" E107°59'30.00" to N23°31'25.00" E108°43'21.00" to beginning. (18 APR 2001)				
ZGR120		To 65700'	Cont	VMC-IMC	
	N22°28'50.00" E108°22'30.00" to N23°17'00.00" E109°06'40.00" to N22°41'30.00" E109°15'48.00" to N22°06'50.00" E109°06'18.00" to beginning. (18 APR 2001)				
ZGR121		To 59100'	Cont	VMC-IMC	
	N22°12'00.00" E106°59'00.00" to N22°22'00.00" E107°50'00.00" to N22°13'10.00" E107°53'00.00" to N22°10'30.00" E106°58'10.00" to beginning. (18 APR 2001)				
ZGR122		To 59100'	Cont	VMC-IMC	
	N22°50'30.00" E107°03'00.00" to N22°57'00.00" E107°35'05.00" to N22°41'30.00" E107°29'30.00" to N22°34'05.00" E106°58'50.00" to beginning. (18 APR 2001)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
ZGR123		5900' to 39400'	Cont	VMC-IMC	
	Cir rad 8.10 NM cntr on N24°10'00.00" E106°30'00.00". (18 APR 2001)				
ZGR124		3600' to 39400'	Cont	VMC-IMC	
	Cir rad 8.10 NM cntr on N24°09'20.00" E109°56'30.00". (18 APR 2001)				
ZGR125		4200' to 39400'	Cont	VMC-IMC	
	Cir rad 8.10 NM cntr on N24°09'00.00" E109°00'50.00". (18 APR 2001)				
ZGR126		5900' to 60700'	Cont	VMC-IMC	
	N24°29'15.00" E109°26'30.00" to N24°44'00.00" E109°00'00.00" to N25°14'00.00" E109°00'00.00" to N24°45'00.00" E109°40'00.00" to beginning. (18 APR 2001)				
ZGR127		5200' to 60700'	Cont	VMC-IMC	
	N24°24'00.00" E108°50'00.00" to N24°00'00.00" E108°50'00.00" to N24°00'00.00" E108°05'00.00" to N24°23'00.00" E108°05'00.00" to beginning. (18 APR 2001)				
ZGR128		5900' to 40900'	Cont	VMC-IMC	
	N24°05'00.00" E110°12'30.00" to N24°01'00.00" E111°08'30.00" to N23°30'20.00" E111°26'00.00" to N23°49'00.00" E109°47'20.00" to beginning. (18 APR 2001)				
ZGR129		4900' to 40900'	2200-1600Z	VMC-IMC	
	N23°28'35.00" E109°32'00.00" to N23°07'00.00" E111°25'00.00" to N22°38'30.00" E111°06'30.00" to N22°52'00.00" E109°24'00.00" to beginning. (18 APR 2001)				
ZGR130		1600' to 59100'	Cont	VMC-IMC	
	N24°54'20.00" E110°17'30.00" to N24°12'20.00" E110°56'00.00" to N24°14'00.00" E110°12'20.00" to N24°29'40.00" E110°02'20.00" to beginning. (18 APR 2001)				
ZGR131		1600' to 59100'	Cont	VMC-IMC	
	N25°24'00.00" E109°47'40.00" to N24°55'30.00" E109°33'40.00" to N25°33'30.00" E108°44'00.00" to N25°45'10.00" E108°54'30.00" to beginning. (18 APR 2001)				
ZGR132		1600' to 59100'	Cont	VMC-IMC	
	N25°31'00.00" E110°14'00.00" to N25°47'20.00" E109°55'20.00" to N26°06'20.00" E109°55'40.00" to N25°49'00.00" E110°25'00.00" to beginning. (18 APR 2001)				
ZGR133		1600' to 59100'	2200-1600Z	VMC-IMC	
	N25°12'40.00" E110°30'30.00" to N25°33'50.00" E110°50'40.00" to N25°17'00.00" E111°15'30.00" to N24°44'05.00" E111°14'30.00" to N24°44'55.00" E110°09'04.00" to beginning. (18 APR 2001)				
ZGR134		To 39400'	2200-1600Z	VMC-IMC	
	N26°49'00.00" E111°39'00.00" to N26°49'30.00" E111°57'00.00" to N26°46'30.00" E112°06'00.00" to N25°37'00.00" E112°16'00.00" to N25°32'00.00" E111°05'00.00" to N25°58'30.00" E111°05'00.00" to beginning. (18 APR 2001)				
ZGR135		To 39400'	2200-1600Z	VMC-IMC	
	N27°07'00.00" E110°37'00.00" to N26°55'00.00" E111°00'00.00" to N26°28'00.00" E110°41'00.00" to N26°23'00.00" E110°38'00.00" to N25°58'00.00" E110°21'00.00" to N26°17'30.00" E109°55'00.00" to beginning. (18 APR 2001)				
ZGR136		To 39400'	Cont	VMC-IMC	
	N26°48'30.00" E111°06'00.00" to N26°24'00.00" E110°00'00.00" to N27°14'00.00" E110°00'00.00" to N27°30'30.00" E110°55'00.00" to beginning. (18 APR 2001)				
ZGR137		To 39400'	Cont	VMC-IMC	
	N28°58'20.00" E111°08'10.00" to N28°05'00.00" E111°29'44.00" to N27°42'56.00" E110°00'00.00" to N28°35'00.00" E110°00'00.00" to beginning. (18 APR 2001)				
ZGR138		To 39400'	Cont	VMC-IMC	
	N27°35'00.00" E112°09'00.00" to N27°15'30.00" E112°30'00.00" to N26°50'00.00" E112°05'20.00" to N26°52'00.00" E111°39'40.00" to beginning. (18 APR 2001)				
ZGR139		To 46000'	Cont	VMC-IMC	
	N26°15'00.00" E113°13'00.00" to N25°43'00.00" E112°59'00.00" to N25°45'00.00" E112°27'00.00" to N26°24'00.00" E112°15'00.00" to N27°01'00.00" E112°28'00.00" to N27°15'00.00" E112°36'00.00" to N27°13'30.00" E113°07'00.00" to beginning. (18 APR 2001)				
ZGR140		To 39400'	Cont	VMC-IMC	
	N27°52'30.00" E113°18'50.00" to N27°22'40.00" E113°18'20.00" to N27°17'20.00" E112°36'00.00" to N27°30'00.00" E112°23'00.00" to N27°54'00.00" E112°20'00.00" to N27°52'30.00" E112°48'30.00" to beginning. (18 APR 2001)				
ZGR141		To 39400'	Cont	VMC-IMC	
	N29°15'30.00" E113°26'30.00" to N28°18'30.00" E113°15'00.00" to N28°16'00.00" E112°57'00.00" to N28°28'30.00" E112°48'00.00" to beginning. (18 APR 2001)				
ZGR142		To 39400'	Cont	VMC-IMC	
	N29°09'00.00" E113°53'40.00" to N29°00'30.00" E114°30'00.00" to N28°26'30.00" E114°21'00.00" to N28°22'30.00" E113°48'00.00" to beginning. (18 APR 2001)				
ZGR143		To 39400'	Cont	VMC-IMC	
	N27°55'48.00" E113°44'37.00" to N28°00'00.00" E114°12'00.00" to N27°20'30.00" E114°04'00.00" to N27°22'30.00" E113°43'30.00" to beginning. (18 APR 2001)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
ZGR144		To 20400'	Cont	VMC-IMC	
	N29°22'50.00" E112°28'00.00" to N29°16'30.00" E113°19'00.00" to N28°28'30.00" E112°40'00.00" to N28°16'00.00" E112°49'00.00" to N28°15'30.00" E112°17'30.00" to beginning. (18 APR 2001)				
ZGR145		To 39400'	Cont	VMC-IMC	
	N29°22'55.00" E112°28'00.00" to N29°18'00.00" E112°55'00.00" to N28°32'00.00" E112°16'00.00" to beginning. (18 APR 2001)				
ZGR148		To 39400'	2200-1600Z	VMC-IMC	
	N24°09'50.00" E113°06'40.00" to N23°22'00.00" E113°11'40.00" to N23°12'00.00" E113°08'00.00" to N23°09'50.00" E112°53'00.00" to N23°10'52.00" E112°38'30.00" to N23°46'00.00" E112°02'00.00" to N24°07'35.00" E111°59'30.00" to beginning. (18 APR 2001)				
ZGR149		To 39400'	2200-1600Z	VMC-IMC	
	N22°52'00.00" E113°07'00.00" to N22°21'00.00" E113°07'00.00" to N22°15'15.00" E113°09'10.00" to N22°01'50.00" E112°38'30.00" to N21°51'00.00" E111°57'00.00" to N22°10'23.00" E111°47'10.00" to N22°53'30.00" E112°27'53.00" to beginning. (18 APR 2001)				
ZGR150		To 39400'	2200-1600Z	VMC-IMC	
	N25°50'00.00" E113°50'00.00" to N25°14'40.00" E114°05'00.00" to N24°28'50.00" E113°57'20.00" to N24°23'00.00" E113°36'00.00" to N25°51'00.00" E113°41'20.00" to beginning. (18 APR 2001)				
ZGR151		To 39400'	2200-1600Z	VMC-IMC	
	N24°21'30.00" E113°09'30.00" to N24°36'00.00" E111°38'00.00" to N25°17'50.00" E111°48'00.00" to N25°38'00.00" E113°06'00.00" to N24°47'00.00" E113°13'00.00" to beginning. (18 APR 2001)				
ZGR152		To 39400'	Cont	VMC-IMC	
	N19°15'00.00" E109°40'00.00" to N19°15'00.00" E109°10'00.00" to N19°50'00.00" E109°55'30.00" to beginning. (13 JUN 2002)				
ZGR153		To 39400'	Cont	VMC-IMC	
	N19°15'00.00" E109°22'30.00" to N19°15'00.00" E109°39'30.00" to N18°29'24.00" E109°14'00.00" to N18°29'24.00" E108°57'00.00" to beginning. (18 APR 2001)				
ZGR154		To 39400'	Cont	VMC-IMC	
	N19°15'00.00" E109°59'00.00" to N19°15'00.00" E110°16'10.00" to N18°29'24.00" E109°50'40.00" to N18°29'24.00" E109°33'30.00" to beginning. (18 APR 2001)				
ZGD155	EAST OF HAINAN ISLAND	19600' to 49300'	2201-0400Z	VMC-IMC	
	N20°00'00.00" E112°00'00.00" to N19°20'00.00" E112°00'00.00" to N19°20'00.00" E111°00'00.00" to N20°00'00.00" E111°00'00.00" to beginning. (18 APR 2001)				
ZGD156	SOUTHEAST OF HAINAN ISLAND	3200' to 65700'	2201-1400Z	VMC-IMC	
	N18°38'00.00" E111°20'00.00" to N17°42'00.00" E110°48'00.00" to N18°05'00.00" E110°07'00.00" to N19°00'00.00" E110°40'00.00" to beginning. (18 APR 2001)				
ZGD157	SOUTH OF HAINAN ISLAND	19600' to 49300'	0201-1300Z	VMC-IMC	
	N18°10'00.00" E110°00'00.00" to N17°30'00.00" E110°00'00.00" to N17°30'00.00" E109°20'00.00" to N18°10'00.00" E109°20'00.00" to beginning. (18 APR 2001)				
ZGD158	BEIJIAO REEF	13100' to 59100'	2300-0030Z, 1400-1700Z	VMC-IMC	
	N17°25'00.00" E111°40'00.00" to N17°00'00.00" E111°40'00.00" to N17°00'00.00" E111°00'00.00" to N17°25'00.00" E111°00'00.00" to beginning. (18 APR 2001)				
ZGR159		To 13000'	Cont	VMC-IMC	
	Cir rad 16.20 NM cntr on N16°50'00.00" E112°20'00.00". (01 NOV 2001)				
ZGR160		Unltd	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N22°35'54.00" E114°32'30.00". (13 JUN 2002)				
ZHR202		13700' to 49300'	2200-1600Z	VMC-IMC	
	N34°24'00.00" E113°47'00.00" to N33°59'20.00" E114°08'48.00" to N34°12'24.00" E113°20'45.00" to beginning. (18 APR 2001)				
ZHR203		To 49300'	2200-1600Z	VMC-IMC	
	N34°05'00.00" E114°54'00.00" to N33°32'00.00" E115°42'00.00" to N33°11'00.00" E115°42'00.00" to N33°44'20.00" E114°52'00.00" to beginning. (18 APR 2001)				
ZHR204		To 49300'	2200-1600Z	VMC-IMC	
	N33°13'00.00" E114°50'00.00" to N32°41'28.00" E115°40'00.00" to N32°22'00.00" E115°40'00.00" to N32°51'00.00" E114°48'00.00" to beginning. (18 APR 2001)				
ZHR205		To 49300'	2200-1600Z	VMC-IMC	
	N33°46'00.00" E110°46'00.00" to N33°58'00.00" E112°50'00.00" to N33°30'00.00" E114°24'30.00" to N33°08'00.00" E114°22'00.00" to N33°37'00.00" E112°50'00.00" to N33°27'00.00" E110°58'00.00" to beginning. (18 APR 2001)				
ZHR206		13100' to 39400'	2300-1600Z	VMC-IMC	
	N31°04'00.00" E111°22'00.00" to N31°19'00.00" E111°42'00.00" to N30°59'00.00" E112°02'00.00" to N30°44'58.00" E111°42'00.00" to beginning. (18 APR 2001)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
ZHR207		To 39400'	2300-1600Z	VMC-IMC	
	N31°07'30.00" E111°24'30.00" to N31°20'10.00" E114°11'20.00" to N30°55'00.00" E113°54'00.00" to N30°46'20.00" E111°20'00.00" to beginning. (18 APR 2001)				
ZHR208		To 39300'	2300-1600Z	VMC-IMC	
	N30°27'30.00" E114°18'00.00" to N30°20'30.00" E115°07'30.00" to N29°38'30.00" E115°26'00.00" to N29°10'00.00" E114°41'00.00" to N29°18'00.00" E113°53'30.00" to N29°46'00.00" E113°57'00.00" to N30°10'00.00" E114°05'00.00" to beginning. (18 APR 2001)				
ZHR209		To 23000'	2300-1600Z	VMC-IMC	
	N30°01'15.00" E113°13'40.00" to N29°56'30.00" E113°28'00.00" to N29°27'45.00" E113°00'30.00" to N29°33'10.00" E112°24'20.00" to beginning. (18 APR 2001)				
ZLD301		To 46000'	Cont	VMC-IMC	
	N35°01'30.00" E110°14'00.00" to N35°02'12.00" E110°19'15.00" to N34°35'21.00" E110°11'00.00" to N34°35'25.00" E110°07'00.00" to beginning. (18 APR 2001)				
ZLD302		To 46000'	Cont	VMC-IMC	
	N34°39'14.00" E110°13'09.00" to N34°37'51.00" E110°13'16.00" to N34°32'50.00" E109°51'34.00" to N34°33'55.00" E109°51'33.00" to beginning. (18 APR 2001)				
ZLR306		To 42700'	2200-1600Z	VMC-IMC	
	N35°06'10.00" E108°44'40.00" to N35°09'30.00" E108°25'10.00" to N36°36'00.00" E108°48'55.00" to N36°32'30.00" E109°08'05.00" to beginning. (18 APR 2001)				
ZLR307		To 42700'	2200-1600Z	VMC-IMC	
	N34°38'30.00" E109°14'35.00" to N35°20'10.00" E109°23'00.00" to N35°36'00.00" E110°18'55.00" to N35°02'30.00" E110°16'00.00" to beginning. (18 APR 2001)				
ZLR308		To 22400'	Cont	VMC-IMC	
	N34°52'10.00" E110°04'40.00" to N34°03'30.00" E109°52'00.00" to N34°19'10.00" E108°59'00.00" to N34°26'10.00" E108°56'40.00" to beginning. (18 APR 2001)				
ZLR309		To 26300'	Cont	VMC-IMC	
	N33°41'00.00" E107°57'10.00" to N32°34'30.00" E106°44'30.00" to N32°33'30.00" E106°01'00.00" to N33°54'30.00" E106°31'30.00" to N33°41'00.00" E107°57'10.00" to beginning. (18 APR 2001)				
ZLR310		To 39400'	Cont	VMC-IMC	
	N35°28'00.00" E103°42'00.00" to N35°28'00.00" E103°56'00.00" to N35°10'20.00" E103°56'53.00" to N35°03'30.00" E103°59'00.00" to N34°25'20.00" E103°57'30.00" to N34°27'00.00" E103°26'00.00" to N34°58'10.00" E103°31'00.00" to beginning. (18 APR 2001)				
ZLR311		To 39400'	Cont	VMC-IMC	
	N35°22'00.00" E104°28'00.00" to N35°18'00.00" E104°41'30.00" to N34°41'50.00" E104°52'30.00" to N34°19'00.00" E104°56'00.00" to N34°19'00.00" E104°33'20.00" to N34°59'00.00" E104°28'00.00" to beginning. (18 APR 2001)				
ZLR318		To 23700'	2200-1600Z	VMC-IMC	
	N37°08'00.00" E104°31'00.00" to N37°15'30.00" E104°55'30.00" to N36°49'42.00" E104°52'00.00" to N36°42'30.00" E104°30'30.00" to beginning. (18 APR 2001)				
ZLR319		To 36100'	2200-1600Z	VMC-IMC	
	N37°47'30.00" E103°28'00.00" to N37°30'00.00" E103°37'30.00" to N37°30'30.00" E103°07'00.00" to N37°42'00.00" E102°57'00.00" to N37°45'30.00" E103°02'30.00" to beginning. (18 APR 2001)				
ZLR320		To 36100'	2200-1600Z	VMC-IMC	
	N38°04'00.00" E102°49'00.00" to N38°15'30.00" E103°12'30.00" to N37°57'00.00" E103°22'30.00" to N37°56'00.00" E102°59'00.00" to beginning. (18 APR 2001)				
ZLR321		To 36100'	2200-1600Z	VMC-IMC	
	N39°00'00.00" E102°30'00.00" to N39°00'00.00" E102°40'00.00" to N38°23'30.00" E103°06'00.00" to N38°23'30.00" E102°53'30.00" to N38°30'00.00" E102°37'00.00" to beginning. (18 APR 2001)				
ZLR322		To 37400'	2300-1600Z	VMC-IMC	
	N39°25'30.00" E100°30'00.00" to N39°10'00.00" E100°30'00.00" to N39°10'00.00" E100°00'00.00" to N39°30'00.00" E100°10'00.00" to beginning. (18 APR 2001)				
ZLR323		To 49300'	2300-1600Z	VMC-IMC	
	N39°42'00.00" E98°11'30.00" to N39°35'00.00" E98°12'30.00" to N39°47'30.00" E97°11'00.00" to N40°03'00.00" E97°38'00.00" to beginning. (18 APR 2001)				
ZLR324		To 59100'	2300-1600Z	VMC-IMC	
	N39°35'30.00" E98°42'00.00" to N39°25'00.00" E98°47'00.00" to N39°27'30.00" E98°21'30.00" to N39°38'00.00" E98°28'00.00" to beginning. (18 APR 2001)				
ZLR325		To 39400'	2300-1600Z	VMC-IMC	
	N39°30'30.00" E100°02'00.00" to N39°18'00.00" E99°48'00.00" to N39°21'30.00" E99°25'00.00" to N39°33'30.00" E99°28'00.00" to beginning. (18 APR 2001)				
ZLR326		To 49300'	2300-1600Z	VMC-IMC	
	N40°16'00.00" E99°27'00.00" to N40°00'00.00" E99°22'00.00" to N40°00'00.00" E98°54'00.00" to N40°15'00.00" E98°54'00.00" to beginning. (18 APR 2001)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
ZLR327		To 49300'	2300-1600Z	VMC-IMC	
	N40°20'00.00" E98°42'00.00" to N40°02'00.00" E98°42'00.00" to N40°02'00.00" E98°29'00.00" to N40°20'00.00" E98°04'00.00" to beginning. (18 APR 2001)				
ZPD401		To 32900'	BY ATC	VMC-IMC	
	N31°36'12.00" E103°41'34.00" to N31°36'09.00" E104°09'26.00" to N31°30'44.00" E104°09'26.00" to N31°30'44.00" E103°41'34.00" to beginning. (18 APR 2001)				
ZLR328		To 39400'	Cont	VMC-IMC	
	N41°35'00.00" E101°50'00.00" to N41°35'00.00" E102°32'00.00" to N40°30'00.00" E102°32'00.00" to N40°30'00.00" E101°50'00.00" to beginning. (17 APR 2003)				
ZPD402			BY ATC	VMC-IMC	
	N25°17'00.00" E103°15'00.00" to N25°17'00.00" E103°22'18.00" to N25°11'00.00" E103°22'18.00" to N25°11'00.00" E103°15'00.00" to beginning. (18 APR 2001)				
ZPD403		To 32900'	Cont	VMC-IMC	
	Cir rad 5.40 NM cntr on N30°07'30.00" E106°41'00.00". (18 APR 2001)				
ZPD404		To 29600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N29°37'00.00" E106°41'30.00". (18 APR 2001)				
ZPR405		To 65700'	2200-1900Z	VMC-IMC	
	N33°00'00.00" E103°30'00.00" to N33°00'00.00" E104°05'00.00" to N31°45'00.00" E104°05'00.00" to N31°45'00.00" E103°30'00.00" to beginning. (18 APR 2001)				
ZPR406		To 26300'	2200-1600Z	VMC-IMC	
	N32°10'00.00" E104°38'00.00" to N32°10'00.00" E105°14'00.00" to N31°40'00.00" E105°14'00.00" to N31°17'10.00" E104°39'44.00" to beginning. (18 APR 2001)				
ZPR407		To 65700'	2200-1900Z	VMC-IMC	
	N31°26'00.00" E103°10'00.00" to N31°27'45.00" E104°10'00.00" to N30°42'20.00" E104°10'00.00" to N30°37'48.00" E103°12'48.00" to beginning. (18 APR 2001)				
ZPR408		To 46000'	Cont	VMC-IMC	
	N30°25'20.00" E104°47'00.00" to N30°26'00.00" E105°18'00.00" to N28°30'30.00" E105°40'00.00" to N28°32'00.00" E105°30'00.00" to beginning. (18 APR 2001)				
ZPR409		To 65700'	0001-1200Z	VMC-IMC	
	N29°38'00.00" E104°33'00.00" to N28°30'00.00" E105°00'00.00" to N28°24'00.00" E104°35'00.00" to beginning. (18 APR 2001)				
ZPR410		To 65700'	0001-1200Z	VMC-IMC	
	N26°57'00.00" E104°48'00.00" to N27°35'30.00" E105°24'58.00" to N27°04'22.00" E105°40'38.00" to N26°42'10.00" E105°05'58.00" to beginning. (18 APR 2001)				
ZPR411		To 65700'	0001-1200Z	VMC-IMC	
	N26°12'00.00" E105°00'00.00" to N26°45'00.00" E106°04'00.00" to N26°32'00.00" E106°23'00.00" to N26°06'00.00" E105°00'00.00" to beginning. (18 APR 2001)				
ZPR412		To 65700'	Cont 0001-1200Z	VMC-IMC	
	N26°16'00.00" E106°55'00.00" to N26°00'00.00" E107°52'00.00" to N26°00'00.00" E106°54'00.00" to beginning. (18 APR 2001)				
ZPR413		To 39400'	Cont	VMC-IMC	
	N25°16'30.00" E103°22'30.00" to N25°48'00.00" E104°57'00.00" to N25°29'45.00" E105°06'15.00" to N25°07'00.00" E103°20'00.00" to beginning. (18 APR 2001)				
ZPR414		22900' to 62400'	Cont	VMC-IMC	
	N23°33'30.00" E100°07'00.00" to N24°07'00.00" E101°13'00.00" to N23°38'00.00" E101°18'00.00" to N23°00'00.00" E100°07'00.00" to beginning. (18 APR 2001)				
ZPR415		22900' to 42700'	Cont	VMC-IMC	
	N24°24'30.00" E99°51'00.00" to N24°52'30.00" E101°09'20.00" to N24°42'00.00" E101°21'00.00" to N24°09'00.00" E99°57'00.00" to beginning. (18 APR 2001)				
ZPR416		To 46000'	Cont	VMC-IMC	
	N29°25'00.00" E106°50'00.00" to N29°30'00.00" E107°47'00.00" to N28°30'00.00" E107°30'00.00" to N29°01'00.00" E106°51'00.00" to beginning. (18 APR 2001)				
ZPR417		To 46000'	Cont	VMC-IMC	
	N30°27'30.00" E105°30'00.00" to N30°29'00.00" E106°00'00.00" to N30°09'00.00" E106°33'00.00" to N29°55'30.00" E106°30'00.00" to beginning. (18 APR 2001)				
ZPR418		To 46000'	Cont	VMC-IMC	
	N29°44'00.00" E106°28'00.00" to N29°11'00.00" E106°29'30.00" to N28°42'00.00" E105°59'00.00" to beginning. (18 APR 2001)				
ZPR419		To 59100'	Cont	VMC-IMC	
	N26°38'30.00" E102°34'30.00" to N25°38'00.00" E103°03'00.00" to N25°18'30.00" E102°49'30.00" to beginning. (18 APR 2001)				
ZPR420		26200' to 65700'	2200-1900Z	VMC-IMC	
	N30°37'48.00" E103°12'48.00" to N30°27'00.00" E103°51'12.00" to N29°55'00.00" E104°05'30.00" to N28°44'30.00" E104°03'00.00" to N28°30'00.00" E103°30'00.00" to beginning. (18 APR 2001)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
ZPR421		22900' to 39400'	2100-1800Z	VMC-IMC	
	N25°04'00.00" E103°10'00.00" to N24°59'00.00" E104°37'00.00" to N24°33'00.00" E104°42'00.00" to N24°54'00.00" E103°25'00.00" to beginning. (18 APR 2001)				
ZPR422		22900' to 59100'	2100-1800Z	VMC-IMC	
	N24°14'00.00" E103°06'00.00" to N24°20'00.00" E103°38'00.00" to N24°00'00.00" E105°04'00.00" to N23°42'00.00" E105°05'00.00" to beginning. (18 APR 2001)				
ZPR423		22900' to 59100'	Cont	VMC-IMC	
	N24°26'00.00" E102°33'00.00" to N24°30'00.00" E102°49'00.00" to N23°00'00.00" E102°24'00.00" to N22°59'00.00" E101°54'00.00" to N23°35'28.00" E101°52'10.00" to beginning. (18 APR 2001)				
ZSD501		To 16500'	Cont	VMC-IMC	
	N31°57'00.00" E119°10'00.00" to N31°58'00.00" E118°55'00.00" to N32°05'00.00" E118°55'00.00" to N32°05'00.00" E119°05'00.00" to beginning. (18 APR 2001)				
ZSD504		To 46000'	Cont	VMC-IMC	
	Sctr of cir CW rad 13.50 NM cntr on N30°50'18.00" E121°33'18.00" btn 84°/225° to N30°40'43.45" E121°22'13.81" to N30°50'18.00" E121°33'18.00" to beginning. (18 APR 2001)				
ZSR522		To 49300'	Cont	VMC-IMC	
	N38°15'00.00" E120°00'00.00" to N38°15'00.00" E121°00'00.00" to N38°00'00.00" E122°25'00.00" to N37°34'00.00" E123°00'00.00" to N36°30'00.00" E123°00'00.00" to N36°30'00.00" E122°30'00.00" to N37°30'00.00" E122°30'00.00" to N37°56'00.00" E121°07'00.00" to N38°00'00.00" E120°00'00.00" to beginning. (18 APR 2001)				
ZSR523		To 49300'	2200-1600Z	VMC-IMC	
	N34°46'00.00" E117°32'00.00" to N34°10'00.00" E117°46'00.00" to N34°10'00.00" E117°25'00.00" to N34°44'00.00" E117°15'00.00" to beginning. (18 APR 2001)				
ZSR524		To 42700'	2200-1600Z	VMC-IMC	
	N34°50'00.00" E118°32'00.00" to N34°20'00.00" E118°47'00.00" to N33°50'00.00" E118°40'00.00" to N34°20'00.00" E118°14'00.00" to N34°50'00.00" E118°02'00.00" to beginning. (18 APR 2001)				
ZSR526		To 39400'	2130-1600Z	VMC-IMC	
	N33°04'00.00" E115°50'00.00" to N33°30'00.00" E115°54'00.00" to N33°00'00.00" E117°10'00.00" to N32°10'00.00" E117°10'00.00" to beginning. (18 APR 2001)				
ZSR527		To 42700'	2200-1600Z	VMC-IMC	
	N33°57'00.00" E117°57'00.00" to N32°55'00.00" E118°20'00.00" to N32°55'00.00" E117°50'00.00" to N33°57'00.00" E117°20'00.00" to beginning. (18 APR 2001)				
ZSR528		To 39400'	2100-1600Z	VMC-IMC	
	N34°10'00.00" E119°00'00.00" to N33°00'00.00" E119°52'00.00" to N33°00'00.00" E119°24'00.00" to N33°38'00.00" E118°52'00.00" to beginning. (18 APR 2001)				
ZSR529		To 39400'	2200-1600Z	VMC-IMC	
	N32°24'00.00" E116°00'00.00" to N31°55'00.00" E116°45'00.00" to N31°40'00.00" E115°49'00.00" to beginning. (18 APR 2001)				
ZSR530		To 32900'	2200-1600Z	VMC-IMC	
	N32°50'00.00" E118°24'00.00" to N31°54'00.00" E118°40'00.00" to N32°04'00.00" E117°20'00.00" to N32°25'00.00" E117°20'00.00" to N32°25'00.00" E117°55'00.00" to N32°50'00.00" E117°55'00.00" to beginning. (18 APR 2001)				
ZSR531		To 32900'	2200-1600Z	VMC-IMC	
	N32°50'00.00" E118°55'00.00" to N32°01'00.00" E119°32'00.00" to N31°50'00.00" E119°05'00.00" to N32°34'00.00" E118°43'00.00" to beginning. (18 APR 2001)				
ZSR532		To 32900'	2200-1600Z	VMC-IMC	
	N30°55'00.00" E116°00'00.00" to N31°26'00.00" E116°46'00.00" to N31°26'00.00" E117°10'00.00" to N30°30'00.00" E116°30'00.00" to N30°30'00.00" E116°00'00.00" to beginning. (18 APR 2001)				
ZSR533		To 42700'	2200-1600Z	VMC-IMC	
	N31°31'00.00" E118°38'00.00" to N30°30'00.00" E118°38'00.00" to N31°00'00.00" E117°20'00.00" to N31°37'00.00" E117°30'00.00" to beginning. (18 APR 2001)				
ZSR534		To 49300'	2200-1600Z	VMC-IMC	
	N32°55'00.00" E120°00'00.00" to N32°15'00.00" E121°00'00.00" to N32°20'00.00" E119°58'00.00" to N32°54'00.00" E119°35'00.00" to beginning. (18 APR 2001)				
ZSR535		To 49300'	2200-1600Z	VMC-IMC	
	N33°17'00.00" E121°28'00.00" to N31°35'00.00" E122°15'00.00" to N31°30'00.00" E122°00'00.00" to N31°30'00.00" E121°15'00.00" to N33°17'00.00" E121°00'00.00" to beginning. (18 APR 2001)				
ZSR536		To 39400'	2200-1600Z	VMC-IMC	
	N32°05'00.00" E120°15'00.00" to N32°02'00.00" E120°41'00.00" to N31°36'00.00" E120°54'00.00" to N31°43'00.00" E120°30'00.00" to beginning. (18 APR 2001)				
ZSR537		To 49300'	2200-1600Z	VMC-IMC	
	N31°27'00.00" E119°22'00.00" to N31°25'00.00" E120°19'00.00" to N31°13'00.00" E121°02'00.00" to N31°00'00.00" E120°15'00.00" to N30°41'00.00" E120°08'00.00" to beginning. (18 APR 2001)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
ZSR538		To 42700'	2200-1600Z	VMC-IMC	
	N29°16'00.00" E119°26'00.00" to N28°10'00.00" E119°17'00.00" to N28°07'00.00" E118°30'00.00" to N28°19'00.00" E118°12'00.00" to beginning. (18 APR 2001)				
ZSR539		To 42700'	2200-1600Z	VMC-IMC	
	N31°29'54.00" E118°45'00.00" to N31°27'00.00" E119°03'00.00" to N30°24'48.00" E119°51'00.00" to N30°00'00.00" E119°31'00.00" to N29°46'00.00" E119°00'00.00" to N29°46'00.00" E118°45'00.00" to beginning. (18 APR 2001)				
ZSR540		To 49300'	2200-1600Z	VMC-IMC	
	N28°14'00.00" E118°07'00.00" to N27°52'00.00" E118°30'00.00" to N26°56'00.00" E117°36'00.00" to N27°21'00.00" E117°10'00.00" to beginning. (18 APR 2001)				
ZSR547		To 49300'	2200-1600Z	VMC-IMC	
	N28°10'00.00" E115°32'00.00" to N26°00'00.00" E114°42'00.00" to N26°00'00.00" E114°15'00.00" to N28°00'00.00" E114°22'00.00" to beginning. (18 APR 2001)				
ZSR548		To 49300'	2200-1600Z	VMC-IMC	
	N28°43'00.00" E117°19'00.00" to N28°16'00.00" E117°27'00.00" to N26°39'00.00" E115°30'00.00" to N28°16'00.00" E116°07'00.00" to beginning. (18 APR 2001)				
ZSR549		To 49300'	2200-1600Z	VMC-IMC	
	N27°09'00.00" E116°57'00.00" to N26°30'00.00" E117°37'00.00" to N25°11'00.00" E116°00'00.00" to N25°22'00.00" E115°42'00.00" to N26°45'00.00" E116°30'00.00" to beginning. (18 APR 2001)				
ZSR554		To 49300'	2200-1600Z	VMC-IMC	
	N29°30'00.00" E119°49'00.00" to N29°30'00.00" E120°40'00.00" to N27°49'00.00" E120°30'00.00" to N27°28'00.00" E119°41'00.00" to beginning. (18 APR 2001)				
ZSR556		To 42700'	2200-1600Z	VMC-IMC	
	N32°30'00.00" E123°00'00.00" to N32°30'00.00" E123°15'00.00" to N31°40'00.00" E123°15'00.00" to N31°40'00.00" E122°50'00.00" to beginning. (18 APR 2001)				
ZSR557		To 42200'	2200-1600Z	VMC-IMC	
	N32°30'00.00" E123°45'00.00" to N32°30'00.00" E124°00'00.00" to N31°50'00.00" E124°00'00.00" to N31°45'00.00" E123°45'00.00" to beginning. (18 APR 2001)				
ZSR559		To 5000'	Cont	VMC-IMC	
	N31°15'57.00" E121°31'56.00" to N31°15'19.00" E121°32'34.00" to N31°12'24.00" E121°30'08.00" to N31°12'23.00" E121°27'30.00" to N31°12'01.00" E121°25'54.00" to N31°12'14.00" E121°25'47.00" to N31°14'49.00" E121°27'26.00" to beginning. (18 APR 2001)				
ZSR560		To 19700'	2200-1600Z	VMC-IMC	
	N32°11'30.00" E119°10'30.00" to N31°55'00.00" E118°42'00.00" to N32°03'30.00" E118°35'00.00" to N32°20'00.00" E119°03'30.00" to beginning. (18 APR 2001)				
ZSR561		To 9900'	2200-1600Z	VMC-IMC	
	N31°57'00.00" E119°15'00.00" to N32°23'00.00" E119°14'00.00" to N32°25'00.00" E119°21'10.00" to N31°51'10.00" E119°48'10.00" to beginning. (18 APR 2001)				
ZSR562		To 3300'	2200-1600Z	VMC-IMC	
	N31°55'50.00" E120°41'00.00" to N31°54'00.00" E121°16'00.00" to N31°36'00.00" E121°11'30.00" to N31°39'00.00" E120°44'00.00" to beginning. (18 APR 2001)				
ZSR564		To 6600'	2200-1600Z	VMC-IMC	
	N31°50'00.00" E122°00'00.00" to N31°54'00.00" E122°19'00.00" to N31°37'30.00" E122°25'00.00" to N31°32'00.00" E122°06'30.00" to beginning. (18 APR 2001)				
ZSR566		To 39400'	2200-1600Z	VMC-IMC	
	N29°57'00.00" E120°21'00.00" to N29°38'20.00" E120°13'00.00" to N29°38'00.00" E119°55'00.00" to N29°50'00.00" E119°55'00.00" to N30°04'00.00" E120°07'30.00" to beginning. (18 APR 2001)				
ZSR567		To 39400'	2200-1600Z	VMC-IMC	
	N30°51'30.00" E120°50'00.00" to N30°58'30.00" E121°13'00.00" to N30°46'30.00" E121°19'00.00" to N30°46'00.00" E120°50'00.00" to beginning. (18 APR 2001)				
ZSR568		To 39400'	2200-1600Z	VMC-IMC	
	N30°40'00.00" E120°50'00.00" to N30°41'30.00" E121°21'00.00" to N30°20'00.00" E121°17'00.00" to N30°34'30.00" E120°18'30.00" to beginning. (18 APR 2001)				
ZSR569		To 39400'	2200-1600Z	VMC-IMC	
	N30°17'30.00" E121°11'30.00" to N30°06'00.00" E120°53'00.00" to N30°25'00.00" E120°32'00.00" to N30°32'00.00" E120°41'20.00" to beginning. (18 APR 2001)				
ZSR570A		To 8200'	2200-1600Z	VMC-IMC	
	N31°14'00.00" E119°33'00.00" to N31°09'00.00" E119°50'00.00" to N31°00'00.00" E119°50'00.00" to N31°04'30.00" E119°32'50.00" to beginning. (12 JUL 2001)				
ZSR570B		27500' to 52500'	2200-1600Z	VMC-IMC	
	N31°14'00.00" E119°33'00.00" to N31°09'00.00" E119°50'00.00" to N31°00'00.00" E119°50'00.00" to N31°04'30.00" E119°32'50.00" to beginning. (12 JUL 2001)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
ZYD602		To 46000'	Cont	VMC-IMC	
	N45°40'00.00" E122°20'00.00" to N46°20'00.00" E122°20'00.00" to N46°20'00.00" E123°00'00.00" to N45°40'00.00" E123°00'00.00" to beginning. (18 APR 2001)				
ZYD603		To 46000'	Cont	VMC-IMC	
	N45°09'30.00" E122°49'42.00" to N45°03'00.00" E122°52'00.00" to N44°59'00.00" E122°31'00.00" to N45°03'42.00" E122°28'00.00" to N45°03'00.00" E122°35'00.00" to N45°07'00.00" E122°38'00.00" to N45°07'00.00" E122°41'00.00" to N45°09'00.00" E122°42'00.00" to N45°09'18.00" E122°48'00.00" to beginning. (18 APR 2001)				
ZYD604		To 46000'	Cont	VMC-IMC	
	N47°13'00.00" E123°14'00.00" to N47°11'00.00" E123°10'00.00" to N47°28'00.00" E122°52'00.00" to beginning. (18 APR 2001)				
ZYD605		To 46000'	Cont	VMC-IMC	
	N47°24'00.00" E125°08'00.00" to N47°18'00.00" E125°02'00.00" to N47°30'42.00" E124°27'00.00" to beginning. (18 APR 2001)				
ZYD606		To 46000'	Cont	VMC-IMC	
	N42°06'30.00" E123°31'00.00" to N42°08'48.00" E123°14'42.00" to N42°11'18.00" E123°15'48.00" to beginning. (18 APR 2001)				
ZYD607		To 46000'	Cont	VMC-IMC	
	N39°02'18.00" E121°29'30.00" to N38°56'00.00" E121°18'30.00" to N39°02'30.00" E121°22'00.00" to beginning. (18 APR 2001)				
ZYR608		To 46000'	Cont	VMC-IMC	
	N44°30'00.00" E130°30'00.00" to N44°30'00.00" E126°30'00.00" to N45°25'00.00" E126°30'00.00" to N46°34'00.00" E130°30'00.00" to beginning. (18 APR 2001)				
ZYR609		To 46000'	Cont	VMC-IMC	
	N42°30'00.00" E125°16'00.00" to N42°30'00.00" E124°25'00.00" to N44°23'00.00" E126°10'00.00" to N44°23'00.00" E127°00'00.00" to beginning. (18 APR 2001)				
ZYR610		To 46000'	Cont	VMC-IMC	
	N42°00'00.00" E123°15'00.00" to N42°00'00.00" E121°40'00.00" to N43°00'00.00" E121°40'00.00" to N43°00'00.00" E123°15'00.00" to beginning. (18 APR 2001)				
ZYR611		To 46000'	Cont	VMC-IMC	
	N40°00'00.00" E124°00'00.00" to N38°44'00.00" E122°30'00.00" to N39°26'00.00" E122°00'00.00" to N40°50'00.00" E123°20'00.00" to beginning. (18 APR 2001)				
ZYR612		To 46000'	Cont	VMC-IMC	
	N38°47'00.00" E121°00'00.00" to N38°56'00.00" E120°00'00.00" to N40°00'00.00" E120°55'00.00" to N40°00'00.00" E121°30'00.00" to beginning. (18 APR 2001)				
ZYR613		To 46000'	Cont	VMC-IMC	
	Cir rad 3.80 NM cntr on N41°48'00.00" E123°23'00.00". (18 APR 2001)				
ZWR701		To 39400'	Cont	VMC-IMC	
	N43°29'00.00" E92°59'00.00" to N42°47'00.00" E94°53'00.00" to N42°26'00.00" E94°41'00.00" to N43°00'00.00" E93°47'00.00" to N43°22'00.00" E92°35'00.00" to beginning. (18 APR 2001)				
ZWR702		To 39400'	Cont	VMC-IMC	
	N42°25'00.00" E93°56'00.00" to N41°55'00.00" E94°45'00.00" to N41°55'00.00" E93°56'00.00" to beginning. (18 APR 2001)				
ZWR703		To 39400'	Cont	VMC-IMC	
	N42°30'00.00" E93°48'00.00" to N42°00'00.00" E93°48'00.00" to N42°00'00.00" E93°05'00.00" to N42°48'00.00" E93°05'00.00" to beginning. (18 APR 2001)				
ZWR704		To 16800'	Cont	VMC-IMC	
	N43°07'00.00" E91°45'00.00" to N43°00'00.00" E91°45'00.00" to N43°00'00.00" E90°30'00.00" to N43°25'00.00" E90°30'00.00" to beginning. (18 APR 2001)				
ZWR705		To 65700'	Cont	VMC-IMC	
	N45°22'00.00" E86°18'30.00" to N45°44'00.00" E86°19'00.00" to N45°36'00.00" E87°45'00.00" to N44°35'00.00" E87°44'00.00" to beginning. (18 APR 2001)				
ZWR706		To 49300'	Cont	VMC-IMC	
	N44°19'00.00" E87°19'00.00" to N44°05'00.00" E87°19'00.00" to N44°45'00.00" E85°30'00.00" to N45°02'00.00" E86°00'00.00" to beginning. (18 APR 2001)				
ZWR707		To 49300'	Cont	VMC-IMC	
	N44°05'00.00" E86°45'00.00" to N43°55'00.00" E87°00'00.00" to N43°35'00.00" E86°15'00.00" to N43°55'00.00" E86°15'00.00" to beginning. (18 APR 2001)				
ZWR708		To 59100'	Cont	VMC-IMC	
	N43°27'00.00" E87°00'00.00" to N43°39'00.00" E88°03'00.00" to N43°10'00.00" E87°00'00.00" to N43°27'00.00" E87°00'00.00" to beginning. (18 APR 2001)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
	CZECH REPUBLIC				
LKP1	PRAHA HRAD	To FL 060	Cont	VMC-IMC	
	Cir rad 0.60 NM cntr on N50°05'26.72" E14°24'01.68". (30 DEC 1999)				
LKR1	BOLETICE	To FL 410	Intmt	VMC-IMC	Praha ACC
	N48°54'59.73" E14°07'56.81" to N48°48'32.66" E14°16'16.87" to N48°46'20.70" E14°01'56.84" to N48°54'41.66" E13°53'33.78" to beginning. (30 NOV 2000)				
LKD1	KRALICE	To 1000' AGL	Cont	VMC-IMC	
	Cir rad 0.80 NM cntr on N49°13'07.70" E16°12'51.40". (03 JUN 2003)				
LKP2	TEMELIN	To 5000'	Cont	VMC-IMC	
	Cir rad 1.10 NM cntr on N49°10'48.73" E14°22'31.77". (23 JUN 1994)				
LKR2	DEDICE	To FL 410	Intmt	VMC-IMC	Praha ACC or Brno App Con
	N49°29'35.96" E16°52'35.74" to N49°29'18.88" E16°57'36.80" to N49°23'15.89" E17°04'01.76" to N49°19'31.84" E17°01'48.75" to N49°19'41.83" E16°55'02.73" to beginning. (30 NOV 2000)				
LKD2	KOURIM	To 1000' AGL	Cont	VMC-IMC	
	Cir rad 0.80 NM cntr on N50°01'01.00" E14°55'54.50". (03 JUN 2003)				
LKP3	LUHACOVICE	To 3000'	Cont	VMC-IMC	
	Cir rad 1.10 NM cntr on N49°05'58.89" E17°45'53.83". (27 MAR 1997)				
LKR3	LIBAVA	To FL 410	Intmt	VMC-IMC	Praha ACC
	N49°45'47.94" E17°40'53.77" to N49°42'16.93" E17°43'20.75" to N49°34'13.89" E17°37'40.77" to N49°33'22.90" E17°32'39.77" to N49°33'25.05" E17°31'51.04" to N49°34'40.89" E17°28'59.77" to N49°35'58.88" E17°23'50.72" to N49°44'31.88" E17°26'35.72" to N49°46'35.89" E17°32'27.73" to beginning. (18 JUN 1998)				
LKD3	BRECLAV	To 1000' AGL	Cont	VMC-IMC	
	Cir rad 0.80 NM cntr on N48°46'50.50" E16°56'12.90". (03 JUN 2003)				
LKP4	VLASIM	To 5000'	Cont	VMC-IMC	
	N49°42'23.79" E14°53'56.76" to N49°41'20.78" E14°58'44.74" to N49°39'40.74" E14°55'54.76" to beginning. (23 JUN 1994)				
LKR4	HRADISTE	To FL 410	Intmt	VMC-IMC	Praha ACC or Karlovy Vary Twr
	N50°21'04.67" E13°13'47.64" to N50°16'39.66" E13°14'06.72" to N50°12'51.65" E13°15'49.68" to N50°10'33.97" E13°07'17.00" to N50°11'59.96" E13°00'17.00" to N50°15'41.65" E12°59'47.72" to N50°20'11.19" E13°02'59.68" to N50°21'44.95" E13°06'13.44" to beginning. (18 JUN 1998)				
LKD4	HOSTIM	To 1000' AGL	Cont	VMC-IMC	
	Cir rad 0.80 NM cntr on N49°00'22.20" E15°52'39.30". (03 JUN 2003)				
LKP5	PRCICE	To FL 175	Cont	VMC-IMC	
	Cir rad 2.5 NM cntr on N49°35'33.73" E14°31'23.73". (17 JUL 1997)				
LKR5	JINCE	To FL 410	Intmt	VMC-IMC	Praha ACC
	N49°49'42.68" E13°56'18.67" to N49°46'11.67" E14°00'56.70" to N49°39'04.67" E13°55'03.75" to N49°36'53.68" E13°49'31.74" to N49°37'20.66" E13°41'31.71" to N49°42'54.70" E13°41'20.70" to beginning. (30 NOV 2000)				
LKD5	VESELI	To 1000' AGL	Cont	VMC-IMC	
	Cir rad 0.80 NM cntr on N49°12'34.90" E14°40'57.20". (03 JUN 2003)				
LKP6	BOHDANEC	To 4000'	Cont	VMC-IMC	
	N50°05'08.80" E15°40'03.69" to N50°05'09.83" E15°45'37.66" to N50°02'25.83" E15°43'43.72" to N50°03'20.79" E15°40'16.67" to beginning. (27 MAR 1997)				
LKD6	STRAZOVICE	To 1000' AGL	Cont	VMC-IMC	
	Cir rad 0.80 NM cntr on N49°22'56.60" E13°34'45.40". (03 JUN 2003)				
LKP7	POLICKA	To 5000'	Cont	VMC-IMC	
	N49°42'48.81" E16°15'47.70" to N49°41'13.81" E16°18'15.70" to N49°40'16.80" E16°14'46.77" to N49°42'11.81" E16°13'31.74" to beginning. (23 JUN 1994)				
LKR7	AS	3000' to 5000'	Cont	VMC-IMC	Praha ACC
	N50°16'10.12" E12°15'05.56" to N50°12'40.09" E12°10'18.20" to N50°15'16.56" E12°05'59.47" to N50°16'40.45" E12°08'24.27" to N50°19'05.26" E12°06'03.17" to N50°19'20.25" E12°11'04.77" to N50°16'20.75" E12°12'18.07" to beginning. (30 NOV 2000)				
LKP8	MOST	To 4000'	Cont	VMC-IMC	
	N50°35'57.71" E13°36'49.56" to N50°35'36.75" E13°39'26.57" to N50°30'44.65" E13°37'17.60" to N50°30'47.66" E13°32'12.61" to beginning. (17 JUL 1997)				
LKP9	DUKOVANY	To 5000'	Cont	VMC-IMC	
	Cir rad 1.10 NM cntr on N49°05'08.82" E16°08'44.83". (30 DEC 1999)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
LKR9	SVITAVY	5000' to FL 240	①	VMC-IMC	Praha ACC
	N49°50'38.81" E15°42'29.73" to N49°52'14.81" E16°18'47.72" to N49°50'26.81" E16°22'58.74" to N49°42'31.83" E16°33'05.72" to N49°34'41.83" E16°11'21.78" to N49°46'09.37" E15°50'58.58" to N49°47'10.55" E15°49'03.24" to beginning. ①0900Z++ Mon-1300Z++ Fri. (19 APR 2001)				
LKP10	USTI NAD LABEM	To 4000'	Cont	VMC-IMC	
	Cir rad 0.50 NM cntr on N50°39'23.20" E14°01'12.60". (30 DEC 1999)				
LKR10	BRTNICE	1000' AGL to FL 240	①	VMC-IMC	Praha ACC
	N49°24'14.73" E15°19'28.72" to N49°23'19.73" E15°32'25.75" to N49°17'52.78" E15°52'00.75" to N49°11'08.75" E15°46'53.78" to N49°08'17.44" E15°52'50.10" to N49°01'44.45" E15°43'38.11" to beginning. ①0900Z++ Mon-1300Z++ Fri. (19 APR 2001)				
LKR11	ZNOJMO	1000' AGL to FL 240	①	VMC-IMC	Praha ACC, Brno App Con
	N49°08'17.44" E15°52'50.10" to N48°53'07.48" E16°24'00.09" to N48°47'07.46" E16°14'42.13" to N49°01'44.45" E15°43'38.11" to beginning. ①0900Z++ Mon-1300Z++ Fri. (18 JUN 1998)				
LKP12	REZ	To 2000'	Cont	VMC-IMC	
	Cir rad 0.80 NM cntr on N50°10'44.71" E14°21'48.70". (30 DEC 1999)				
LKR12	BOSKOVICE	5000' to FL 240	①	VMC-IMC	Praha ACC, Brno App Con
	N49°40'48.83" E16°37'37.71" to N49°29'35.96" E16°52'35.74" to N49°19'41.83" E16°55'02.73" to N49°17'04.31" E16°53'13.14" to N49°28'10.82" E16°08'28.73" to N49°29'28.79" E16°10'33.68" to beginning. ①0900Z++ Mon-1300Z++ Fri. (19 APR 2001)				
LKR13	BYDZOV	1000' AGL to FL 125	①	VMC-IMC	Praha ACC
	N50°18'25.00" E15°44'32.23" to N50°08'48.45" E15°44'24.70" to N50°09'06.81" E15°22'52.12" to N50°11'08.78" E15°22'55.61" to N50°18'40.00" E15°23'08.49" to beginning. ①0900Z++ Mon-1300Z++ Fri. (05 SEP 2002)				
LKR15	RYCHNOV	3000' to FL 125	①	VMC-IMC	Praha ACC
	N50°16'37.05" E15°55'44.53" to N50°16'24.40" E16°15'30.99" to N50°08'36.12" E16°25'11.47" to N50°06'31.57" E16°21'58.95" to N50°08'15.01" E15°58'05.49" to beginning. ①0900Z++ Mon-1300Z++ Fri. (05 SEP 2002)				
LKR16	ZDAR	1000' AGL to FL 240	①	VMC-IMC	Praha ACC
	N49°46'09.37" E15°50'58.58" to N49°34'41.83" E16°11'21.78" to N49°28'33.79" E16°00'36.70" to N49°36'32.85" E15°39'25.61" to beginning. ①0900Z++ Mon-1300Z++ Fri. (18 APR 2002)				
LKR17	HOSTYN	To 1000' AGL	①	VMC-IMC	Brno App Con
	N49°30'27.21" E17°39'03.16" to N49°26'23.49" E17°55'38.88" to N49°21'26.43" E17°52'07.44" to N49°22'39.89" E17°34'05.78" to N49°27'48.91" E17°41'01.78" to beginning. ①Mon 0900Z++-SS, Tue-Thu 0800Z++-SS, Fri 0800-1300Z++. (05 SEP 2002)				
LKR18	BECHYNE	1000' AGL to FL 240	①	VMC-IMC	Praha ACC
	N49°41'56.71" E14°13'39.73" to N49°09'57.74" E14°53'46.79" to N49°03'06.72" E14°50'24.82" to N49°03'11.70" E14°35'44.80" to N49°14'47.87" E14°19'25.15" to N49°19'59.09" E14°12'03.63" to N49°32'47.15" E13°53'44.42" to beginning. ①0900Z++ Mon-1300Z++ Fri. (18 APR 2002)				
LKR23	MILOVICE	To FL 090	SR-SS	VMC-IMC	Praha ACC, Vodochody Twr
	N50°11'47.48" E14°49'34.19" then CW along the arc of a cir rad 5.50 NM cntr on N50°16'05.05" E14°54'54.95" to N50°11'08.02" E14°58'37.86" to N50°11'07.99" E14°58'29.44" to beginning. (18 APR 2002)				
LKR24	VODOCHODY	3000' to FL 240	SR-SS	VMC-IMC	Praha ACC, Vodochody Twr
	N50°28'35.45" E15°10'11.21" to N50°23'05.85" E15°23'16.12" to N50°20'24.06" E15°23'11.48" to N50°11'08.78" E15°22'55.61" to N50°11'07.99" E14°58'29.44" then CCW along the arc of a cir rad 28.00 NM cntr on OKL VOR-DME (N50°05'47.32" E14°15'46.11") to N50°28'28.30" E14°41'18.76" to beginning. (18 JUN 1998)				
LKR25	VRCHLABI	5000' to FL 240	0800Z++-SS	VMC-IMC	Praha ACC
	N50°43'34.98" E15°30'17.52" to N50°32'21.39" E16°02'27.74" to N50°31'53.84" E16°08'55.60" to N50°26'31.16" E16°05'45.97" to N50°21'32.07" E16°10'18.06" to N50°25'45.81" E15°34'41.63" to beginning. (30 NOV 2000)				
LKR27	JESENIK	5000' to FL 240	0800Z++-SS	VMC-IMC	Praha ACC
	N50°21'32.00" E17°03'46.00" to N50°13'27.67" E17°19'03.47" to N50°09'14.59" E17°31'25.33" to N50°04'00.00" E17°38'00.00" to N49°59'00.00" E17°16'00.00" to N50°10'58.88" E17°02'53.67" to N50°16'55.55" E17°05'20.74" to beginning. (18 APR 2002)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
LKR28	BENATKY	3000' to FL 240	SR-SS	VMC-IMC	Praha App Con, Praha ACC
	N50°28'28.30" E14°41'18.76" then CW along the arc of a cir rad 28.00 NM cntr on OKL VOR-DME (N50°05'47.32" E14°15'46.11") to N50°11'07.99" E14°58'29.44" to N50°12'13.78" E14°43'31.74" to N50°26'19.68" E14°38'25.44" to N50°28'02.22" E14°39'55.63" to beginning. (18 APR 2002)				
LKR32	OTROKOVICE	To 1000' AGL	SR-SS	VMC-IMC	Otrokovice Twr, Brno App Con
	N49°09'16.87" E17°27'11.78" to N49°08'54.64" E17°26'55.65" then CW along the arc of a cir rad 4.00 NM cntr on N49°11'52.17" E17°31'02.47" to N49°07'53.55" E17°31'44.64" to beginning. (18 APR 2002)				
LKR33	ZLIN	1000' AGL to FL 095	SR-SS	VMC-IMC	Otrokovice Twr, Brno App Con①
	N49°13'24.07" E17°19'04.72" to N49°15'14.85" E17°29'45.86" to N49°13'08.91" E17°51'04.73" to N49°07'13.92" E17°41'24.80" to N49°05'48.89" E17°33'13.82" to N49°10'13.86" E17°18'31.77" to beginning. ①Otrokovice Twr, Brno App Con, Kunovice Twr (18 APR 2002)				
LKR48	PROSTEJOV	To 1000' AGL	Intmt	VMC-IMC	Praha FIC
	Cir rad 2.70 NM cntr on N49°26'51.69" E17°08'00.78". (30 NOV 2000)				
LKR50	TEMELIN	To FL 095	Cont	VMC-IMC	Praha ACC/FIC
	Cir rad 12.00 NM cntr on N49°10'48.73" E14°22'31.77". (15 MAY 2003)				
LKR51	DUKOVANY	To FL 095	Cont	VMC-IMC	Brno TWR
	Cir rad 12.00 NM cntr on N49°05'08.82" E16°08'44.83". (15 MAY 2003)				
LKR70	OLESNA	300' AGL to 1000' AGL	①	VMC-IMC	Praha FIC
	N49°50'17.74" E15°37'23.64" to N49°47'10.52" E15°49'03.17" to N49°33'37.15" E16°13'16.40" to N49°30'38.91" E16°06'27.51" to N49°44'42.77" E15°42'17.67" to N49°46'38.74" E15°31'13.60" to beginning. ①Jan-Jun, Sep-Dec 0900Z++-SS Mon, 0700Z++-SS Tue-Thu, 0700-1300Z++ Fri. (15 MAY 2003)				
LKR71	MERIN	300' AGL to 1000' AGL	①	VMC-IMC	Praha FIC
	N49°33'37.15" E16°13'16.40" to N49°30'07.75" E16°19'25.79" to N49°27'16.04" E16°12'12.59" to N49°24'12.10" E16°04'35.84" to N49°18'52.80" E15°57'18.78" to N49°17'02.65" E15°54'59.31" to N49°19'22.58" E15°46'39.45" to N49°30'38.91" E16°06'27.51" to beginning. ①Jan-Jun, Sep-Dec 0900Z++-SS Mon, 0700Z++-SS Tue-Thu, 0700-1300Z++ Fri. (15 MAY 2003)				
LKR72	OPATOV	300' AGL to 1000' AGL	①	VMC-IMC	Praha FIC
	N49°19'22.58" E15°46'39.45" to N49°17'02.65" E15°54'59.31" to N49°14'48.80" E15°52'05.75" to N49°08'24.01" E15°41'45.46" to N49°02'44.99" E15°05'55.93" to N49°03'06.37" E14°45'14.26" to N49°06'58.50" E14°46'36.58" to N49°06'41.22" E14°52'10.06" to N49°06'06.51" E15°03'04.55" to N49°11'29.67" E15°33'08.93" to beginning. ①Jan-Jun, Sep-Dec 0900Z++-SS Mon, 0700Z++-SS Tue-Thu, 0700-1300Z++ Fri. (15 MAY 2003)				
LKR73	ZRUC	300' AGL to 1000' AGL	①	VMC-IMC	Praha FIC
	N49°57'33.00" E15°11'56.98" to N49°56'05.78" E15°12'04.68" to N49°53'54.69" E15°15'11.69" to N49°50'35.84" E15°07'57.97" to N49°09'57.74" E14°53'46.79" to N49°06'41.22" E14°52'10.06" to N49°06'58.50" E14°46'36.58" to N49°52'39.84" E15°03'19.90" to beginning. ①Jan-Jun, Sep-Dec 0900Z++-SS Mon, 0700Z++-SS Tue-Thu, 0700-1300Z++ Fri. (15 MAY 2003)				
LKR74	BREZOVA	300' AGL to 1000' AGL	①	VMC-IMC	Praha FIC
	N49°45'16.63" E16°40'47.88" to N49°43'12.34" E17°17'37.64" to N49°44'31.88" E17°26'35.72" to N49°37'30.21" E17°24'20.93" to N49°38'11.47" E17°13'44.91" to N49°39'25.07" E16°54'09.96" to N49°39'57.90" E16°45'07.90" to N49°30'07.75" E16°19'25.79" to N49°27'16.04" E16°12'12.59" to N49°30'38.91" E16°06'27.51" to N49°33'37.15" E16°13'16.40" to beginning. ①Jan-Jun, Sep-Dec 0900Z++-SS Mon, 0700Z++-SS Tue-Thu, 0700-1300Z++ Fri. (15 MAY 2003)				
LKR75	KONICE	300' AGL to 1000' AGL	①	VMC-IMC	Praha FIC
	N49°39'25.07" E16°54'09.96" to N49°38'11.47" E17°13'44.91" to N49°34'51.57" E16°57'42.35" to N49°14'34.72" E16°13'36.05" to N49°17'36.72" E16°07'46.35" to beginning. ①Jan-Jun, Sep-Dec 0900Z++-SS Mon, 0700Z++-SS Tue-Thu, 0700-1300Z++ Fri. (15 MAY 2003)				
	TEMPORARY SEGREGATED AREAS (TSA)				
The planned activity and conditions for the areas will be published daily in the national Airspace Use Plans.					
LKTSA55	CASLAV	FL 120 to FL 240	Intmt	VMC-IMC	Praha ACC
	N50°06'10.80" E15°14'36.55" to N50°03'22.78" E15°24'25.64" to N49°55'47.79" E15°35'11.65" to N49°50'38.81" E15°42'29.73" to N49°46'09.37" E15°50'58.58" to N49°36'32.85" E15°39'25.61" to N49°50'05.68" E15°07'54.92" to N49°57'58.78" E15°02'53.10" to N50°02'29.78" E15°08'26.71" to beginning. (18 APR 2002)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
LKTSA56	HLINSKO	FL 100 to FL 240	Intmt	VMC-IMC	Praha ACC
	N49°52'14.81" E16°18'47.72" to N49°50'26.81" E16°22'58.74" to N49°42'31.83" E16°33'05.72" to N49°40'48.83" E16°37'37.71" to N49°29'28.79" E16°10'33.68" to N49°28'10.82" E16°08'28.73" to N49°28'33.79" E16°00'36.70" to N49°36'32.85" E15°39'25.61" to N49°50'38.81" E15°42'29.73" to beginning. (18 APR 2002)				
LKTSA57	SUMPERK	FL 100 to FL 240	Intmt	VMC-IMC	Praha ACC
	N50°07'21.38" E17°25'37.20" to N49°46'35.89" E17°32'27.73" to N49°44'31.88" E17°26'35.72" to N49°40'48.83" E16°37'37.71" to N49°42'31.83" E16°33'05.72" to N49°50'26.81" E16°22'58.74" to N49°52'14.81" E16°18'47.72" to N50°04'58.88" E17°12'53.71" to beginning. (18 APR 2002)				
LKTSA58	KUNOVICE AREA B	FL 130 to FL 240	Intmt	VMC-IMC	Praha ACC
	N49°27'30.91" E18°01'39.77" to N49°13'08.91" E17°51'04.73" to N49°15'14.85" E17°29'45.86" to N49°32'52.92" E17°44'04.76" to beginning. (18 APR 2002)				
LKTSA59	KUNOVICE AREA A	FL 120 to FL 240	Intmt	VMC-IMC	Praha ACC
	N48°49'35.73" E17°24'29.08" to N48°59'11.38" E17°09'39.74" to N49°12'13.90" E17°12'21.79" to N49°15'14.85" E17°29'45.86" to N49°13'08.91" E17°51'04.73" to N49°10'23.33" E18°07'55.68" to N49°02'14.46" E18°04'11.27" to N49°01'04.68" E17°55'20.15" to N48°55'36.01" E17°52'43.29" to N48°55'31.05" E17°47'34.74" to N48°51'42.97" E17°42'17.98" to N48°48'59.86" E17°31'01.70" to N48°50'37.32" E17°27'58.64" to beginning. (18 APR 2002)				
LKTSA60		FL 125 to FL 660	Intmt	VMC-IMC	Praha ACC
	N50°43'34.98" E15°30'17.52" to N50°32'21.39" E16°02'27.74" to N50°31'53.84" E16°08'55.60" to N50°26'31.16" E16°05'45.97" to N50°21'32.07" E16°10'18.06" to N50°09'53.81" E16°27'11.77" to N50°06'31.57" E16°21'58.95" to N50°08'15.01" E15°58'05.49" to N50°28'35.45" E15°10'11.21" to N50°34'51.22" E15°01'47.93" to beginning. (18 APR 2002)				
LKTSA61		FL 070 to FL 240	Intmt	VMC-IMC	Praha ACC
	N49°32'47.15" E13°53'44.42" to N49°14'58.19" E14°19'10.53" to N49°10'26.43" E13°54'25.09" to N49°23'26.58" E13°28'10.79" to beginning. (12 JUL 2001)				
LKTSA62		FL 125 to FL 240	Intmt	VMC-IMC	Praha ACC
	N50°45'51.74" E15°14'10.86" to N50°43'34.98" E15°30'17.52" to N50°34'51.22" E15°01'47.93" to N50°33'40.38" E14°57'59.23" to N50°36'22.60" E14°49'53.27" to N50°42'31.16" E15°00'09.36" to beginning. (05 SEP 2002)				

GEORGIA

UGR220	KULEVI	To FL 250	Cont	VMC-IMC	
	N42°20′00.00″ E41°27′00.00″ To N42°19′00.00″ E41°43′00.00″ N42°12′00.00″ E41°53′00.00″ N42°00′00.00″ E41°30′00.00″ to begining.				
UGR221	KOPITNARI	To FL 150	Cont	VMC-IMC	
	Cir rad 5 NM cntr on N42°10′37.00″ E42°28′58.00″.				
UGR222		To FL 250	Cont	VMC-IMC	
	N42°53′00.00″ E42°56′00.00″ to N42°38′00.00″ E42°45′00.00″ to N42°49′00.00″ E42°13′00.00″ to N42°53′00.00″ E42°12′00.00″ to begining.				
UGR223	MARNEULI	To 2000′	Cont	VMC-IMC	
	Cir rad 5 NM cntr on N41°27′29.00″ E44°46′45.00″.				
UGR224		To FL 140	Cont	VMC-IMC	
	N41°37′00.00″ E44°27′00.00″ to N41°30′00.00″ E44°58′00.00″ to N41°25′00.00″ E44°59′00.00″ to N41°22′00.00″ E45°07′00.00″ then along the border with Armenia to N41°13′00.00″ E44°19′00.00″ to beginning.				
UGR225		To FL 140	Cont	VMC-IMC	
	N41°38′00.00″ E44°07′00.00″ to N41°37′00.00″ E44°27′00.00″ to N41°13′00.00″ E44°19′00.00″ to N41°11′00.00″ E44°07′00.00″ to N41°36′00.00″ E44°00′00.00″ to beginning.				
UGR226	TELAVIV	To 2000′	Cont	VMC-IMC	
	Cir rad 5 NM cntr on N41°58′34.00″ E45°32′02.00″.				
UGR227		To FL 250	Cont	VMC-IMC	
	N41°34′50.00″ E45°18′51.00″ to N41°51′21.00″ E45°26′17.00″ to N42°01′37.00″ E45°03′20.00″ to N42°10′48.00″ E45°14′26.00″ to N41°55′32.00″ E46°00′00.00″ to N41°22′15.00″ E46°20′36.00″ to N41°15′00.00″ E46°20′00.00″ to N41°21′34.00″ E45°51′00.00″ to N41°30′00.00″ E45°22′50.00″ to N41°30′00.00″ E45°07′51.00″ to beginning.				
UGP228	SUPSA	To 1000′	Cont	VMC-IMC	
	Cir rad 2 NM cntr on N42°11′59.58″ E41°45′55.22″.				
UGP229		To 6000′	Cont	VMC-IMC	
	Cir rad 1.6 NM cntr on N41°41′01.00″ E44°48′22.00″.				

KAZAKHSTAN

PUBLISHED ONLY WITH HOST NATION PROCEDURES.

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY

KYRGYZSTAN

PUBLISHED ONLY WITH HOST NATION PROCEDURES.

MOLDOVA

LUD1	CALARAS-CORNESTI	To FL 055	By NOTAM	BY NOTAM	Chisinau ACC 2
	N47°24'23.70" E27°36'32.10" to N47°45'36.50" E27°42'42.80" to N47°36'33.10" E28°21'03.50" to N47°16'12.40" E28°16'35.00" to N47°00'41.10" E28°04'30.60" to beginning. (17 APR 2003)				
LUD2	CEADIR-LUNGA	To FL 055	By NOTAM	BY NOTAM	Chisinau ACC 2
	N46°06'07.80" E28°21'11.30" to N46°14'45.00" E28°31'24.40" to N46°25'24.50" E28°46'32.20" to N46°18'14.10" E28°57'07.10" to N46°03'51.10" E28°56'54.20" to N45°52'49.00" E28°36'24.20" to beginning. (17 APR 2003)				
LUD3	TIRASPOL	To FL 055	By NOTAM	BY NOTAM	
	N47°05'30.10" E29°21'53.70" to N46°55'03.10" E29°33'46.60" to N46°52'06.10" E29°43'39.90" to N46°29'00.00" E29°49'00.00" to N46°28'59.60" E29°43'36.90" to N46°45'43.70" E29°21'20.60" to N46°58'01.90" E29°11'32.40" to beginning. (11 JUL 2002)				
LUD4	CALARAS-CORNESTI	To FL 055	By NOTAM	BY NOTAM	Chisinau ACC 2
	N47°11'55.10" E27°51'19.50" to N47°19'29.00" E27°58'53.00" to N47°27'13.70" E28°08'06.70" to N47°33'56.10" E28°24'10.50" to N47°25'17.80" E28°45'10.80" to N47°08'19.60" E28°43'52.80" to N46°57'48.40" E28°07'52.10" to beginning. (17 APR 2003)				
LUD5	SINGEREI	To FL 055	By NOTAM	BY NOTAM	Chisinau ACC 2
	N47°44'25.60" E27°40'42.40" to N47°52'45.30" E28°09'46.80" to N47°50'46.80" E28°22'00.70" to N47°45'15.50" E28°37'06.10" to N47°20'39.60" E28°49'59.60" to N47°20'21.60" E28°11'45.20" to beginning. (15 MAY 2003)				
LUD6	DUBASARI	To FL 055	By NOTAM	BY NOTAM	
	N48°06'57.10" E28°30'39.50" to N48°10'00.00" E28°34'00.00" along the Nistru river to to N47°13'00.00" E29°11'00.00" then along the Modova and Ukraine state boundry to to N48°05'00.00" E28°38'00.00" to beginning. (16 AUG 2002)				
LUD7A	SOROCA	To FL 055	By NOTAM	BY NOTAM	Chisinau ACC 2
	N47°45'07.90" E27°52'22.30" to N48°03'36.00" E27°53'12.30" to N48°11'09.20" E28°11'49.70" to N48°02'09.50" E28°33'42.50" to N47°45'22.80" E28°46'03.80" to N47°42'17.40" E28°15'23.10" to beginning. (15 MAY 2003)				
LUD7B	SOROCA	To FL 055	By NOTAM	BY NOTAM	Chisinau ACC 2
	N48°26'21.20" E27°48'34.90" to N48°21'33.20" E27°54'36.50" to N48°14'04.90" E28°05'45.00" to N48°12'18.50" E28°13'00.20" to N48°08'12.60" E28°18'59.70" to N48°03'28.00" E28°30'28.00" to N47°59'35.00" E28°34'05.30" to N47°57'28.90" E28°23'56.10" to N47°58'12.00" E28°03'50.40" to N48°01'26.20" E27°54'25.10" to N48°06'29.60" E27°47'48.50" to N48°15'09.90" E27°41'04.50" to beginning. WHEN FLTS ARE EXPECTED THRU DANGER AREA, CONTACT ACC 2 ON 127.8 OR BALTI TWR ON 122.3 BEFORE ENTERING TO GET PLANNED OR ACTUAL HAIL-SUPPRESSION SERVICE. (31 MAY 2003)				

POLAND

EPP1	PIONKI	To 5000'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N51°28'59.00" E21°26'53.60". (13 JUN 2002)				
EPP2	KRUPSKI MLYN	To FL 170	Cont	VMC-IMC	
	Cir rad 5.40 NM cntr on N50°33'58.48" E18°36'53.42". (30 DEC 1999)				
EPP3	PULAWY	To 3300′	Cont	VMC-IMC	
	Cir rad 1.10 NM cntr on N51°27′25.06″ E21°58′21.36″.				
EPP4	BIERUN STARY	To 5000'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N50°04'58.48" E19°05'53.42". (13 JUN 2002)				
EPP5	OSWIECIM	To 5000'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N50°01'58.48" E19°15'53.48". (13 JUN 2002)				
EPP6	TARNOW	To 5000'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N50°00'59.00" E20°57'53.48". (13 JUN 2002)				
EPP7	PLOCK	To 5000'	Cont	VMC-IMC	
	N52°36'34.00" E19°41'53.24" to N52°34'59.00" E19°41'53.24" to N52°34'59.00" E19°36'53.24" to N52°36'34.00" E19°36'53.24" to beginning. (13 JUN 2002)				
EPP8	BYDGOSZCZ-LEGNOWO	To 1300'	Cont	VMC-IMC	
	N53°06'01.48" E18°03'13.12" to N53°06'08.54" E18°09'53.18" to N53°01'58.54" E18°06'53.18" to N53°04'00.18" E18°03'41.12" to beginning. (10 AUG 2000)				
EPP9	SOLEC KUJAWSKI	To 2300'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N53°01′16.54″ E18°15′38.18″.				
EPP10	SWIERK	To 2700'	Cont	VMC-IMC	
	Cir rad 1.10 NM cntr on N52°06'59.00" E21°20'18.30". (11 NOV 1993)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
EPP11	BRZEG DOLNY	To 5000'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N51°16'58.42" E16°43'53.30". (13 JUN 2002)				
EPP12	TORUN	To 7500'	Cont	VMC-IMC	
	N52°59'58.54" E18°36'53.18" to N53°04'58.54" E18°36'53.18" to N53°03'58.54" E18°41'53.00" to beginning. (11 NOV 1993)				
EPP13	OLESNO	To FL 175	Cont	VMC-IMC	
	N50°52'58.48" E18°25'53.36" to N50°44'58.48" E18°37'53.36" to N50°40'58.48" E18°34'53.42" to N50°39'58.48" E18°28'53.42" to N50°40'58.48" E18°12'53.36" to N50°48'58.48" E18°09'53.36" to N50°51'58.48" E18°12'53.36" to beginning. (30 DEC 1999)				
EPD21	BIEDRUSKO	To 49300'	By NOTAM	VMC-IMC	
	N52°37'58.48" E16°48'53.18" to N52°37'58.48" E16°56'53.18" to N52°30'58.48" E16°58'53.24" to N52°28'58.48" E16°49'53.24" to beginning. (16 JUL 1998)				
EPD22	OKONEK-BORNE SULINOWO	To 49300'	Cont	VMC-IMC	
	N53°36'26.24" E16°43'49.38" to N53°31'58.48" E16°49'53.12" to N53°28'56.22" E16°47'49.40" to N53°29'06.22" E16°38'09.38" to N53°35'58.48" E16°37'53.12" to beginning. (10 AUG 2000)				
EPD23	CZERWONY BOR	To 16500'	Cont	VMC-IMC	
	N53°03'56.91" E22°09'50.07" to N52°54'56.88" E22°04'50.13" to N53°02'29.06" E21°54'53.18" to beginning. (13 JUN 2002)				
EPD24	DRAWSKO POMORSKIE	To 49300'	By NOTAM	VMC-IMC	
	N53°25'58.48" E16°02'53.12" to N53°16'58.48" E15°37'23.12" to N53°19'58.48" E15°34'53.12" to N53°24'58.48" E15°35'53.12" to N53°29'58.48" E15°44'53.12" to beginning. (16 JUL 1998)				
EPD25	DEBA	To 49300'	Cont	VMC-IMC	
	N50°32'56.54" E22°03'50.47" to N50°26'56.53" E22°08'50.48" to N50°25'56.53" E21°56'50.46" to N50°23'56.52" E21°44'50.44" to N50°27'56.53" E21°45'50.44" to N50°31'59.00" E21°54'53.42" to beginning. (16 JUL 1998)				
EPD26	LIPA (ZAKLIKOW)	To 16500'	Cont	VMC-IMC	
	N50°45'56.57" E21°56'50.44" to N50°44'26.57" E22°06'50.46" to N50°40'56.56" E22°03'50.46" to N50°40'59.00" E21°56'53.42" to beginning. (13 JUN 2002)				
EPD27	WEDRZYN (SULECIN)	To 49300'	By NOTAM	VMC-IMC	
	N52°25'55.98" E15°07'49.43" to N52°22'55.99" E15°21'49.46" to N52°21'55.98" E15°21'49.46" to N52°21'58.42" E15°07'53.24" to beginning. (16 JUL 1998)				
EPD29	ORZYSZ	To 49300'	Cont	VMC-IMC	
	N53°47'57.05" E21°56'49.93" to N53°47'57.06" E22°06'49.95" to N53°45'57.05" E22°11'49.96" to N53°42'57.05" E22°11'49.96" to N53°41'27.04" E22°06'49.96" to N53°39'57.04" E22°00'49.95" to N53°41'57.04" E21°53'49.93" to N53°45'59.12" E21°50'53.12" to beginning. (16 JUL 1998)				
EPD30	REMBERTOW (ZIELONKA)	To 29600'	By NOTAM	VMC-IMC	
	N52°19'56.80" E21°24'50.10" to N52°16'56.79" E21°27'50.11" to N52°14'56.78" E21°18'50.09" to N52°15'56.72" E21°09'50.08" to N52°17'56.73" E21°09'50.07" to N52°18'26.73" E21°14'50.08" to N52°17'59.06" E21°22'53.24" to beginning. (16 JUL 1998)				
EPD31	ZAGAN	To 49300'	Cont	VMC-IMC	
	N51°36'55.89" E15°19'49.58" to N51°27'55.89" E15°36'49.62" to N51°15'55.86" E15°33'49.63" to N51°21'55.86" E15°16'49.60" to N51°29'58.42" E15°12'53.30" to beginning. (16 JUL 1998)				
EPD32	TRZEBIEN	To 49300'	Cont	VMC-IMC	
	N51°30'55.90" E15°47'19.64" to N51°24'55.89" E15°53'49.66" to N51°23'55.88" E15°45'49.64" to N51°22'55.88" E15°35'49.63" to N51°27'55.89" E15°36'49.62" to N51°30'58.42" E15°43'53.30" to beginning. (16 JUL 1998)				
EPD33	TORUN	To 49300'	Cont	VMC-IMC	
	N52°58'26.27" E18°34'49.69" to N52°59'26.28" E18°41'49.70" to N52°51'56.27" E18°41'49.71" to N52°53'58.54" E18°24'53.18" to beginning. (16 JUL 1998)				
EPD35	WIERZCHOSLAWICE	To 23000'	Cont	VMC-IMC	
	N50°04'56.00" E20°49'50.43" to N50°00'25.99" E20°51'50.44" to N50°00'15.99" E20°44'50.43" to N50°02'58.54" E20°45'53.48" to beginning. (16 JUL 1998)				
EPD36	JAGODNE	To 8300'	By NOTAM	VMC-IMC	
	N51°56'26.77" E22°12'50.27" to N51°57'56.77" E22°06'20.26" to N52°01'36.78" E22°08'50.26" to N51°59'29.06" E22°17'53.30" to beginning. (13 JUN 2002)				
EPD37	NADARZYCE	To 8300'	Cont	VMC-IMC	
	N53°30'56.22" E16°28'19.36" to N53°27'26.21" E16°28'19.36" to N53°21'56.20" E16°29'49.37" to N53°23'56.20" E16°24'49.36" to N53°28'46.21" E16°20'49.35" to N53°29'56.21" E16°22'39.35" to N53°30'26.21" E16°20'29.35" to N53°30'56.21" E16°21'19.35" to N53°32'28.48" E16°26'53.12" to beginning. (16 JUL 1998)				
EPD38	STRZEPCZ	To 8300'	By NOTAM	VMC-IMC	
	N54°27'36.44" E17°57'49.31" to N54°30'46.45" E17°58'29.31" to N54°30'56.45" E18°01'04.32" to N54°27'59.00" E18°01'53.00" to beginning. (13 JUN 2002)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
EPD45	BLEDOW	To 8300'	Cont	VMC-IMC	
	N50°20'15.99" E19°33'20.22" to N50°18'45.99" E19°29'50.22" to N50°18'55.99" E19°27'20.21" to N50°20'45.99" E19°27'20.21" to N50°21'25.99" E19°28'30.21" to N50°21'55.99" E19°30'50.22" to N50°20'58.54" E19°33'53.42" to beginning. (16 JUL 1998)				
EPD46	MODRZEWINA	To 8300'	Cont	VMC-IMC	
	Cir rad 1.89 NM cntr on N54°13'19.00" E19°24'53.06". (13 JUN 2002)				
EPD47	LAMBINOWICE	To 8300'	Cont	VMC-IMC	
	Cir rad 2.16 NM cntr on N50°34'58.48" E17°34'23.42". (16 JUL 1998)				
EPD48	HEL	To 49300'	By NOTAM	VMC-IMC	
	N54°55'44.98" E18°34'49.34" to N54°45'32.97" E18°57'49.40" to N54°38'56.95" E18°49'49.39" to N54°47'53.00" E18°25'59.00" to beginning. (16 JUL 1998)				
EPD49	CZARNE	To 8300'	Cont	VMC-IMC	
	Cir rad 4.05 NM cntr on N53°40'28.48" E16°54'23.12". (13 JUN 2002)				
EPD50	BIEDUZYCE	To 8300'	Cont	VMC-IMC	
	Cir rad 1.89 NM cntr on N51°56'28.36" E14°47'53.24". (16 JUL 1998)				
EPD51	NIETOPEREK	To 8300'	Cont	VMC-IMC	
	Cir rad 0.81 NM cntr on N52°25'18.42" E15°32'53.24". (16 JUL 1998)				
EPD53	WICKO MORSKIE	To 49300'	By NOTAM	VMC-IMC	
	N54°46'26.36" E16°08'31.09" to N54°52'32.46" E16°45'19.14" to N54°35'20.42" E16°50'39.18" to N54°30'56.41" E16°38'49.17" to N54°32'44.41" E16°32'31.15" to N54°41'04.48" E16°16'29.00" to beginning. (10 AUG 2000)				
EPD54	MIERZEJA	To 49300'	By NOTAM	VMC-IMC	
	N54°40'56.97" E19°12'49.43" to N54°33'56.96" E19°23'07.46" to N54°27'56.94" E19°22'55.47" to N54°23'56.93" E19°21'25.53" to N54°23'59.00" E18°59'53.06" to beginning. (16 JUL 1998)				
EPD55	OKSYWIE	To 16500'	By NOTAM	VMC-IMC	
	N54°32'56.93" E18°34'01.37" to N54°33'14.93" E18°33'43.37" to N54°37'20.94" E18°35'37.37" to N54°37'14.94" E18°36'37.37" to N54°33'11.00" E18°34'41.00" to beginning. (13 JUN 2002)				
EPD56	GASKI	To 23000'	By NOTAM	VMC-IMC	
	N54°22'56.29" E15°29'49.06" to N54°26'56.31" E15°51'49.09" to N54°18'56.30" E15°55'49.11" to N54°14'58.48" E15°33'53.00" to beginning. (16 JUL 1998)				
EPD57	MIEDZYZDROJE	To 32900'	By NOTAM	VMC-IMC	
	N54°08'14.16" E14°19'49.02" to N54°13'32.19" E14°46'48.99" to N54°06'56.18" E14°50'31.07" to N53°58'16.42" E14°19'53.06" to beginning. (16 JUL 1998)				
EPD301	EPD301	To FL 245	Intmt	VMC-IMC	Warszawa ACC
	N54°45'35.00" E14°20'41.00" to N54°46'00.00" E14°35'30.00" to N54°14'27.00" E14°48'22.00" to N54°06'10.00" E14°15'46.00" to beginning. (13 JUN 2002)				
EPD302	EPD302	To FL 245	Intmt	VMC-IMC	Warszawa ACC
	N54°35'00.00" E15°14'00.00" to N54°35'09.00" E15°26'54.00" to N54°26'41.00" E15°47'45.00" to N54°23'17.00" E15°32'52.00" to N54°21'17.00" E15°19'00.00" to beginning. (25 JAN 2001)				
EPD303	EPD303	To FL 195	Imtmt	VMC-IMC	Warszawa ACC
	N55°00'00.00" E16°00'00.00" to N55°06'14.00" E16°41'53.00" to N54°49'14.00" E16°50'25.00" to N54°41'00.00" E16°17'06.00" to N54°46'30.00" E16°09'00.00" to beginning. (13 JUN 2002)				
EPD304	EPD304	To FL 195	Intmt	VMC-IMC	Warszawa ACC
	N55°06'14.00" E16°41'53.00" to N55°10'30.00" E17°11'40.00" to N54°57'12.00" E17°22'24.00" to N54°49'08.00" E16°50'25.00" to beginning. (13 JUN 2002)				
EPD305	EPD305	To FL 245	Intmt	VMC-IMC	Warszawa ACC
	N55°14'20.00" E17°48'15.00" to N55°17'47.00" E18°23'30.00" to N54°45'00.00" E19°11'54.00" to N54°45'00.00" E19°07'00.00" to N55°00'00.00" E18°32'00.00" to N55°02'00.00" E17°58'04.00" to beginning. (13 JUN 2002)				
EPR58	WARSZAWA	Unltd	Cont	VMC-IMC	
	Cir rad 16.20 NM cntr on N52°13'59.00" E21°00'53.00". (18 MAY 2000)				
EPR59	KRUPSKI MLYN	To 46000'	Cont	VMC-IMC	
	Cir rad 10.80 NM cntr on N50°33'59.00" E18°36'54.00". (18 MAY 2000)				
EPR77	GDANSK AREA	Unltd	Cont	VMC-IMC	
	N54°35'59.00" E18°47'53.00" to N54°20'59.00" E18°49'53.00" to N54°15'59.00" E18°38'53.00" to N54°35'56.93" E18°13'49.33" to beginning. (18 MAY 2000)				
EPR78	POZNAN AREA	To 46000'	Cont	VMC-IMC	
	N52°32'59.00" E16°56'53.00" to N52°12'59.00" E17°16'53.00" to N52°05'44.00" E17°01'53.00" to N52°27'59.00" E16°39'53.00" to beginning. (18 MAY 2000)				
EPR79	RADOM-PIONKI AREA	To 46000'	Cont	VMC-IMC	
	N51°35'59.00" E21°20'54.00" to N51°34'59.00" E21°32'54.00" to N51°29'59.00" E21°41'54.00" to N51°20'59.00" E21°34'54.00" to N51°14'59.00" E21°04'54.00" to N51°27'59.00" E20°53'54.00" to beginning. (18 MAY 2000)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
EPR80	SILESIA AREA	Unltd	Cont	VMC-IMC	
	N50°26'59.00" E18°51'54.00" to N50°22'59.00" E19°15'54.00" to N49°59'59.00" E19°25'54.00" to N49°52'59.00" E19°13'54.00" to N50°04'59.00" E18°32'54.00" to N50°11'59.00" E18°24'54.00" to N50°23'59.00" E18°37'54.00" to beginning. (18 MAY 2000)				
EPR81	HEL PENISULA	To 46000'	Cont	VMC-IMC	
	N54°48'56.96" E18°23'49.33" to N54°37'56.95" E18°54'49.40" to N54°35'56.93" E18°13'49.33" to beginning. (18 MAY 2000)				
EPR114	AUGUSTOW	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N53°51'00.00" E22°59'00.00". (18 MAY 2000)				
EPR115	BUSKO ZDROJ	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N50°28'00.00" E20°44'00.00". (18 MAY 2000)				
EPR116	CIECHOCINEK	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N52°52'00.00" E18°48'00.00". (18 MAY 2000)				
EPR117	CIEPLICE SLASKIE ZDROJ	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N50°52'00.00" E15°41'00.00". (18 MAY 2000)				
EPR118	DUSZNIKI ZDROJ	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N50°25'00.00" E16°24'00.00". (18 MAY 2000)				
EPR119	IWONICZ ZDROJ	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N49°36'00.00" E21°48'00.00". (18 MAY 2000)				
EPR120	JURATA	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N54°41'00.00" E18°43'00.00". (18 MAY 2000)				
EPR121	KOLOBRZEG	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N54°11'00.00" E15°34'00.00". (18 MAY 2000)				
EPR122	KRYNICA	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N49°25'00.00" E20°57'00.00". (18 MAY 2000)				
EPR123	KUDOWA ZDROJ	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N50°27'00.00" E16°15'00.00". Follow along country border (18 MAY 2000)				
EPR125	MIEDZYZDROJE	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N53°55'00.00" E14°27'00.00". (18 MAY 2000)				
EPR126	NALECZOW	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N51°17'00.00" E22°13'00.00". (18 MAY 2000)				
EPR127	POLANICA ZDROJ	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N50°24'00.00" E16°31'00.00". (18 MAY 2000)				
EPR128	POLCZYN ZDROJ	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N53°46'00.00" E16°06'00.00". (18 MAY 2000)				
EPR129	RABKA	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N49°37'00.00" E19°58'00.00". (18 MAY 2000)				
EPR130	SOPOT	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N54°26'00.00" E18°34'00.00". (18 MAY 2000)				
EPR131	SZKLARSKA POREBA	To 6600'	Cont	VMC-IMC	
	N50°49'03.00" E15°27'02.00" then CW along the arc of a cir rad 2.70 NM cntr on N50°50'00.00" E15°31'00.00" to beginning. Follow along country border. (18 MAY 2000)				
EPR132	SWIERADOW ZDROJ	To 6600'	Cont	VMC-IMC	
	N50°54'34.39" E15°16'46.83" then CW along the arc of a cir rad 2.70 NM cntr on N50°53'57.39" E15°20'56.34" to beginning. Follow along country border. (18 MAY 2000)				
EPR133	SWINOUJSCIE	To 6600'	Cont	VMC-IMC	
	N53°56'03.08" E14°10'47.67" then CW along the arc of a cir rad 2.70 NM cntr on N53°55'00.00" E14°15'00.00" to beginning. Follow along country border. (18 MAY 2000)				
EPR134	ZAKOPANE	To 9900'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N49°18'00.00" E19°58'00.00". (18 MAY 2000)				
EPR135	RUDA TARNOWSKA (PROMNIK)	To 6600'	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N54°47'00.00" E21°28'00.00". (18 MAY 2000)				
EPR136	BABIOGORSKI PARK NARODOWY	To 12500'	Cont	VMC-IMC	
	N49°37'04.00" E19°32'27.00" to N49°36'41.00" E19°35'12.00" to N49°35'59.00" E19°35'39.00" to N49°34'01.00" E19°36'17.00" to N49°33'39.00" E19°34'29.00" to N49°33'27.00" E19°31'57.00" to N49°35'56.00" E19°28'30.00" to N49°36'30.00" E19°29'43.00" to beginning. (10 AUG 2000)				
EPR137	BIALOWIESKI PARK NARODWY	To 7300'	Cont	VMC-IMC	
	N52°49'16.00" E23°50'03.00" to N52°48'49.00" E23°56'16.00" to N52°43'44.00" E23°56'15.00" to N52°42'24.00" E23°53'23.00" to N52°42'11.00" E23°50'14.00" to N52°44'02.00" E23°47'20.00" to N52°47'54.00" E23°47'43.00" to N52°48'54.00" E23°48'53.00" to beginning. (10 AUG 2000)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
EPR138	BIESZCZADZKI PARK NARDOWY	To 11200'	Cont	VMC-IMC	
	N49°10'05.88" E22°44'20.40" to N49°08'44.88" E22°46'56.28" to N49°07'56.28" E22°47'00.96" to N49°05'29.04" E22°52'17.76" to N49°03'19.44" E22°51'38.16" to N49°01'56.64" E22°52'05.52" to N49°01'03.36" E22°53'04.92" to N49°00'12.96" E22°52'25.32" to N49°00'00.00" E22°50'34.08" to N49°03'07.92" E22°46'28.92" to N49°02'47.04" E22°40'10.20" to N49°05'24.00" E22°36'17.64" to N49°05'32.28" E22°34'43.68" to N49°04'48.36" E22°33'16.92" to N49°06'18.00" E22°26'37.00" to N49°12'07.00" E22°26'44.00" to N49°14'10.00" E22°29'05.00" to N49°08'49.00" E22°41'23.00" to N49°10'13.00" E22°42'41.00" to beginning. (10 AUG 2000)			
EPR139	GORCZANSKI PARK NARODOWY	To 11200'	Cont	VMC-IMC	
	N49°37'17.00" E20°03'24.00" to N49°35'59.00" E20°13'14.00" to N49°33'59.00" E20°15'14.00" to N49°31'49.00" E20°13'54.00" to N49°30'29.00" E20°08'54.00" to N49°33'44.00" E20°02'14.00" to N49°34'44.00" E20°01'14.00" to beginning. (10 AUG 2000)			
EPR140	KAMPINOSKI PARK NARODOWY	To 7300'	Cont	VMC-IMC	
	N52°25'00.00" E20°40'00.00" to N52°21'12.00" E20°38'30.00" to N52°22'30.00" E20°44'00.00" to N52°20'30.00" E20°52'30.00" to N52°18'38.00" E20°53'22.00" to N52°17'35.00" E20°53'09.00" to N52°16'22.00" E20°51'16.00" to N52°15'30.00" E20°36'00.00" to N52°17'00.00" E20°20'30.00" to N52°22'40.00" E20°16'40.00" to N52°22'20.00" E20°28'30.00" to beginning. (10 AUG 2000)			
EPR141	KARKONOSKI PARK NARODOWY	To 12200'	Cont	VMC-IMC	
	N50°50'09.00" E15°38'24.00" to N50°44'49.00" E15°49'24.00" to N50°48'19.00" E15°27'24.00" to beginning. (10 AUG 2000)				
EPR142	OJCOWSKI PARK NARODOWY	To 8600'	Cont	VMC-IMC	
	N50°15'32.00" E19°45'17.00" to N50°14'52.00" E19°49'34.00" to N50°13'13.00" E19°50'54.00" to N50°10'26.00" E19°51'15.00" to N50°10'16.00" E19°51'00.00" to N50°10'50.00" E19°49'17.00" to N50°12'56.00" E19°46'15.00" to N50°13'34.00" E19°47'51.00" to N50°14'48.00" E19°45'20.00" to beginning. (10 AUG 2000)			
EPR143	PIENINSKI PARK NARODOWY	To 9900'	Cont	VMC-IMC	
	N49°24'17.00" E20°25'07.00" to N49°24'36.00" E20°19'48.00" to N49°26'00.00" E20°17'00.00" to N49°26'30.00" E20°20'00.00" to N49°26'12.00" E20°26'07.00" to N49°25'30.00" E20°27'30.00" to N49°24'55.00" E20°28'05.00" to beginning. (10 AUG 2000)			
EPR144	ROZTOCZANSKI PARK NARODOWY	To 7900'	Cont	VMC-IMC	
	N50°40'29.00" E23°04'24.00" to N50°37'59.00" E23°07'24.00" to N50°31'29.00" E23°00'54.00" to N50°36'29.00" E22°53'24.00" to beginning. (10 AUG 2000)				
EPR145	SLOWINSKI PARK NARODOWY	To 7300'	Cont	VMC-IMC	
	N54°48'00.00" E17°33'00.00" to N54°41'00.00" E17°33'00.00" to N54°36'27.00" E17°03'03.00" to N54°42'10.00" E17°03'00.00" to N54°46'00.00" E17°13'30.00" to beginning. (10 AUG 2000)				
EPR146	SWIETOKRZYSKI PARK NARODOWY	To 8900'	Cont	VMC-IMC	
	N50°57'59.00" E20°48'54.00" to N50°56'49.00" E20°53'34.00" to N50°54'54.00" E20°59'34.00" to N50°53'24.00" E21°07'14.00" to N50°50'05.00" E21°04'15.00" to N50°52'59.00" E20°52'24.00" to N50°55'29.00" E20°49'14.00" to beginning. (10 AUG 2000)				
EPR147	TATRZANSKI PARK NARODOWY	To 14800'	Cont	VMC-IMC	
	N49°20'05.00" E20°03'55.00" to N49°19'42.00" E20°09'16.00" to N49°18'50.00" E20°09'07.00" to N49°16'00.00" E20°07'27.00" to N49°10'44.00" E20°05'01.00" to N49°13'18.00" E19°59'50.00" to N49°13'56.00" E19°56'33.00" to N49°13'31.00" E19°54'28.00" to N49°12'12.00" E19°53'01.00" to N49°11'58.00" E19°47'09.00" to N49°12'53.00" E19°46'01.00" to N49°16'30.00" E19°49'44.00" to N49°16'00.00" E19°59'00.00" to beginning. (10 AUG 2000)			
EPR148	WIELKOPOLSKI PARK NARODOWY	To 7300'	Cont	VMC-IMC	
	N52°19'21.00" E16°54'28.00" to N52°18'26.00" E16°55'08.00" to N52°18'08.00" E16°53'38.00" to N52°16'36.00" E16°52'35.00" to N52°14'16.00" E16°49'42.00" to N52°13'40.00" E16°46'09.00" to N52°18'17.00" E16°38'35.00" to N52°19'08.00" E16°39'01.00" to beginning. (10 AUG 2000)			
EPR149	WIGIERSKI PARK NARODOWY	To 7300'	Cont	VMC-IMC	
	N54°10'13.00" E23°05'06.00" to N54°10'09.00" E23°05'50.00" to N54°06'26.00" E23°06'35.00" to N54°02'19.00" E23°15'07.00" to N54°00'17.00" E23°13'48.00" to N53°58'35.00" E23°11'25.00" to N53°58'05.00" E23°06'36.00" to N53°59'22.00" E23°02'02.00" to N54°00'26.00" E22°59'43.00" to N54°02'37.00" E22°59'09.00" to N54°08'42.00" E23°03'26.00" to beginning. (10 AUG 2000)			

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
EPR150	WOLINSKI PARK NARODOWY	To 7300'	Cont	VMC-IMC	
	N53°59'43.00" E14°37'56.00" to N53°59'38.00" E14°37'59.00" to N53°51'15.00" E14°31'40.00" to N53°49'55.00" E14°22'55.00" to N53°52'50.00" E14°19'15.00" to N53°55'20.00" E14°27'40.00" to N53°56'20.00" E14°27'55.00" to N53°56'25.00" E14°27'49.00" to beginning. (10 AUG 2000)				
EPR200	BIEBRZANSKI PARK NORODOWY	To 7300'	Cont	VMC-IMC	
	N53°13'07.00" E22°25'47.00" to N53°28'59.00" E22°31'23.00" to N53°39'16.00" E22°38'49.00" to N53°41'21.00" E22°50'58.00" to N53°44'44.00" E23°17'53.00" to N53°44'28.00" E23°22'50.00" to N53°41'33.00" E23°30'37.00" to N53°39'44.00" E23°16'21.00" to N53°35'23.00" E23°03'42.00" to N53°28'28.00" E22°39'15.00" to N53°15'19.00" E22°39'42.00" to N53°13'59.00" E22°36'37.00" to beginning. (10 AUG 2000)				
EPR201	BORY TUCHOLSKIE	To 7300'	Cont	VMC-IMC	
	N53°51'04.00" E17°34'08.00" to N53°50'19.00" E17°37'03.00" to N53°47'49.00" E17°37'08.00" to N53°45'59.00" E17°35'23.00" to N53°47'19.00" E17°31'13.00" to N53°48'59.00" E17°30'38.00" to N53°51'19.00" E17°31'13.00" to beginning. (10 AUG 2000)				
EPR202	DRAWIENSKI PARK NARODOWY	To 6900'	Cont	VMC-IMC	
	N53°11'59.00" E16°04'53.00" to N53°00'59.00" E15°58'53.00" to N53°00'59.00" E15°55'53.00" to N53°04'59.00" E15°50'53.00" to N53°12'59.00" E15°43'53.00" to beginning. (10 AUG 2000)				
EPR203	GOR STOLOWYCH PARK NARODOWY	To 9900'	Cont	VMC-IMC	
	N50°30'09.00" E16°21'54.00" to N50°28'49.00" E16°24'54.00" to N50°27'19.00" E16°26'14.00" to N50°26'19.00" E16°25'14.00" to N50°25'39.00" E16°26'19.00" to N50°25'44.00" E16°23'24.00" to N50°26'24.00" E16°19'54.00" to N50°24'52.00" E16°15'53.00" to N50°26'01.00" E16°14'29.00" to N50°26'59.00" E16°14'07.00" to beginning. (10 AUG 2000)				
EPR204	MAGURSKI PARK NARODOWY	To 9600'	Cont	VMC-IMC	
	N49°38'59.00" E21°16'54.00" to N49°33'59.00" E21°31'54.00" to N49°24'59.00" E21°41'54.00" to N49°25'59.00" E21°23'54.00" to beginning. (10 AUG 2000)				
EPR205	NARWIANSKI PARK	To 7300'	Cont	VMC-IMC	
	N53°08'54.00" E22°51'53.00" to N53°07'46.00" E22°52'51.00" to N53°05'56.00" E22°50'12.00" to N53°04'25.00" E22°57'42.00" to N52°57'15.00" E22°56'55.00" to N52°59'59.00" E22°51'42.00" to N53°05'33.00" E22°46'46.00" to N53°07'39.00" E22°47'44.00" to beginning. (10 AUG 2000)				
EPR206N	POLESKI PARK NARODOWY POLNOCNY	To 7300'	Cont	VMC-IMC	
	N51°24'02.00" E23°02'21.00" to N51°29'49.00" E23°05'14.00" to N51°30'08.00" E23°11'52.00" to N51°27'39.00" E23°18'44.00" to N51°23'09.00" E23°09'04.00" to beginning. (10 AUG 2000)				
EPR206S	POLESKI PARK NARODOWY POLUDNIOWY	To 7300'	Cont	VMC-IMC	
	N51°24'54.00" E23°17'44.00" to N51°21'46.00" E23°21'01.00" to N51°20'01.00" E23°19'44.00" to N51°21'19.00" E23°13'54.00" to beginning. (10 AUG 2000)				
EPR207	PARK NARODOWY	To 6900'		VMC-IMC	
	N52°39'32.00" E14°52'21.00" to N52°38'16.00" E14°54'53.00" to N52°37'52.00" E14°54'54.00" to N52°36'59.00" E14°51'30.00" to N52°36'43.00" E14°50'41.00" to N52°34'37.00" E14°48'48.00" to N52°34'36.00" E14°47'37.00" to N52°32'53.00" E14°46'50.00" to N52°32'34.00" E14°45'38.00" to N52°34'07.00" E14°39'03.00" to N52°34'03.00" E14°38'39.00" to N52°35'02.00" E14°38'46.00" to N52°36'29.00" E14°43'15.00" to N52°37'40.00" E14°44'58.00" to beginning. (08 AUG 2002)				

TEMPORARY SEGREGATED AREAS (TSA)

Temporary Segregated Areas (TSA) are areas of airspace of defined dimensions within which all activities require reservation of the airspace for the exclusive use of a designated user for a designated time. TSA's are managed by the Polish Air Traffic Agency - Airspace Management Center. Activity of the areas is published daily in the Airspace Use Plan (AUP) and distributed by ATS units. Flight of non-scheduled aircraft into active TSA's is allowed only after obtaining appropriate clearance and specific conditions from GAT/OAT controller.

EPTSA01A		To FL 660	Intmt	VMC-IMC	Warszawa ACC
	N54°21'00.00" E19°51'00.00" to N54°18'27.00" E20°30'29.00" to N53°57'21.00" E20°35'56.00" to N53°45'46.00" E19°12'42.00" to N54°08'00.00" E19°30'00.00" to beginning. (13 JUN 2002)				
EPTSA01B		FL 035 to FL 660	Intmt	VMC-IMC	Warszawa ACC
	N54°18'27.00" E20°30'29.00" to N54°15'00.00" E21°19'00.00" to N54°03'04.00" E21°20'09.00" to N53°57'21.00" E20°36'56.00" to beginning. (13 JUN 2002)				
EPTSA02A		FL 035 to FL 660	Intmt	VMC-IMC	Warszawa ACC
	N53°26'21.00" E19°24'33.00" to N53°48'44.00" E22°12'05.00" to N53°28'00.00" E21°46'00.00" to N53°11'21.00" E19°53'02.00" to beginning. (13 JUN 2002)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
EPTSA02B		FL 035 to FL 660	Intmt	VMC-IMC	Warszawa ACC
	N53°11'21.00" E19°53'02.00" to N53°28'00.00" E21°46'00.00" to N52°41'05.00" E20°48'50.00" to beginning. (13 JUN 2002)				
EPTSA02C		FL 035 to FL 195	Intmt	VMC-IMC	Warszawa ACC
	N53°48'44.00" E22°12'05.00" to N53°19'26.00" E22°18'11.00" to N52°47'59.00" E21°39'37.00" to N52°48'00.00" E20°57'06.00" to beginning. (13 JUN 2002)				
EPTSA02D		FL 035 to FL 235	Intmt	VMC-IMC	Warszawa ACC
	N53°19'26.00" E22°18'11.00" to N53°17'02.00" E22°18'41.00" to N52°47'50.00" E22°08'18.00" to N52°47'59.00" E21°39'37.00" to beginning. (13 JUN 2002)				
EPTSA02E		1200' to FL 195	Intmt	VMC-IMC	Warszawa ACC
	N52°47'50.00" E22°08'18.00" to N52°24'09.00" E22°00'03.00" to N52°24'52.00" E21°12'00.00" to N52°47'59.00" E21°39'37.00" to beginning. (13 JUN 2002)				
EPTSA02F		2300' to FL 195	Intmt	VMC-IMC	Warszawa ACC
	N52°48'00.00" E20°57'06.00" to N52°47'59.00" E21°39'37.00" to N52°24'52.00" E21°12'00.00" to N52°37'55.00" E20°54'34.00" to N52°41'05.00" E20°48'50.00" to beginning. (13 JUN 2002)				
EPTSA03		FL 055 to FL 155	Intmt	VMC-IMC	Warszawa ACC
	Circle rad 5.4 NM cntr on N51°20′57.00″ E19°46′54.00″.				
EPTSA04A		To FL 245	Intmt	VMC-IMC	Warszawa ACC
	N51°56′00.00″ E22°23′00.00″ to N51°55′00.00″ E22°46′00.00″ to N51°21′00.00″ E22°38′00.00″ to N51°16′23.00″ E22°07′07.00″ to N51°41′00.00″ E21°44′00.00″ to beginning. (13 JUN 2002)				
EPTSA04B		To FL 085	Intmt	VMC-IMC	Warszawa ACC
	N51°56′00.00 E22°23′00.00 to N51°41′00.00 E21°44′00.00 to N51°57′40.00 E21°58′00.00 to N52°02′00.00 E22°09′00.00 to N52°00′00.00 E22°17′00.00 to beginning. (13 JUN 2002)				
EPTSA04C		To FL 245	Intmt	VMC-IMC	Warszawa ACC
	N51°55′00.00 E22°23′00.00 to N51°47′00.00 E23°00′00.00 to N51°22′35.00 E23°16′17.00 to N51°21′00.00 E22°38′00.00 to beginning. (13 JUN 2002)				
EPTSA04D		FL 035 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N51°16′23.00 to E22°07′07.00 to N51°21′00.00 E22°38′00.00 to N51°22′35.00 E23°16′17.00 to N50°53′01.00 E23°35′23.00 to N50°40′10.00 E22°40′25.00 to beginning. (13 JUN 2002)				
EPTSA05A		To FL 245	Intmt	VMC-IMC	Warszawa ACC
	N51°17'37.00" E21°00'00.00" to N51°21'00.00" E21°23'59.00" to N51°00'00.00" E21°43'59.00" to N51°00'00.00" E20°47'35.00" to beginning. (13 JUN 2002)				
EPTSA05B		FL 035 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N51°00'00.00" E20°47'35.00" to N51°00'00.00" E21°43'59.00" to N50°45'44.00" E21°57'21.00" to N50°40'00.00" E21°50'00.00" to N50°27'00.00" E21°43'00.00" to N50°44'23.00" E20°36'42.00" to beginning. (13 JUN 2002)				
EPTSA05C		1600' to FL 125	Intmt	VMC-IMC	Warszawa ACC
	N51°21'00.00" E21°23'59.00" to N51°41'00.00" E21°44'00.00" to N51°25'00.00" E21°59'05.00" to N51°00'00.00" E21°43'59.00" to beginning. (13 JUN 2002)				
EPTSA05D		1600' to FL 125	Intmt	VMC-IMC	Warszawa ACC
	N51°25'00.00" E21°59'05.00" to N50°35'33.00" E22°44'25.00" to N50°45'44.00" E21°57'21.00" to N51°00'00.00" E21°43'59.00" to beginning. (13 JUN 2002)				
EPTSA06A		FL 035 to FL 135	Intmt	VMC-IMC	Warszawa ACC
	N50°44'35.00" E18°43'57.00" to N50°42'28.00" E18°21'09.00" to N51°10'43.00" E17°40'38.00" to N51°12'15.00" E17°47'13.00" to beginning. (13 JUN 2002)				
EPTSA06B		FL 035 to FL 135	Intmt	VMC-IMC	Warszawa ACC
	N50°47'30.00" E19°16'55.00" to N50°44'35.00" E18°43'57.00" to N51°12'15.00" E17°47'13.00" to N51°20'49.00" E18°24'44.00" to beginning. (13 JUN 2002)				
EPTSA06C		To FL 285	Intmt	VMC-IMC	Warszawa ACC
	N50°48'05.00" E19°23'45.00" to N50°47'30.00" E19°16'55.00" to N51°20'49.00" E18°24'44.00" to N51°33'38.00" E19°23'02.00" to beginning. (13 JUN 2002)				
EPTSA06D		FL 035 to FL 285	Intmt	VMC-IMC	Warszawa ACC
	N51°34'55.00" E19°28'55.00" to N50°50'26.00" E19°52'10.00" to N50°48'05.00" E19°23'45.00" to N51°33'38.00" E19°23'02.00" to beginning. (13 JUN 2002)				
EPTSA06E		FL 035 to FL 285	Intmt	VMC-IMC	Warszawa ACC
	N51°46'00.00" E18°33'00.00" to N51°44'00.00" E18°55'00.00" to N51°34'55.00" E19°28'55.00" to N51°20'49.00" E18°24'44.00" to beginning. (13 JUN 2002)				
EPTSA07A		FL 085 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N51°53'00.00" E14°51'00.00" to N52°04'00.00" E15°52'00.00" to N52°02'00.00" E16°11'00.00" to N51°54'00.00" E16°00'00.00" to N51°44'00.00" E14°56'10.00" to beginning. (13 JUN 2002)				
EPTSA07B		2700' to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N51°44'00.00" E14°56'10.00" to N51°54'00.00" E16°00'00.00" to N51°39'30.00" E16°00'00.00" to N51°35'30.00" E15°01'00.00" to beginning. (13 JUN 2002)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
EPTSA07C		1900' to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N52°01'01.00" E16°19'46.00" to N51°59'40.00" E16°31'38.00" to N51°41'00.00" E16°40'30.00" to N51°39'30.00" E16°00'00.00" to N51°54'00.00" E16°00'00.00" to beginning. (13 JUN 2002)				
EPTSA07D		1900' to FL 055	Intmt	VMC-IMC	Warszawa ACC
	N51°59'40.00" E16°31'38.00" to N51°58'44.00" E17°06'53.00" to N51°43'12.00" E17°13'29.00" to N51°41'00.00" E16°40'30.00" to beginning. (13 JUN 2002)				
EPTSA07E		FL 035 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N51°39'30.00" E16°00'00.00" to N51°15'30.00" E16°00'00.00" to N51°07'00.00" E15°17'00.00" to N51°35'30.00" E15°01'00.00" to beginning. (13 JUN 2002)				
EPTSA07F		FL 035 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N51°41'00.00" E16°40'30.00" to N51°29'30.00" E16°46'00.00" to N51°15'30.00" E16°00'00.00" to N51°39'30.00" E16°00'00.00" to beginning. (13 JUN 2002)				
EPTSA07G		2700' to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N52°02'00.00" E16°11'00.00" to N52°01'01.00" E16°19'46.00" to N51°39'30.00" E16°00'00.00" to N51°54'00.00" E16°00'00.00" to beginning. (12 JUN 2003)				
EPTSA08A		FL 035 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N52°49'11.00" E16°34'39.00" to N52°58'48.00" E17°14'08.00" to N52°36'44.00" E16°53'13.00" to beginning. (13 JUN 2002)				
EPTSA08B		FL 035 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N52°58'48.00" E17°14'08.00" to N53°09'37.00" E18°00'00.00" to N52°53'30.00" E18°00'00.00" to N52°42'36.00" E17°41'30.00" to N52°49'29.00" E17°05'15.00" to beginning. (13 JUN 2002)				
EPTSA08C		FL 035 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N53°09'37.00" E18°00'00.00" to N53°17'50.00" E18°35'56.00" to N53°00'00.00" E18°45'21.00" to N52°53'30.00" E18°00'00.00" to beginning. (13 JUN 2002)				
EPTSA08D		FL 035 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N52°53'30.00" E18°00'00.00" to N53°00'01.00" E18°45'21.00" to N52°30'22.00" E19°00'43.00" to N52°28'01.00" E18°34'24.00" to N52°42'36.00" E17°41'30.00" to beginning. (13 JUN 2002)				
EPTSA08E		FL 035 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N52°49'29.00" E17°05'15.00" to N52°42'36.00" E17°41'30.00" to N52°28'01.00" E18°34'24.00" to N52°22'12.00" E17°29'12.00" to N52°36'44.00" E16°53'13.00" to beginning. (13 JUN 2002)				
EPTSA08F		To FL 165	Intmt	VMC-IMC	Warszawa ACC
	N52°22'12.00" E17°29'12.00" to N52°28'01.00" E18°34'24.00" to N52°05'00.00" E18°49'00.00" to N52°12'35.00" E17°49'23.00" to beginning. (13 JUN 2002)				
EPTSA08G		To FL 045	Intmt	VMC-IMC	Warszawa ACC
	N52°28'01.00" E18°34'24.00" to N52°30'22.00" E19°00'43.00" to N52°25'43.00" E19°27'45.00" to N52°14'17.00" E19°37'30.00" to N52°05'00.00" E18°49'00.00" to beginning. (13 JUN 2002)				
EPTSA09A		FL 035 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N53°58'53.00" E17°01'23.00" to N53°50'23.00" E17°24'30.00" to N53°35'34.00" E17°06'13.00" to N53°51'59.00" E16°44'42.00" to beginning. (13 JUN 2002)				
EPTSA09B		To FL 245	Intmt	VMC-IMC	Warszawa ACC
	N53°42'31.00" E16°22'07.00" to N53°51'59.00" E16°44'42.00" to N53°35'34.00" E17°06'13.00" to N53°14'53.00" E16°41'11.00" to beginning. (13 JUN 2002)				
EPTSA09C		FL 035 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N53°42'31.00" E16°22'07.00" to N53°14'53.00" E16°41'11.00" to N53°10'27.00" E16°21'23.00" to N53°35'12.00" E16°04'51.00" to beginning. (13 JUN 2002)				
EPTSA09D		FL 035 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N53°35'12.00" E16°04'51.00" to N53°10'27.00" E16°21'23.00" to N53°04'53.00" E15°56'59.00" to N53°25'09.00" E15°41'29.00" to beginning. (13 JUN 2002)				
EPTSA10A		To FL 145	Intmt	VMC-IMC	Warszawa ACC
	N52°58'00.00" E14°35'00.00" to N53°11'00.00" E14°37'00.00" to N53°15'40.00" E15°12'15.00" to N52°53'44.00" E15°29'15.00" to N52°49'50.00" E14°38'50.00" to beginning. (13 JUN 2002)				
EPTSA10B		FL 035 to FL 095	Intmt	VMC-IMC	Warszawa ACC
	N54°12'48.00 E15°22'04.00 to 54°20'19.00 E16°03'17.00 to N53°58'00.00 E15°59'00.00 to N53°46'15.00 E15°31'31.00 to beginning. (13 JUN 2002)				
EPTSA11		FL 035 to FL 235	Intmt	VMC-IMC	Warszawa ACC
	N50°42'00.00" E16°37'00.00" to N50°47'00.00" E17°04'00.00" to N50°28'00.00" E17°10'00.00" to N50°30'20.00" E16°45'00.00" to beginning. (13 JUN 2002)				
EPTSA12A		FL 035 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N54°20'19.00 E16°03'17.00 to N54°10'06.00 E16°27'49.00 to N53°58'00.00 E15°59'00.00 to beginning. (13 JUN 2002)				
EPTSA12B		800' to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N54°12'48.00 E15°22'04.00 to 54°20'19.00 E16°03'17.00 to N53°58'00.00 E15°59'00.00 to N53°46'15.00 E15°31'31.00 to beginning. (13 JUN 2002)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
EPTSA12C		800 to FL 245	Intmt	VMC-IMC	Warszawa ACC
	N54°21′17.00″ E15°19′00.00″ to N54°25′41.00″ E15°47′46.00″ to N54°20′19.00″ E16°03′17.00″ to N54°12′48.00″ E15°22′04.00″ to beginning.				
EPTSA13A		To FL 345	Intmt	VMC-IMC	Warszawa ACC
	N54°06'10.00" E14°15'46.00" to N54°14'27.00" E14°48'22.00" to N54°03'22.00" E14°52'48.00" to N54°00'00.00" E14°15'00.00" to beginning. (13 JUN 2002)				
EPTSA13B		To FL 285	Intmt	VMC-IMC	Warszawa ACC
	N54°03'22.00" E14°52'48.00" to N53°50'49.00" E14°57'46.00" to N53°49'55.00" E14°42'56.00" to N54°02'12.00" E14°39'29.00" to beginning. (13 JUN 2002)				
EPTSA13C		To FL 285	Intmt	VMC-IMC	Warszawa ACC
	N54°00'00.00" E14°15'00.00" to N54°02'10.00" E14°39'30.00" to N53°50'01.00" E14°42'55.00" to N53°48'30.00" E14°20'15.00" to beginning. (13 JUN 2002)				
EPTSA13D		FL 085 to FL 285	Intmt	VMC-IMC	Warszawa ACC
	N53°50'49.00" E14°57'46.00" to N53°42'45.00" E15°00'56.00" to N53°48'30.00" E14°20'15.00" to beginning. (13 JUN 2002)				
EPTSA14A		FL 035 to FL 195	Intmt	VMC-IMC	Warszawa ACC
	N54°48'55.00" E17°28'53.00" to N54°39'38.00" E17°36'11.00" to N54°25'55.00" E17°26'03.00" to N54°29'35.00" E17°00'02.00" to N54°31'41.00" E16°59'01.00" to beginning. (13 JUN 2002)				
EPTSA14B		To FL 195	Intmt	VMC-IMC	Warszawa ACC
	N54°57'12.00" E17°22'24.00" to N54°48'55.00" E17°28'53.00" to N54°31'41.00" E16°59'01.00" to N54°49'08.00" E16°50'25.00" to beginning. (13 JUN 2002)				
EPTSA14C		To FL 195	Intmt	VMC-IMC	Warszawa ACC
	N54°29'35.00" E17°00'02.00" to N54°33'19.00" E16°32'40.00" to N54°41'00.00" E16°17'06.00" to N54°49'08.00" E16°50'25.00" to N54°31'41.00" E16°59'01.00" to beginning. (13 JUN 2002)				
EPTSA15A		FL 035 to FL 205	Intmt	VMC-IMC	Warszawa ACC
	N54°03'20.00" E18°51'59.00" to N54°08'30.00" E19°15'00.00" to N54°08'00.00" E19°30'00.00" to N53°45'46.00" E19°12'42.00" to N53°43'19.00" E18°50'59.00" to beginning. (13 JUN 2002)				
EPTSA15B		FL 035 to FL 105	Intmt	VMC-IMC	Warszawa ACC
	N53°39'00.00" E18°14'22.00" to N53°56'00.00" E18°20'00.00" to N54°03'20.00" E18°51'59.00" to N53°43'19.00" E18°50'59.00" to beginning. (13 JUN 2002)				
EPTSA16A		FL 035 to FL 155	Intmt	VMC-IMC	Warszawa ACC
	N54°46'45.00" E18°10'02.00" to N54°47'48.00" E18°24'38.00" to N54°41'01.00" E18°36'15.00" to N54°26'56.00" E18°32'40.00" to N54°30'00.00" E18°23'00.00" to beginning. (13 JUN 2002)				
EPTSA16B		To FL 155	Intmt	VMC-IMC	Warszawa ACC
	N55°02'00.00" E17°58'04.00" to N55°00'00.00" E18°32'00.00" to N54°56'30.00" E18°40'15.00" to N54°41'01.00" E18°36'15.00" to N54°47'48.00" E18°24'38.00" to N54°46'45.00" E18°10'02.00" to beginning. (13 JUN 2002)				
EPTSA16C		To FL 155	Intmt	VMC-IMC	Warszawa ACC
	N54°29'45.00" E18°55'23.00" to N54°25'58.00" E19°09'22.00" to N54°20'00.00" E18°56'48.00" to N54°23'55.00" E18°42'00.00" to beginning. (13 JUN 2002)				
EPTSA16D		To FL 155	Intmt	VMC-IMC	Warszawa ACC
	N54°56'30.00" E18°40'15.00" to N54°45'00.00" E19°07'00.00" to N54°45'00.00" E19°11'54.00" to N54°34'22.00" E19°27'14.00" to N54°25'58.00" E19°09'22.00" to N54°29'45.00" E18°55'23.00" to N54°41'01.00" E18°36'15.00" to beginning. (13 JUN 2002)				
EPTSA16E		To FL 215	Intmt	VMC-IMC	Warszawa ACC
	N54°25'58.00" E19°09'22.00" to N54°23'00.00" E19°20'20.00" to N54°17'00.00" E19°08'00.00" to N54°20'00.00" E18°56'48.00" to beginning. (13 JUN 2002)				
EPTSA16F		To FL 215	Intmt	VMC-IMC	Warszawa ACC
	N54°34'22.00" E19°27'14.00" to N54°27'40.00" E19°30'00.00" to N54°23'00.00" E19°20'20.00" to N54°25'58.00" E19°09'22.00" to beginning. (13 JUN 2002)				
EPTSA16G		FL 035 to FL 155	Intmt	VMC-IMC	Warszawa ACC
	N54°41'01.00" E18°36'15.00" to N54°29'45.00" E18°55'23.00" to N54°23'55.00" E18°42'00.00" to N54°26'56.00" E18°32'40.00" to beginning. (13 JUN 2002)				
EPTSA18		To FL 195	Intmt	VMC-IMC	Warszawa ACC
	N52°21'52.00" E16°05'26.00" to N52°27'19.00" E15°19'12.00" to N52°36'49.00" E15°46'28.00" to beginning. (13 JUN 2002)				
EPTSA19A		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N54°47'30.00" E17°42'03.00" to N54°48'31.00" E17°51'40.00" to N54°34'30.00" E17°52'00.00" to N54°28'00.00" E17°27'35.00" to beginning. (13 JUN 2002)				
EPTSA20		To 4500'	Intmt	VMC-IMC	Warszawa ACC
	N54°12'04.00" E18°30'56.00" to N54°11'45.00" E18°34'15.00" to N54°09'00.00" E19°00'00.00" to N54°03'20.00" E18°51'59.00" to N53°58'46.00" E18°32'00.00" to N54°08'01.00" E18°27'54.00" to beginning. (13 JUN 2002)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
EPTSA21A		FL 035 to FL 095	Intmt	VMC-IMC	Warszawa ACC
	N54°30'00.00" E16°25'00.00" to N54°26'00.00" E16°35'00.00" to N54°18'00.00" E16°25'00.00" to N54°23'00.00" E16°15'00.00" to beginning. (13 JUN 2002)				
EPTSA21B		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N54°38'00.00" E16°15'00.00" to N54°32'30.00" E16°33'00.00" to N54°30'00.00" E16°25'00.00" to N54°23'00.00" E16°15'00.00" to N54°19'32.00" E16°13'01.00" to N54°26'00.00" E16°00'00.00" to beginning. (13 JUN 2002)				
EPTSA21C		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N54°32'30.00" E16°33'00.00" to N54°26'00.00" E16°37'26.00" to N54°26'00.00" E16°35'00.00" to N54°30'00.00" E16°25'00.00" to beginning. (13 JUN 2002)				
EPTSA21D		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N54°26'00.00" E16°35'00.00" to N54°26'00.00" E16°37'26.00" to N54°21'30.00" E16°40'30.00" to N54°11'00.00" E16°30'00.00" to N54°18'00.00" E16°25'00.00" to beginning. (13 JUN 2002)				
EPTSA21E		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N54°23'00.00" E16°15'00.00" to N54°18'00.00" E16°25'00.00" to N54°11'00.00" E16°30'00.00" to N54°19'32.00" E16°13'01.00" to beginning. (13 JUN 2002)				
EPTSA22A		FL 035 to FL 155	Intmt	VMC-IMC	Warszawa ACC
	N52°53'30.00" E18°21'30.00" to N52°51'30.00" E18°32'10.00" to N52°42'30.00" E18°20'00.00" to N52°47'00.00" E18°10'30.00" to beginning. (28 NOV 2002)				
EPTSA22B		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N52°51'30.00" E18°32'10.00" to N52°50'10.00" E18°39'30.00" to N52°42'30.00" E18°43'50.00" to N52°36'30.00" E18°30'00.00" to N52°42'30.00" E18°20'00.00" to beginning. (28 NOV 2002)				
EPTSA22C		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N52°36'30.00" E18°30'00.00" to N52°41'30.00" E17°54'50.00" to N52°48'30.00" E18°02'00.00" to N52°47'00.00" E18°10'30.00" to N52°42'30.00" E18°20'00.00" to beginning. (28 NOV 2002)				
EPTSA22D		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N52°53'59.00" E18°02'59.00" to N52°55'41.00" E18°14'53.00" to N52°53'30.00" E18°21'30.00" to N52°47'00.00" E18°10'30.00" to N52°48'30.00" E18°02'00.00" to beginning. (28 NOV 2002)				
EPTSA23A		FL 035 to FL 055	Intmt	VMC-IMC	Warszawa ACC
	N52°04'40.00" E19°03'30.00" to N52°04'20.00" E19°23'20.00" to N51°55'30.00" E19°21'30.00" to N51°58'30.00" E19°00'20.00" to beginning. (13 JUN 2002)				
EPTSA23B		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N52°09'18.00" E19°11'12.00" to N52°08'52.00" E19°20'52.00" to N52°04'27.00" E19°16'20.00" to N52°04'32.00" E19°11'40.00" to beginning. (13 JUN 2002)				
EPTSA23C		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N52°08'52.00" E19°20'52.00" to N52°08'30.00" E19°28'40.00" to N51°55'50.00" E19°26'50.00" to N51°54'20.00" E19°22'15.00" to N51°55'30.00" E19°21'30.00" to N52°04'20.00" E19°23'20.00" to N52°04'27.00" E19°16'20.00" to beginning. (13 JUN 2002)				
EPTSA23D		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N51°58'30.00" E19°00'20.00" to N51°55'30.00" E19°21'30.00" to N51°54'20.00" E19°22'15.00" to N51°48'40.00" E19°05'00.00" to beginning. (13 JUN 2002)				
EPTSA23E		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N51°58'30.00" E19°00'20.00" to N51°48'40.00" E19°05'00.00" to N51°58'15.00" E18°47'45.00" to beginning. (13 JUN 2002)				
EPTSA23F		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N52°06'33.00" E18°56'57.00" to N52°04'40.00" E19°03'30.00" to N51°58'30.00" E19°00'20.00" to N51°58'15.00" E18°47'45.00" to N52°05'00.00" E18°49'00.00" to beginning. (13 JUN 2002)				
EPTSA23G		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N52°09'18.00" E19°11'12.00" to N52°04'32.00" E19°11'40.00" to N52°04'40.00" E19°03'30.00" to N52°06'33.00" E18°56'57.00" to beginning. (13 JUN 2002)				
EPTSA24A		FL 035 to FL 055	Intmt	VMC-IMC	Warszawa ACC
	N51°42'20.00" E20°06'30.00" to N51°35'50.00" E20°17'40.00" to N51°29'50.00" E20°09'40.00" to N51°38'00.00" E19°56'00.00" to beginning. (13 JUN 2002)				
EPTSA24B		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N51°42'11.00" E20°13'22.00" to N51°36'40.00" E20°24'00.00" to N51°35'50.00" E20°17'40.00" to N51°40'00.00" E20°10'30.00" to beginning. (13 JUN 2002)				
EPTSA24C		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N51°36'40.00" E20°24'00.00" to N51°32'00.00" E20°23'40.00" to N51°22'40.00" E20°15'00.00" to N51°29'50.00" E20°09'40.00" to N51°35'50.00" E20°17'40.00" to beginning. (13 JUN 2002)				
EPTSA24D		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N51°29'50.00" E20°09'40.00" to N51°22'40.00" E20°15'00.00" to N51°29'30.00" E19°50'10.00" to N51°34'35.00" E20°01'44.00" to beginning. (13 JUN 2002)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
EPTSA24E		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N51°40'31.00" E19°53'24.00" to N51°38'00.00" E19°56'00.00" to N51°34'35.00" E20°01'44.00" to N51°29'30.00" E19°50'10.00" to N51°35'20.00" E19°45'00.00" to beginning. (13 JUN 2002)				
EPTSA24F		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N51°47'00.00" E20°04'00.00" to N51°42'20.00" E20°06'30.00" to N51°38'00.00" E19°56'00.00" to N51°40'31.00" E19°53'24.00" to beginning. (13 JUN 2002)				
EPTSA24G		To FL 055	Intmt	VMC-IMC	Warszawa ACC
	N51°47'00.00" E20°04'00.00" to N51°42'11.00" E20°13'22.00" to N51°40'00.00" E20°10'30.00" to N51°42'20.00" E20°06'30.00" to beginning. (13 JUN 2002)				
EPTSA32A		FL 035 to FL 105	Intmt	VMC-IMC	Warszawa ACC
	N53°56'40.00" E15°37'00.00" to N53°50'00.00" E16°07'00.00" to N53°39'00.00" E16°01'00.00" to N53°45'30.00" E15°32'30.00" to beginning. (13 JUN 2002)				
EPTSA32B		FL 035 to FL 105	Intmt	VMC-IMC	Warszawa ACC
	N53°50'00.00" E16°07'00.00" to N53°50'00.00" E16°26'00.00" to N53°46'00.00" E16°34'00.00" to N53°40'00.00" E16°34'00.00" to N53°37'00.00" E16°27'00.00" to N53°39'00.00" E16°01'00.00" to beginning. (13 JUN 2002)				
EPTSA32C		FL 035 to FL 105	Intmt	VMC-IMC	Warszawa ACC
	N53°56'40.00" E15°37'00.00" to N53°45'30.00" E15°32'30.00" to N53°45'00.00" E15°13'00.00" to N53°49'00.00" E15°06'00.00" to N53°55'00.00" E15°06'00.00" to N53°58'00.00" E15°18'00.00" to beginning. (13 JUN 2002)				
EPTSA33A		FL 035 to FL 105	Intmt	VMC-IMC	Warszawa ACC
	N53°32'00.00" E16°00'00.00" to N53°23'00.00" E16°24'00.00" to N53°13'00.00" E16°15'00.00" to N53°22'00.00" E15°53'00.00" to N53°29'30.00" E15°52'00.00" to beginning. (13 JUN 2002)				
EPTSA33B		FL 035 to FL 105	Intmt	VMC-IMC	Warszawa ACC
	N53°23'00.00" E16°24'00.00" to N53°11'00.00" E16°43'00.00" to N53°06'00.00" E16°43'00.00" to N53°04'00.00" E16°38'00.00" to N53°05'00.00" E16°28'00.00" to N53°13'00.00" E16°15'00.00" to beginning. (13 JUN 2002)				
EPTSA33C		FL 035 to FL 105	Intmt	VMC-IMC	Warszawa ACC
	N53°32'00.00" E16°00'00.00" to N53°29'30.00" E15°52'00.00" to N53°22'00.00" E15°53'00.00" to N53°34'00.00" E15°31'00.00" to N53°39'00.00" E15°29'00.00" to N53°42'00.00" E15°37'00.00" to N53°37'00.00" E15°53'00.00" to beginning. (13 JUN 2002)				
EPTSA34A		FL 035 to FL 115	Intmt	VMC-IMC	Warszawa ACC
	N51°43'12.00" E18°54'30.00" to N51°34'55.00" E19°28'55.00" to N51°30'00.00" E19°31'29.00" to N51°23'20.00" E19°26'50.00" to N51°31'00.00" E18°47'40.00" to beginning. (13 JUN 2002)				
EPTSA34B		FL 035 to FL 115	Intmt	VMC-IMC	Warszawa ACC
	N51°34'55.00" E19°28'55.00" to N51°26'20.00" E19°52'00.00" to N51°21'20.00" E19°53'00.00" to N51°18'00.00" E19°45'55.00" to N51°23'20.00" E19°26'50.00" to N51°30'00.00" E19°31'29.00" to beginning. (13 JUN 2002)				
EPTSA34C		FL 035 to FL 115	Intmt	VMC-IMC	Warszawa ACC
	N51°31'00.00" E18°47'40.00" to N51°26'38.00" E19°10'00.00" to N51°21'00.00" E19°00'00.00" to N51°20'40.00" E18°52'40.00" to N51°23'40.00" E18°49'00.00" to beginning. (13 JUN 2002)				
EPTSA34D		FL 035 to FL 115	Intmt	VMC-IMC	Warszawa ACC
	N51°43'12.00" E18°54'30.00" to N51°31'00.00" E18°47'40.00" to N51°31'20.00" E18°36'30.00" to N51°37'30.00" E18°35'00.00" to N51°40'50.00" E18°38'00.00" to beginning. (13 JUN 2002)				
EPTSA35A		FL 035 to FL 075	Intmt	VMC-IMC	Warszawa ACC
	N51°26'00.00" E21°08'55.00" to N51°27'08.00" E21°18'07.00" to N51°21'00.00" E21°23'59.00" to N51°17'37.00" E21°00'00.00" to N51°20'49.00" E21°00'00.00" to beginning. (13 JUN 2002)				
EPTSA35B		1900' to FL 075	Intmt	VMC-IMC	Warszawa ACC
	N51°27'08.00" E21°18'07.00" to N51°29'00.00" E21°33'30.00" to N51°28'00.00" E21°40'00.00" to N51°23'00.00" E21°41'00.00" to N51°20'30.00" E21°34'00.00" to N51°21'00.00" E21°23'59.00" to beginning. (13 JUN 2002)				
EPTSA35C		1900' to FL 075	Intmt	VMC-IMC	Warszawa ACC
	N51°17'37.00" E21°00'00.00" to N51°20'18.00" E21°19'00.00" to N51°15'00.00" E21°17'00.00" to N51°11'30.00" E21°10'30.00" to N51°13'00.00" E21°04'30.00" to beginning. (13 JUN 2002)				
EPTSA36A		FL 035 to FL 115	Intmt	VMC-IMC	Warszawa ACC
	N51°41'00.00" E21°44'00.00" to N51°32'00.00" E22°08'11.00" to N51°25'00.00" E21°59'05.00" to N51°35'30.00" E21°33'32.00" to beginning. (13 JUN 2002)				
EPTSA36B		FL 035 to FL 115	Intmt	VMC-IMC	Warszawa ACC
	N51°47'09.00" E22°00'00.00" to N51°45'00.00" E22°04'00.00" to N51°34'01.00" E22°02'49.00" to N51°41'00.00" E21°44'00.00" to beginning. (13 JUN 2002)				
EPTSA36C		FL 035 to FL 115	Intmt	VMC-IMC	Warszawa ACC
	N51°32'00.00" E22°08'11.00" to N51°30'00.00" E22°20'00.00" to N51°22'00.00" E22°27'00.00" to N51°16'50.00" E22°22'00.00" to N51°17'25.00" E22°14'00.00" to N51°25'00.00" E21°59'05.00" to beginning. (13 JUN 2002)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
EPTSA36D		FL 035 to FL 085	Intmt	VMC-IMC	Warszawa ACC
	N51°41'00.00" E21°44'00.00" to N51°35'30.00" E21°33'32.00" to N51°37'45.00" E21°21'31.00" to N51°44'26.00" E21°34'39.00" to beginning. Collision Area with TMA Warszawa- flights within this area only after permission and on APP Warszawa terms. (13 JUN 2002)				
EPTSA37A		To FL 195	Intmt	VMC-IMC	Warszawa ACC
	N50°22'43.00" E21°45'10.00" to N50°26'42.00" E22°14'44.00" to N50°15'16.00" E22°25'16.00" to N50°17'48.00" E21°42'53.00" to beginning. (13 JUN 2002)				
EPTSA37C		To FL 195	Intmt	VMC-IMC	Warszawa ACC
	N50°22'43.00" E21°45'10.00" to N50°17'48.00" E21°42'53.00" to N50°06'00.00" E21°22'00.00" to N50°10'21.00" E20°59'11.00" to N50°18'26.00" E21°04'36.00" to N50°25'54.00" E21°17'04.00" to beginning. (13 JUN 2002)				
EPTSA38A		To 3500'	Intmt	VMC-IMC	Warszawa ACC
	N52°24'45.00" E21°19'39.00" to N52°24'09.00" E22°00'03.00" to N52°19'33.00" E22°09'33.00" to N52°09'10.00" E22°10'02.00" to N52°08'36.00" E22°00'21.00" to N52°17'00.00" E21°55'45.00" to N52°17'35.00" E21°26'15.00" to beginning. (11 JUL 2002)				
EPTSA38B		To 1900'	Intmt	VMC-IMC	Warszawa ACC
	N52°24'52.00" E21°12'00.00" to N52°24'45.00" E21°19'39.00" to N52°17'00.00" E21°26'15.00" to N52°07'00.00" E21°32'41.00" to N52°10'16.00" E21°17'35.00" to N52°22'30.00" E21°11'40.00" to beginning. (11 JUL 2002)				
EPTSA37B		To FL 195	Intmt	VMC-IMC	Warszawa ACC
	N50°26'42.00" E22°14'44.00" to N50°33'12.00" E22°56'03.00" to N50°22'43.00" E22°55'37.00" to N50°15'16.00" E22°25'16.00" to beginning. (13 JUN 2002)				
EPTSA39A		To 4500'	Intmt	VMC-IMC	Warszawa ACC
	N51°23'32.00" E17°03'49.00" to N51°25'03.00" E17°10'52.00" to N51°14'03.00" E17°11'28.00" to N51°13'51.00" E17°02'42.00" to beginning. (28 NOV 2002)				
EPTSA39B		To 4500'	Intmt	VMC-IMC	Warszawa ACC
	N51°14'03.00" E17°11'28.00" to N51°10'25.00" E17°11'40.00" to N51°08'25.00" E17°04'45.00" to N51°08'25.00" E17°02'05.00" to N51°13'51.00" E17°02'42.00" to beginning. (28 NOV 2002)				
EPTSA39C		2100' to 4500'	Intmt	VMC-IMC	Warszawa ACC
	N51°20'19.00" E16°49'02.00" to N51°23'32.00" E17°03'49.00" to N51°13'51.00" E17°02'42.00" to N51°08'25.00" E17°02'05.00" to N51°08'25.00" E16°59'20.00" to N51°14'50.00" E16°51'20.00" to beginning. (28 NOV 2002)				
EPTSA39D		2100' to 4500'	Intmt	VMC-IMC	Warszawa ACC
	N51°25'03.00" E17°10'51.00" to N51°27'47.00" E17°23'43.00" to N51°23'03.00" E17°29'48.00" to N51°19'22.00" E17°11'11.00" to beginning.				
EPTSA40		To 2200'	Intmt	VMC-IMC	Warszawa ACC
	Cir rad 1.10 NM cntr on N51°12'00.00" E16°51'40.00". (28 NOV 2002)				
EPTSA41		To 2200'	Intmt	VMC-IMC	Warszawa ACC
	Cir rad 1.10 NM cntr on N51°13'13.00" E16°46'06.00". (28 NOV 2002)				
EPTSA42		To FL 230	Intmt	VMC-IMC	Warszawa ACC
	N50°49'44.00" E15°31'27.00" to N50°53'55.00" E15°47'08.00" to N50°42'20.00" E16°00'18.00" to beginning. (28 NOV 2002)				

ROMANIA

LRD01	BABADAG (TULCEA)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N44°50'00.00" E29°02'00.00" to N44°47'00.00" E28°47'00.00" to N44°50'00.00" E28°47'00.00" to N44°56'00.00" E29°08'00.00" to beginning. (30 NOV 2000)				
LRP1	PITESTI/GEAMANA	To FL 490①	Cont	VMC-IMC	
	Cir rad 7.50 NM cntr on N44°51'00.00" E24°53'00.00". ①GND TO FL490 FOR SUPERSONIC ACFT. GND TO FL 50 FOR SUBSONIC ACFT (26 FEB 1998)				
LRR1		To ①	By ATC	VMC-IMC	
	N44°26'54.00" E25°11'01.00" to N44°00'00.00" E25°40'00.00" to N44°04'47.00" E25°15'11.00" to beginning. ①By ATC (30 DEC 1999)				
LRD02	BARBATESTI (VALCEA)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N45°10'00.00" E24°09'00.00" to N45°09'00.00" E24°06'00.00" to N45°14'00.00" E24°05'00.00" to N45°14'00.00" E24°07'00.00" to beginning. (30 NOV 2000)				
LRP2	CERNAVODA	To FL 040	Cont	VMC-IMC	
	Cir rad 5.00 NM cntr on N44°20'00.00" E28°02'00.00". NUCLEAR ENERGY PLANT (26 FEB 1998)				
LRR2		To ①	By ATC	VMC-IMC	
	N44°27'24.00" E26°20'18.00" to N44°26'18.00" E26°55'30.00" to N44°18'39.00" E26°54'26.00" to N44°00'00.00" E25°40'00.00" to N44°06'59.00" E25°32'07.00" to N44°21'00.00" E25°51'12.00" to N44°19'00.00" E26°05'12.00" to beginning. ①By ATC (18 JUN 1998)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
LRD03	BOGATE-TURDA (CLUJ-ALBA)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N46°27'00.00" E23°50'00.00" to N46°29'00.00" E23°48'00.00" to N46°29'00.00" E23°45'00.00" to N46°30'00.00" E23°48'00.00" to beginning. (30 NOV 2000)				
LRP3	BUCURESTI	To FL 175	Cont	VMC-IMC	
	N44°30'25.00" E26°14'00.00" to N44°21'00.00" E26°14'00.00" to N44°21'00.00" E26°04'00.00" to N44°27'20.00" E25°58'30.00" to beginning. (18 JUN 1998)				
LRR3		To	By ATC	VMC-IMC	
	N47°43'44.00" E26°06'54.00" to N47°50'59.00" E26°24'36.00" then CCW along the arc of a cir rad 10.00 NM cntr on N47°41'15.00" E26°21'14.60" to N48°03'02.93" E26°16'58.98" to N47°52'45.63" E25°53'26.90" then CW along the arc of a cir rad 22.00 NM cntr on N47°41'15.00" E26°21'14.60" to beginning. (18 JUN 1998)				
LRD04	BOTOSESTI-PAIA (MEHEDINTI)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N44°23'00.00" E23°16'00.00" to N44°22'00.00" E23°14'00.00" to N44°25'00.00" E23°10'00.00" to N44°26'00.00" E23°11'00.00" to beginning. (30 NOV 2000)				
LRD05	CALIMANI (NEAMT)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N46°53'00.00" E26°32'25.00" to N46°53'03.00" E26°31'10.00" to N46°53'20.00" E26°31'15.00" to N46°53'48.00" E26°31'45.00" to beginning. (30 NOV 2000)				
LRD06	CAP MIDIA (CONSTANTA)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N44°29'00.00" E28°40'00.00" to N44°29'00.00" E28°51'00.00" to N44°18'00.00" E28°51'00.00" to N44°18'00.00" E28°40'00.00" to beginning. (30 NOV 2000)				
LRD07	CHEGEA (SATU-MARE)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N47°27'03.00" E22°39'05.00" to N47°27'05.00" E22°40'00.00" to N47°26'09.00" E22°40'05.00" to N47°26'07.00" E22°40'00.00" to beginning. (30 NOV 2000)				
LRD08	CINCU (BRASOV)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N45°53'00.00" E24°51'00.00" to N45°56'00.00" E24°40'00.00" to N46°02'00.00" E24°41'00.00" to N45°57'00.00" E24°58'00.00" to beginning. (30 NOV 2000)				
LRD09	CIRTISOARA (SIBIU)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N45°44'50.00" E24°33'00.00" to N45°45'00.00" E24°37'00.00" to N45°42'00.00" E24°38'00.00" to N45°42'00.00" E24°36'00.00" to beginning. (30 NOV 2000)				
LRD10	CRACAOANI (NEAMT)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N47°02'00.00" E26°22'00.00" to N47°01'00.00" E26°15'00.00" to N47°03'00.00" E26°14'00.00" to N47°04'00.00" E26°17'00.00" to beginning. (30 NOV 2000)				
LRD11	DICHIU (DAMBOVITA)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N45°16'00.00" E25°29'00.00" to N45°16'00.00" E25°27'00.00" to N45°20'00.00" E25°26'00.00" to N45°20'00.00" E25°28'00.00" to beginning. (30 NOV 2000)				
LRD12	DOBRITA (GORJ)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N45°10'00.00" E23°14'00.00" to N45°07'00.00" E23°09'00.00" to N45°10'00.00" E23°07'00.00" to N45°11'00.00" E23°12'00.00" to beginning. (30 NOV 2000)				
LRD13	DOROLEA (BISTRITA-NASAUD)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N47°09'00.00" E24°44'00.00" to N47°09'00.00" E24°38'00.00" to N47°11'00.00" E24°36'00.00" to N47°11'00.00" E24°44'00.00" to beginning. (30 NOV 2000)				
LRD14	DUD-TAUTI (ARAD)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N46°12'00.00" E21°55'00.00" to N46°12'00.00" E21°52'00.00" to N46°16'00.00" E21°51'00.00" to N46°16'00.00" E21°54'00.00" to beginning. (30 NOV 2000)				
LRD15	FRUMOASA (HARGHITA)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N46°21'00.00" E26°05'00.00" to N46°24'00.00" E25°52'00.00" to N46°26'00.00" E25°52'00.00" to N46°26'00.00" E26°08'00.00" to beginning. (30 NOV 2000)				
LRD16	FRUMUSICA (BOTOSANI)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N47°33'00.00" E27°04'00.00" to N47°33'00.00" E26°57'00.00" to N47°35'00.00" E26°58'00.00" to N47°35'00.00" E27°05'00.00" to beginning. (30 NOV 2000)				
LRD17	GAINA (ALBA)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N46°20'00.00" E22°40'00.00" to N46°25'00.00" E22°40'00.00" to N46°25'00.00" E22°50'00.00" to N46°20'00.00" E22°50'00.00" to beginning. (30 NOV 2000)				
LRD18	GIARMATA (TIMIS)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N45°40'15.00" E21°53'45.00" to N45°47'10.00" E21°45'50.00" to N45°51'00.00" E21°19'00.00" to N46°07'00.00" E21°38'00.00" to beginning. (30 NOV 2000)				
LRD19	GROHOTIS (BRASOV)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
	N45°22'00.00" E25°52'00.00" to N45°22'00.00" E25°43'00.00" to N45°35'00.00" E25°43'00.00" to N45°35'00.00" E25°53'00.00" to beginning. (30 NOV 2000)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
LRD20	HOREZU-VALEANU (VALCEA) N45°16'00.00" E24°08'00.00" to N45°15'00.00" E23°54'00.00" to N45°21'00.00" E23°53'00.00" to N45°18'00.00" E24°08'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD21	JEGALIA (CALARASI) N44°20'00.00" E27°35'00.00" to N44°20'00.00" E27°34'00.00" to N44°35'00.00" E27°34'00.00" to N44°35'00.00" E27°35'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD22	LUGOJ (TIMIS) Cir rad 6.00 NM cntr on N45°42'14.00" E21°54'08.00". (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD24	MIERCUREA CIUC (HARGHITA) N46°20'12.00" E25°47'48.00" to N46°19'48.00" E25°46'58.00" to N46°20'18.00" E25°47'48.00" to N46°20'18.00" E25°47'48.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD25	NICOLAE BALCESCU (BOTOSANI) N47°32'00.00" E27°00'00.00" to N47°31'30.00" E26°58'08.00" to N47°32'00.00" E26°52'30.00" to N47°32'00.00" E26°58'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD26	NOVACI-RINCA (GORJ) N45°11'00.00" E23°43'00.00" to N45°11'00.00" E23°40'00.00" to N45°24'00.00" E23°36'00.00" to N45°25'00.00" E23°41'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD27	ORBENI (BACU) N46°17'15.00" E27°06'30.00" to N46°15'20.00" E27°08'00.00" to N46°14'40.00" E27°06'40.00" to N46°16'35.00" E27°05'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD28	PASUL VULCAN (GORJ) N45°18'23.00" E23°18'10.00" to N45°18'39.00" E23°18'28.00" to N45°19'06.00" E23°19'15.00" to N45°18'58.00" E23°19'22.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD29	POPLACA (SIBIU) Cir rad 6.00 NM cntr on N45°43'00.00" E24°02'00.00". (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD30	POPRICANI (IASI) N47°22'00.00" E27°29'00.00" to N47°21'00.00" E27°31'00.00" to N47°17'00.00" E27°22'00.00" to N47°19'00.00" E27°24'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD31	PRODULESTI (DAMBOVITA) Cir rad 6.00 NM cntr on N44°43'47.00" E25°29'30.00". (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD32	RECEA (OLT) N44°22'00.00" E24°30'00.00" to N44°22'00.00" E24°28'00.00" to N44°25'00.00" E24°28'00.00" to N44°25'00.00" E24°30'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD33	REDEA (OLT) N44°03'00.00" E24°15'00.00" to N44°03'00.00" E24°13'00.00" to N44°05'00.00" E24°13'00.00" to N44°05'00.00" E24°15'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD34	ROTUNDA (BISTRITA-NASAUD) N47°28'00.00" E25°05'00.00" to N47°29'00.00" E24°49'00.00" to N47°32'00.00" E24°50'00.00" to N47°32'00.00" E25°06'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD35	SALATRUCU DE SUS (VALCEA-ARGES) N45°34'00.00" E24°34'00.00" to N45°33'00.00" E24°32'00.00" to N45°36'00.00" E24°31'00.00" to N45°37'00.00" E24°34'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD36	SALCIOARA (TULCEA) N44°47'35.00" E28°43'44.00" to N44°55'00.00" E28°53'00.00" to N44°55'10.00" E29°00'00.00" to N44°53'00.00" E29°00'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD37	SII (SATU-MARE) N47°40'00.00" E23°12'00.00" to N47°40'00.00" E23°08'00.00" to N47°42'00.00" E23°07'00.00" to N47°42'00.00" E23°12'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD38	SMARDAN-MALINA (GALATI) N45°32'00.00" E27°58'00.00" to N45°32'00.00" E27°53'00.00" to N45°37'00.00" E27°53'00.00" to N45°38'00.00" E27°58'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD39	STALPU (BUZAU) N45°01'30.00" E26°45'00.00" to N45°01'00.00" E26°41'00.00" to N45°02'30.00" E26°40'30.00" to N45°03'00.00" E26°44'30.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
LRD40	STIUCA-ZGRIBESTI (CARAS-SEVERIN) N45°33'00.00" E21°58'00.00" to N45°32'00.00" E21°57'00.00" to N45°34'00.00" E21°52'00.00" to N45°36'00.00" E21°53'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD41	TIGANASI (IASI) N47°20'00.00" E27°26'00.00" to N47°19'30.00" E27°27'30.00" to N47°18'30.00" E27°25'00.00" to N47°18'00.00" E27°18'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD42	VADU (CONSTANTA) N44°27'00.00" E28°48'00.00" to N44°27'00.00" E28°44'00.00" to N44°32'00.00" E28°44'00.00" to N44°32'00.00" E28°45'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD43	VOINA (ARGES) N45°28'00.00" E25°06'00.00" to N45°27'00.00" E25°03'00.00" to N45°32'00.00" E24°59'00.00" to N45°34'00.00" E25°06'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD44	ROSIORI DEVEDE (TELEORMAN) Cir rad 6.00 NM cntr on N44°05'00.00" E24°57'00.00". (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD45	FULGA (MEHEDINTI) N44°24'00.00" E22°52'00.00" to N44°24'00.00" E22°54'00.00" to N44°20'00.00" E22°54'00.00" to N44°20'00.00" E22°52'00.00" to beginning. (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD46	OBREJA (CARAS SEVERIN) Cir rad 6.00 NM cntr on N45°28'08.00" E22°17'25.00". (30 NOV 2000)	BY NOTAM	By NOTAM	VMC-IMC	By NOTAM
LRD47	FETESTI Cir rad 15.00 NM cntr on N44°23'32.00" E27°43'36.00". (12 JUL 2001)	To FL 040	By NOTAM	VMC-IMC	By NOTAM
LRD48	BOBOC Cir rad 15.00 NM cntr on N45°12'58.00" E26°58'43.00". (12 JUL 2001)	To FL 040	By NOTAM	VMC-IMC	By NOTAM
LRD49	CAMPIA TURZII Cir rad 15.00 NM cntr on N46°30'08.00" E23°53'09.00". (12 JUL 2001)	To FL 040	By NOTAM	VMC-IMC	By NOTAM
LRD56	TITU Cir rad 6.00 NM cntr on N44°38'46.00" E25°36'32.00". (12 JUL 2001)	To 2000' AGL	By NOTAM	VMC-IMC	By NOTAM
LRD57	BACAU Cir rad 6.00 NM cntr on N46°32'00.00" E26°52'00.00". (01 NOV 2001)	To FL 130	By NOTAM	VMC-IMC	By NOTAM
LRD58	BOBOCU Cir rad 6.00 NM cntr on N45°12'58.00" E26°58'43.00". (01 NOV 2001)	To FL 130	By NOTAM	VMC-IMC	By NOTAM
LRD59	BUZAU Cir rad 6.00 NM cntr on N45°07'38.00" E26°47'45.00". (01 NOV 2001)	To FL 130	By NOTAM	VMC-IMC	By NOTAM
LRD60	CIMPIA TURZII Cir rad 6.00 NM cntr on N46°30'08.00" E23°53'09.00". (01 NOV 2001)	To FL 130	By NOTAM	VMC-IMC	By NOTAM
LRD61	CLINCENI Cir rad 6.00 NM cntr on N44°18'00.00" E25°56'00.00". (01 NOV 2001)	To FL 130	By NOTAM	VMC-IMC	By NOTAM
LRD62	DEVESELU Cir rad 6.00 NM cntr on N44°04'38.00" E24°24'59.00". (01 NOV 2001)	To FL 130	By NOTAM	VMC-IMC	By NOTAM
LRD63	IANCA Cir rad 6.00 NM cntr on N45°09'00.00" E27°28'00.00". (01 NOV 2001)	To FL 130	By NOTAM	VMC-IMC	By NOTAM
LRD64	IASI Cir rad 6.00 NM cntr on N47°10'00.00" E27°35'00.00". (01 NOV 2001)	To FL 130	By NOTAM	VMC-IMC	By NOTAM
LRD65	TITU Cir rad 6.00 NM cntr on N44°38'46.00" E25°36'32.00". (01 NOV 2001)	To FL 130	By NOTAM	VMC-IMC	By NOTAM
LRD66	LUCIU Cir rad 6.00 NM cntr on N44°58'20.00" E27°05'00.00". (01 NOV 2001)	To FL 130	By NOTAM	VMC-IMC	By NOTAM
LRD67	PADUREA SPATARU Cir rad 6.00 NM cntr on N45°05'20.00" E26°46'20.00". (01 NOV 2001)	To FL 130	By NOTAM	VMC-IMC	By NOTAM
LRD68	PADUREA FRASIN Cir rad 6.00 NM cntr on N45°06'10.00" E26°49'15.00". (01 NOV 2001)	To FL 130	By NOTAM	VMC-IMC	By NOTAM
LRD69	SMEENI Cir rad 6.00 NM cntr on N44°59'40.00" E26°52'00.00". (01 NOV 2001)	To FL 130	By NOTAM	VMC-IMC	By NOTAM
LRD100	BUCURESTI/CLINCENI Cir rad 6.00 NM cntr on N44°18'00.00" E25°56'00.00". ①By ATC (30 NOV 2000)	To ①	Cont	VMC-IMC	
LRD101	PLOIESTI/STREJNIC Cir rad 5.00 NM cntr on N44°55'00.00" E25°58'00.00". (10 AUG 2000)	To 4000'	SR-SS	VMC-IMC	
LRD102	BRASOV/GHIMBAV SANPETRU Cir rad 8.00 NM cntr on N45°46'00.00" E25°39'00.00". (10 AUG 2000)	To 3300'	SR-SS	VMC-IMC	

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
			RUSSIA		
URR70		To 3000′ AGL	By NOTAM	VFR-IFR	
	Cir rad 1.1 NM cntr on N48°51.7′00.00″ E44°51.4′00.00″.				
UHP131		To FL 197	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N68°03'00.00" E166°24'00.00". (15 MAY 2003)				
UHP132		Unltd	H24	VFR-IFR	
	N57°57'00.00" E161°25'00.00" to N57°57'00.00" E161°56'00.00" to N57°36'00.00" E162°03'00.00" to N57°30'00.00" E162°35'00.00" to N57°10'00.00" E162°30'00.00" to N57°00'00.00" E162°13'00.00" to N56°51'00.00" E161°56'00.00" to N56°41'00.00" E161°20'00.00" to N56°48'00.00" E160°58'00.00" to N56°57'00.00" E161°00'00.00" to N57°20'00.00" E161°15'00.00" to N57°38'00.00" E160°58'00.00" to N57°52'00.00" E161°23'00.00" to beginning. (15 MAY 2003)				
UHP133		Unltd	H24	VFR-IFR	
	N51°53'00.00" E128°15'00.00" to N51°53'00.00" E128°20'00.00" to N51°50'06.00" E128°22'00.00" to N51°47'00.00" E128°20'00.00" to N51°45'42.00" E128°07'48.00" to beginning. Rocket Luanching (12 JUN 2003)				
UHD141		Unltd	By NOTAM	VFR-IFR	
	N81°30'00.00" E79°00'00.00" to N73°00'00.00" E178°30'00.00" to N71°50'00.00" E177°00'00.00" to N80°00'00.00" E88°00'00.00" to beginning. (15 MAY 2003)				
UHR141		To 6600' AGL	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N42°55'00.00" E132°32'00.00". (15 MAY 2003)				
UHD142		Unltd	By NOTAM	VFR-IFR	
	Cir rad 64.80 NM cntr on N73°09'00.00" E176°58'00.00". (15 MAY 2003)				
UHR142		To FL 099	H24	VFR-IFR	
	Cir rad 5.40 NM cntr on N44°30'00.00" E133°28'00.00". (15 MAY 2003)				
UHD143		Unltd	By NOTAM	VFR-IFR	
	N58°53'00.00" E157°50'00.00" to N58°36'00.00" E162°15'00.00" to N56°46'00.00" E163°01'00.00" to N56°08'00.00" E160°48'00.00" to beginning. (15 MAY 2003)				
UHR143		To FL 128	H24	VFR-IFR	
	Cir rad 0.81 NM cntr on N44°32'12.00" E132°37'30.00". (15 MAY 2003)				
UHD144		Unltd	By NOTAM	VFR-IFR	
	Cir rad 40.50 NM cntr on N83°00'00.00" E179°45'00.00". (15 MAY 2003)				
UHR144		To 3000' AGL	H24	VFR-IFR	
	N43°49'00.00" E131°56'00.00" to N43°49'00.00" E131°59'00.00" to N43°48'00.00" E132°00'00.00" to N43°47'30.00" E132°00'00.00" to N43°47'00.00" E131°57'00.00" to N43°46'00.00" E131°57'00.00" to N43°47'00.00" E131°55'00.00" to beginning. (15 MAY 2003)				
UHD145		Unltd	By NOTAM	VFR-IFR	
	N53°37'52.46" E127°46'20.70" to N53°20'57.75" E127°51'16.33" then CW along the arc of a cir rad 6.50 NM cntr on N53°19'50.61" E127°40'35.45" to N53°18'42.51" E127°29'55.14" to N53°35'37.23" E127°24'50.99" then CW along the arc of a cir rad 6.50 NM cntr on N53°36'45.33" E127°35'35.56" to beginning. (11 JUL 2002)				
UHR145		To FL 128	H24	VFR-IFR	
	Cir rad 2.20 NM cntr on N50°14'00.00" E136°36'12.00". (15 MAY 2003)				
UHD146		Unltd	By NOTAM	VFR-IFR	
	N54°51'52.74" E127°36'35.25" to N54°43'39.33" E127°38'36.95" then CW along the arc of a cir rad 14.80 NM cntr on N54°38'38.53" E127°14'37.74" to N54°36'02.01" E126°49'34.13" to N54°46'44.51" E126°46'11.60" then CW along the arc of a cir rad 14.80 NM cntr on N54°49'21.44" E127°11'21.83" to beginning. (11 JUL 2002)				
UHD147		Unltd	By NOTAM	VFR-IFR	
	N62°11'04.03" E123°56'55.85" to N61°24'01.68" E124°20'55.83" then CW along the arc of a cir rad 10.80 NM cntr on N61°21'28.20" E123°59'07.50" to N61°18'51.23" E123°37'22.76" to N62°05'53.61" E123°12'15.48" then CW along the arc of a cir rad 10.80 NM cntr on N62°08'30.62" E123°34'33.76" to beginning. (11 JUL 2002)				
UHR147		To FL 128	H24	VFR-IFR	
	N50°10'00.00" E129°27'00.00" to N50°09'00.00" E129°28'00.00" to N50°08'30.00" E129°28'00.00" to N50°09'00.00" E129°26'00.00" to beginning. (15 MAY 2003)				
UHD148		FL 132 to FL 398	By NOTAM	VFR-IFR	
	N42°20'00.00" E132°20'00.00" to N42°20'00.00" E133°10'00.00" to N42°00'00.00" E133°10'00.00" to N42°00'00.00" E132°20'00.00" to beginning. (12 JUN 2003)				
UHR148		To FL 128	H24	VFR-IFR	
	N50°48'00.00" E128°15'00.00" to N50°48'00.00" E128°17'00.00" to N50°46'00.00" E128°17'00.00" to N50°46'00.00" E128°15'00.00" to beginning. (15 MAY 2003)				
UHD149		To FL 985	By NOTAM	VFR-IFR	
	N49°20'00.00" E140°45'00.00" to N49°30'00.00" E140°00'00.00" to N52°10'00.00" E141°20'00.00" to N52°00'00.00" E142°20'00.00" to beginning. (15 MAY 2003)				
UHR149		To FL 040	H24	VFR-IFR	
	Cir rad 0.43 NM cntr on N48°30'00.00" E135°05'00.00". (15 MAY 2003)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
UHD150		To FL 397	By NOTAM	VFR-IFR	
	N42°56'00.00" E134°00'00.00" to N41°59'00.00" E134°00'00.00" to N41°57'00.00" E132°00'00.00" to N42°20'00.00" E131°33'00.00" to beginning. (15 MAY 2003)				
UHR150		To FL 040	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N49°32'00.00" E135°00'00.00". (15 MAY 2003)				
UHD151		1000' AGL to FL 398	By NOTAM	VFR-IFR	
	N52°01'00.00" E141°28'00.00" to N51°52'00.00" E142°10'00.00" to N51°01'00.00" E141°42'00.00" to N51°10'00.00" E141°01'00.00" to beginning. (15 MAY 2003)				
UHR151		To FL 197	H24	VFR-IFR	
	N50°01'18.00" E136°25'30.00" to N50°01'18.00" E136°28'00.00" to N50°00'00.00" E136°28'00.00" to beginning. (15 MAY 2003)				
UHR152		To FL 197	H24	VFR-IFR	
	Cir rad 8.10 NM cntr on N63°04'00.00" E179°05'00.00". (15 MAY 2003)				
UHR153		To FL 128	H24	VFR-IFR	
	N47°11'30.00" E142°46'00.00" to N47°11'30.00" E142°46'30.00" to N47°11'00.00" E142°46'30.00" to N47°11'00.00" E142°46'00.00" to beginning. (15 MAY 2003)				
UHR154		To FL 128	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N53°16'00.00" E158°15'00.00". (15 MAY 2003)				
UIP111		To FL 197	H24	VFR-IFR	
	N52°29'00.00" E103°53'00.00" to N52°27'00.00" E103°54'00.00" to N52°27'00.00" E103°53'00.00" to N52°28'00.00" E103°50'00.00" to beginning. (15 MAY 2003)				
UIR126		To FL 329	H24	VFR-IFR	
	Cir rad 0.81 NM cntr on N51°00'00.00" E115°14'00.00". (15 MAY 2003)				
UIR127		To FL 266	H24	VFR-IFR	
	N53°30'00.00" E102°31'00.00" to N53°30'00.00" E102°37'00.00" to N53°24'00.00" E102°42'00.00" to N53°24'00.00" E102°31'00.00" to beginning. (15 MAY 2003)				
UIR128		Unltd	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N51°29'00.00" E113°03'00.00". (15 MAY 2003)				
UIR129		Unltd	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N52°55'00.00" E103°27'42.00". (15 MAY 2003)				
UID131		Unltd	By NOTAM	VFR-IFR	
	Cir rad 64.80 NM cntr on N53°00'00.00" E114°45'00.00". (15 MAY 2003)				
ULD1		Unltd	By NOTAM	VFR-IFR	
	N66°25'00.00" E42°20'00.00" to N66°25'00.00" E43°40'00.00" to N65°40'00.00" E43°20'00.00" to N65°40'00.00" E42°00'00.00" to beginning. (15 MAY 2003)				
ULR1		To 3000' AGL	H24	VFR-IFR	
	Cir rad 1.10 NM cntr on N59°56'00.00" E29°32'30.00". (15 MAY 2003)				
ULP1		Unltd	H24	VFR-IFR	
	N59°59'00.00" E30°20'30.00" to N59°58'00.00" E30°25'42.00" to N59°51'00.00" E30°30'00.00" to N59°51'18.00" E30°14'30.00" to beginning. (15 MAY 2003)				
ULD2		Unltd	By NOTAM		
	N68°10'00.00" E44°00'00.00" to N68°10'00.00" E45°30'00.00" to N67°05'00.00" E44°20'00.00" to N67°05'00.00" E43°00'00.00" to beginning. (15 MAY 2003)				
ULR2		To 3000' AGL	H24	VFR-IFR	
	N61°22'00.00" E31°20'00.00" to N61°18'00.00" E30°52'00.00" to N61°18'00.00" E30°51'00.00" to N61°25'00.00" E31°07'00.00" to beginning. (15 MAY 2003)				
ULP2		To FL 158	H24	VFR-IFR	
	N58°00'00.00" E33°15'00.00" to N58°02'00.00" E33°16'00.00" to N58°04'00.00" E33°23'00.00" to N58°00'00.00" E33°26'00.00" to N57°55'00.00" E33°20'00.00" to beginning. (15 MAY 2003)				
ULD3		Unltd	By NOTAM		
	N76°20'00.00" E59°20'00.00" to N76°00'00.00" E61°40'00.00" to N74°55'00.00" E58°20'00.00" to N75°20'00.00" E56°20'00.00" to beginning. (15 MAY 2003)				
ULR3		To 2000' AGL	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N59°32'00.00" E29°55'00.00". (15 MAY 2003)				
ULP3		Unltd	H24	VFR-IFR	
	N63°16'00.00" E41°23'00.00" to N62°52'00.00" E42°02'00.00" to N62°40'00.00" E41°22'00.00" to N62°29'00.00" E40°25'00.00" to N62°40'00.00" E39°42'00.00" to N62°48'00.00" E39°32'00.00" to N62°57'00.00" E40°18'00.00" to beginning. Flights permitted west of longitude E39° 55' at FL157 and above. (15 MAY 2003)				
ULD4		Unltd	By NOTAM		
	N64°02'00.00" E42°00'00.00" to N64°02'00.00" E43°20'00.00" to N63°00'00.00" E43°20'00.00" to N63°00'00.00" E42°00'00.00" to beginning. (15 MAY 2003)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
ULR4		To FL 197	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N59°35'00.00" E30°07'00.00". (15 MAY 2003)				
ULP4		To FL 197	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N59°21'00.00" E28°11'00.00". (15 MAY 2003)				
ULD5		Unltd	By NOTAM	VFR-IFR	
	N65°28'00.00" E44°45'00.00" to N65°10'00.00" E45°23'00.00" to N64°32'00.00" E44°10'00.00" to N64°42'00.00" E43°30'00.00" to beginning. (15 MAY 2003)				
ULR5		To FL 397	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N58°51'00.00" E40°13'00.00". (15 MAY 2003)				
ULP5		To FL 197	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N67°28'00.00" E32°25'00.00". (15 MAY 2003)				
ULD6		Unltd	By NOTAM	VFR-IFR	
	N64°40'00.00" E43°15'00.00" to N64°40'00.00" E44°00'00.00" to N64°00'00.00" E44°00'00.00" to N64°00'00.00" E42°45'00.00" to beginning. (15 MAY 2003)				
ULR6		To 1700' AGL	H24	VFR-IFR	
	N57°51'00.00" E28°13'00.00" to N57°51'00.00" E27°58'00.00" to N58°05'00.00" E27°39'00.00" to N58°25'00.00" E27°33'00.00" to N58°38'00.00" E28°08'00.00" to N58°20'00.00" E28°12'00.00" to N58°05'00.00" E28°13'00.00" to beginning. (15 MAY 03)				
ULP6		To FL 197	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N61°05'00.00" E28°54'00.00". (15 MAY 2003)				
ULD7		Unltd	By NOTAM	VFR-IFR	
	N66°00'00.00" E46°00'00.00" to N65°35'00.00" E46°20'00.00" to N65°11'00.00" E45°37'00.00" to N65°25'00.00" E44°54'00.00" to beginning. (15 MAY 2003)				
ULR7		To 1640' AGL	H24	VFR-IFR	
	Cir rad 5.40 NM cntr on N57°42'00.00" E27°50'00.00". (15 MAY 2003)				
ULP7		To FL 197	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N60°55'00.00" E34°13'00.00". (15 MAY 2003)				
ULD8		Unltd	By NOTAM	VFR-IFR	
	N66°48'00.00" E47°18'00.00" to N66°35'00.00" E47°59'00.00" to N66°05'00.00" E47°00'00.00" to N66°19'00.00" E46°20'00.00" to beginning. (15 MAY 2003)				
ULR8		To FL 033	H24	VFR-IFR	
	Cir rad 4.30 NM cntr on N62°04'00.00" E35°13'00.00". (15 MAY 2003)				
ULP8		To FL 197	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N59°50'00.00" E29°02'00.00". (15 MAY 2003)				
ULD9		Unltd	By NOTAM	VFR-IFR	
	N66°20'00.00" E45°30'00.00" to N66°10'00.00" E46°15'00.00" to N65°40'00.00" E45°40'00.00" to N65°50'00.00" E44°50'00.00" to beginning. (15 MAY 2003)				
ULR9		To FL 263	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N59°59'30.00" E29°46'42.00". (15 MAY 2003)				
ULP9		To FL 066	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N68°37'00.00" E31°46'00.00". (15 MAY 2003)				
ULD10		Unltd	By NOTAM	VFR-IFR	
	N67°07'00.00" E48°55'00.00" to N66°48'00.00" E49°56'00.00" to N66°07'00.00" E48°40'00.00" to N66°38'00.00" E47°47'00.00" to beginning. (15 MAY 2003)				
ULR10		To FL 033	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N59°06'03.00" E38°36'48.00". (15 MAY 2003)				
ULD11		Unltd	By NOTAM	VFR-IFR	
	N68°26'00.00" E52°00'00.00" to N68°03'00.00" E52°55'00.00" to N67°27'00.00" E51°08'00.00" to N67°48'00.00" E50°17'00.00" to beginning. (15 MAY 2003)				
ULR11		To 1700' AGL	H24	VFR-IFR	
	N56°57'48.00" E28°34'30.00" to N57°13'30.00" E28°51'30.00" to N57°09'54.00" E29°03'18.00" to N57°04'30.00" E29°05'54.00" to N56°59'30.00" E28°58'24.00" to N56°54'36.00" E28°34'12.00" to beginning. (12 JUN 2003)				
ULD12		Unltd	By NOTAM	VFR-IFR	
	N64°57'00.00" E47°40'00.00" to N64°33'00.00" E48°00'00.00" to N64°16'00.00" E46°26'00.00" to N64°37'00.00" E46°10'00.00" to beginning. (15 MAY 2003)				
ULR12		To FL 030	H24	VFR-IFR	
	N59°53'18.00" E30°39'42.00" to N59°52'54.00" E30°40'48.00" to N59°52'30.00" E30°40'00.00" to N59°53'30.00" E30°39'00.00" to beginning. (15 MAY 2003)				
ULR13		To FL 365	H24	VFR-IFR	
	N72°44'00.00" E51°45'00.00" to N75°11'00.00" E54°55'00.00" to N76°24'00.00" E60°45'00.00" to N75°28'00.00" E63°50'00.00" to N74°15'00.00" E59°45'00.00" to N72°39'00.00" E56°38'00.00" to beginning. (15 MAY 2003)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
ULR14		To FL 089	H24	VFR-IFR	
	Cir rad 1.10 NM cntr on N63°27'00.00" E40°25'00.00". (15 MAY 2003)				
ULR15		To FL 148	H24	VFR-IFR	
	N68°15'12.00" E33°51'00.00" to N68°15'12.00" E33°54'12.00" to N68°13'12.00" E33°54'12.00" to N68°13'12.00" E33°51'00.00" to beginning. (15 MAY 2003)				
ULR16		To 1700' AGL	H24	VFR-IFR	
	N56°20'00.00" E28°15'00.00" to N56°20'00.00" E28°55'00.00" to N55°58'00.00" E28°43'00.00" to N56°09'00.00" E28°10'00.00" to N56°16'00.00" E28°15'00.00" to beginning. (15 MAY 2003)				
ULD17		Unltd	By NOTAM	VFR-IFR	
	N65°23'00.00" E49°52'00.00" to N64°58'00.00" E50°20'00.00" to N64°40'00.00" E48°50'00.00" to N65°04'00.00" E48°21'00.00" to beginning. (15 MAY 2003)				
ULR17		To FL 033	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N57°32'00.00" E29°58'00.00". (15 MAY 2003)				
ULD18		Unltd	By NOTAM	VFR-IFR	
	N70°13'00.00" E45°00'00.00" to N70°00'00.00" E47°40'00.00" to N68°40'00.00" E46°20'00.00" to N69°00'00.00" E44°20'00.00" to beginning. (15 MAY 2003)				
ULR18		To FL 148	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N68°00'00.00" E34°34'00.00". (15 MAY 2003)				
ULD19		Unltd	By NOTAM	VFR-IFR	
	N73°20'00.00" E50°00'00.00" to N72°50'00.00" E52°00'00.00" to N71°10'00.00" E49°20'00.00" to N71°40'00.00" E47°00'00.00" to beginning. (15 MAY 2003)				
ULR19		To FL 033	H24	VFR-IFR	
	N59°09'30.00" E38°47'54.00" to N59°06'06.00" E38°41'12.00" to N59°08'06.00" E38°39'18.00" to N59°09'48.00" E38°42'12.00" to N59°10'18.00" E38°46'12.00" to beginning. (15 MAY 2003)				
ULD20		Unltd	By NOTAM	VFR-IFR	
	N71°00'00.00" E58°00'00.00" to N70°20'00.00" E60°00'00.00" to N69°00'00.00" E55°20'00.00" to N69°25'00.00" E53°25'00.00" to beginning. (15 MAY 2003)				
ULR20		To FL 089	H24	VFR-IFR	
	Cir rad 1.10 NM cntr on N59°34'00.00" E30°46'00.00". (15 MAY 2003)				
ULD21		Unltd	By NOTAM	VFR-IFR	
	N76°40'00.00" E58°00'00.00" to N76°20'00.00" E59°40'00.00" to N75°10'00.00" E56°40'00.00" to N75°30'00.00" E54°00'00.00" to beginning. (15 MAY 2003)				
ULR21		To FL 033	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N59°11'12.00" E38°49'00.00". (15 MAY 2003)				
ULD22		Unltd	By NOTAM	VFR-IFR	
	N70°00'00.00" E42°00'00.00" to N70°00'00.00" E43°20'00.00" to N69°05'00.00" E43°20'00.00" to N69°05'00.00" E42°00'00.00" to beginning. (15 MAY 2003)				
ULR22		To FL 397	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N59°12'00.00" E38°34'00.00". (15 MAY 2003)				
ULD23		Unltd	By NOTAM	VFR-IFR	
	N68°50'00.00" E50°00'00.00" to N68°40'00.00" E50°50'00.00" to N67°40'00.00" E49°10'00.00" to N68°00'00.00" E48°20'00.00" to beginning. (15 MAY 2003)				
ULD24		Unltd	By NOTAM	VFR-IFR	
	N72°50'00.00" E43°40'00.00" to N72°50'00.00" E45°20'00.00" to N72°00'00.00" E45°00'00.00" to N72°00'00.00" E43°30'00.00" to beginning. (15 MAY 2003)				
ULD25		Unltd	By NOTAM	VFR-IFR	
	Cir rad 32.40 NM cntr on N75°21'00.00" E45°07'00.00". (15 MAY 2003)				
ULD26		Unltd	By NOTAM	VFR-IFR	
	Cir rad 32.40 NM cntr on N75°11'00.00" E46°33'00.00". (15 MAY 2003)				
ULD27		Unltd	By NOTAM	VFR-IFR	
	N70°10'00.00" E33°00'00.00" to N70°10'00.00" E34°30'00.00" to N69°27'00.00" E35°00'00.00" to N69°27'00.00" E33°40'00.00" to beginning. (15 MAY 2003)				
ULD28		Unltd	By NOTAM	VFR-IFR	
	N82°15'59.50" E57°14'18.88" to N82°13'51.33" E41°16'50.72" then CW along the arc of a cir rad 18.90 NM cntr on N82°32'39.54" E41°14'25.04" to N82°51'27.72" E41°11'46.67" to N82°53'35.89" E57°09'13.40" then CW along the arc of a cir rad 18.90 NM cntr on N82°34'47.71" E57°11'52.55" to beginning. (15 MAY 2003)				
ULD29		Unltd	By NOTAM		
	N69°27'00.00" E34°08'00.00" to N71°00'00.00" E34°08'00.00" to N70°50'00.00" E37°07'00.00" to N69°18'00.00" E36°18'00.00" to beginning. (15 MAY 2003)				
ULD30		Unltd	By NOTAM		
	N71°00'00.00" E34°08'00.00" to N72°24'00.00" E34°08'00.00" to N72°14'00.00" E34°50'00.00" to N70°50'00.00" E37°07'00.00" to beginning. (15 MAY 2003)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
ULD31		Unltd	By NOTAM		
	N70°50'00.00" E37°07'00.00" to N72°14'00.00" E37°50'00.00" to N72°02'00.00" E41°30'00.00" to N70°41'00.00" E39°00'00.00" to beginning. (15 MAY 2003)				
ULD32		Unltd	By NOTAM		
	N69°18'00.00" E36°18'00.00" to N70°50'00.00" E37°07'00.00" to N70°14'00.00" E39°00'00.00" to N68°51'00.00" E37°40'00.00" to beginning. (15 MAY 2003)				
ULD33		Unltd	By NOTAM		
	N73°20'00.00" E45°00'00.00" to N75°00'00.00" E48°00'00.00" to N75°00'00.00" E51°00'00.00" to N73°00'00.00" E50°00'00.00" to beginning. (15 MAY 2003)				
ULD34		Unltd	By NOTAM		
	N70°10'00.00" E34°18'00.00" to N70°10'00.00" E38°00'00.00" to N69°20'00.00" E38°00'00.00" to N69°20'00.00" E36°00'00.00" to N69°35'00.00" E34°18'00.00" to beginning. (15 MAY 2003)				
ULD35		Unltd	By NOTAM		
	N70°10'00.00" E33°00'00.00" to N70°10'00.00" E34°53'00.00" to N69°53'00.00" E34°53'00.00" to N69°53'00.00" E33°40'00.00" to N69°58'00.00" E33°00'00.00" to beginning. (15 MAY 2003)				
ULD36		Unltd	By NOTAM		
	N69°50'00.00" E33°25'00.00" to N69°55'00.00" E32°40'00.00" to N70°25'00.00" E32°45'00.00" to N70°25'00.00" E34°03'00.00" to beginning. (15 MAY 2003)				
ULD37		Unltd	By NOTAM		
	N68°15'00.00" E47°30'00.00" to N67°50'00.00" E48°30'00.00" to N66°50'00.00" E47°00'00.00" to N67°08'00.00" E45°38'00.00" to beginning. (15 MAY 2003)				
ULD38		Unltd	By NOTAM	VFR-IFR	
	N69°48'00.00" E30°50'00.00" to N70°00'00.00" E31°08'00.00" to N70°10'00.00" E32°05'00.00" to N70°57'00.00" E32°04'00.00" to N71°04'00.00" E33°00'00.00" to N72°20'00.00" E33°08'00.00" to N72°20'00.00" E43°00'00.00" to N71°04'00.00" E43°00'00.00" to N70°57'00.00" E40°44'00.00" to N69°50'00.00" E40°44'00.00" to N69°43'00.00" E41°28'00.00" to N69°28'00.00" E41°28'00.00" to N68°46'00.00" E40°04'00.00" to N68°09'00.00" E40°42'00.00" to beginning. From N67° 56' E40° 12' then along coast to N69° 48' E30° 50'. (15 MAY 2003)				
ULD39		Unltd	By NOTAM	VFR-IFR	
	N70°34'00.00" E55°16'00.00" to N70°23'00.00" E55°15'00.00" to N70°14'00.00" E54°57'00.00" to N70°40'00.00" E52°00'00.00" to N71°10'00.00" E50°40'00.00" to N71°32'00.00" E50°06'00.00" to N71°38'00.00" E50°48'00.00" to beginning. From N71°42' E51° 32' then along coast line to N70° 34' E55°16'. (15 MAY 2003)				
ULD105		Unltd	By NOTAM	VFR-IFR	
	N73°30'00.00" E69°20'00.00" to N72°55'00.00" E70°40'00.00" to N71°40'00.00" E64°20'00.00" to N72°20'00.00" E63°00'00.00" to beginning. (15 MAY 2003)				
ULD106		Unltd	By NOTAM	VFR-IFR	
	N72°35'00.00" E64°40'00.00" to N71°55'00.00" E66°40'00.00" to N71°10'00.00" E62°40'00.00" to N71°50'00.00" E61°00'00.00" to beginning. (15 MAY 2003)				
ULD107		Unltd	By NOTAM	VFR-IFR	
	N71°48'00.00" E66°00'00.00" to N71°03'00.00" E67°00'00.00" to N70°13'00.00" E61°20'00.00" to N70°55'00.00" E60°10'00.00" to beginning. (15 MAY 2003)				
ULD109		Unltd	By NOTAM	VFR-IFR	
	N72°20'00.00" E63°00'00.00" to N71°40'00.00" E65°37'00.00" to N70°10'00.00" E60°00'00.00" to N71°00'00.00" E57°00'00.00" to beginning. (15 MAY 2003)				
UMD171		To FL 591	0900 - 1600Z Wed and Thu OT By NOTAM	VFR-IFR	
	N55°09'00.00" E20°15'00.00" to N55°04'00.00" E20°15'00.00" to N54°57'00.00" E20°06'00.00" to N54°57'00.00" E19°55'00.00" to N54°50'00.00" E19°50'00.00" to N54°46'00.00" E19°50'00.00" to N54°46'00.00" E19°39'00.00" to N54°50'00.00" E19°36'00.00" to N55°02'00.00" E19°40'00.00" to N55°09'00.00" E19°52'00.00" to beginning. (11 JUL 2002)				
UMR171		To 3000' AGL	H24	VMC-IMC	
	Cir rad 1.10 NM cntr on N54°35'00.00" E20°12'12.00". (15 MAY 2003)				
UMD172		To FL 591	-0900 - 1600Z Wed and Thu OT By NOTAM	VFR-IFR	
	N55°29'00.00" E20°15'00.00" to N55°09'00.00" E20°15'00.00" to N55°09'00.00" E19°52'00.00" to N55°05'00.00" E19°40'00.00" to N54°50'00.00" E19°36'00.00" to N54°46'00.00" E19°35'00.00" to N54°50'00.00" E19°20'00.00" to N55°23'00.00" E19°05'00.00" to beginning. (11 JUL 2002)				
UMR172		To 1000' AGL	H24	VMC-IMC	
	Cir rad 0.30 NM cntr on N54°38'36.00" E19°53'48.00". (15 MAY 2003)				
UMD173		To FL 069	-0900 - 1600Z Wed and Thu OT By NOTAM	VFR-IFR	
	N55°45'00.00" E19°18'00.00" to N55°29'00.00" E20°15'00.00" to N55°24'00.00" E19°13'00.00" to N55°37'00.00" E19°08'00.00" to beginning. (11 JUL 2002)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
UMR173		To 1000' AGL	H24	VMC-IMC	
	Cir rad 0.30 NM cntr on N54°38'12.00" E19°56'48.00". (15 MAY 2003)				
UMR174		To 1000' AGL	H24	VMC-IMC	
	Cir rad 0.50 NM cntr on N54°49'54.00" E20°29'24.00". (15 MAY 2003)				
UMR175		To 1000' AGL	H24	VMC-IMC	
	Cir rad 0.50 NM cntr on N54°49'48.00" E20°27'18.00". (15 MAY 2003)				
UNP112		To FL 328	H24	VFR-IFR	
	N56°42'00.00" E85°01'00.00" to N56°30'00.00" E85°02'00.00" to N56°28'00.00" E84°38'00.00" to N56°42'00.00" E84°37'00.00" to beginning. (15 MAY 2003)				
UNP113		To FL 197	H24	VFR-IFR	
	N56°28'00.00" E93°49'00.00" to N56°04'00.00" E93°49'00.00" to N56°10'00.00" E93°13'00.00" to N56°24'00.00" E93°11'00.00" to beginning. (15 MAY 2003)				
UNP114		To FL 328	H24	VFR-IFR	
	N56°12'00.00" E94°42'00.00" to N56°02'00.00" E94°42'00.00" to N56°02'00.00" E94°22'00.00" to N56°12'00.00" E94°22'00.00" to beginning. (15 MAY 2003)				
UND121		Unltd	By NOTAM	VFR-IFR	
	N54°22'00.00" E75°55'00.00" to N54°20'00.00" E76°10'00.00" to N54°15'00.00" E76°10'00.00" From N5415 E07610 then along the state border with Kazakhstan to N5405 E07525. to N54°05'00.00" E75°25'00.00" to beginning. (11 JUL 2002)				
UNR121		To FL 040	H24	VFR-IFR	
	N54°35'48.00" E83°10'54.00" to N54°35'54.00" E83°19'18.00" to N54°31'36.00" E83°20'30.00" to N54°31'36.00" E83°11'48.00" to beginning. (15 MAY 2003)				
UND122		Unltd	By NOTAM	VFR-IFR	
	N58°23'00.00" E75°54'00.00" to N58°01'00.00" E76°30'00.00" to N57°25'00.00" E75°30'00.00" to N57°43'00.00" E74°51'00.00" to beginning. (15 MAY 2003)				
UNR122		To FL 197	H24	VFR-IFR	
	N55°07'12.00" E82°58'42.00" to N55°06'48.00" E83°00'36.00" to N55°04'30.00" E82°59'30.00" to N55°04'48.00" E82°57'24.00" to beginning. (15 MAY 2003)				
UND123		Unltd	By NOTAM	VFR-IFR	
	N56°08'46.95" E78°09'01.34" to N55°54'55.57" E77°39'26.39" then CW along the arc of a cir rad 5.40 NM cntr on N55°59'03.43" E77°33'16.29" to N56°03'10.98" E77°27'04.87" to N56°17'02.34" E77°56'35.36" then CW along the arc of a cir rad 5.40 NM cntr on N56°12'54.80" E78°02'49.02" to beginning. (15 MAY 2003)				
UNR123		To FL 493	1400-0700Z	VFR-IFR	
	N54°59'00.00" E82°24'00.00" to N54°59'00.00" E82°28'00.00" to N54°40'00.00" E82°21'00.00" to N54°41'00.00" E82°16'00.00" to beginning. (15 MAY 2003)				
UND124		Unltd	By NOTAM	VFR-IFR	
	N57°02'22.85" E80°17'51.70" to N56°48'49.01" E79°47'02.29" then CW along the arc of a cir rad 10.80 NM cntr on N56°57'12.14" E79°34'40.35" to N57°05'34.03" E79°22'12.84" to N57°19'07.83" E79°52'53.17" then CW along the arc of a cir rad 10.80 NM cntr on N57°10'45.97" E80°05'25.26" to beginning. (15 MAY 2003)				
UNR124		To 2000' AGL	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N55°10'54.00" E85°58'12.00". (15 MAY 2003)				
UND125		Unltd	By NOTAM	VFR-IFR	
	N56°49'00.00" E79°45'00.00" to N56°47'00.00" E82°20'00.00" to N56°05'00.00" E82°20'00.00" to N55°44'00.00" E79°45'00.00" to beginning. (15 MAY 2003)				
UNR125		To FL 197	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N56°11'06.00" E96°24'00.00". (15 MAY 2003)				
UND126		Unltd	By NOTAM	VFR-IFR	
	N57°58'51.13" E82°03'28.32" to N57°45'52.98" E81°30'58.04" then CW along the arc of a cir rad 10.80 NM cntr on N57°54'29.89" E81°18'49.98" to N58°03'05.62" E81°06'36.10" to N58°16'03.74" E81°38'57.53" then CW along the arc of a cir rad 10.80 NM cntr on N58°07'28.03" E81°51'15.88" to beginning. (15 MAY 2003)				
UND127		Unltd	By NOTAM	VFR-IFR	
	N59°37'58.30" E86°00'26.26" to N58°12'31.38" E82°10'56.21" then CW along the arc of a cir rad 13.50 NM cntr on N58°23'26.02" E81°55'56.29" to N58°34'18.87" E81°40'47.07" to N59°59'45.49" E85°29'00.51" then CW along the arc of a cir rad 13.50 NM cntr on N59°48'52.84" E85°44'48.51" to beginning. (15 MAY 2003)				
UND128		Unltd	By NOTAM	VFR-IFR	
	N51°12'00.00" E84°12'00.00" to N50°47'00.00" E84°12'00.00" to N50°46'00.00" E83°58'00.00" From N5046 E08358 then along the state border with Kazakhstan to N5045 E08229. to N50°45'00.00" E82°29'00.00" to N51°02'00.00" E82°29'00.00" to beginning. (15 MAY 2003)				
UND129		Unltd	By NOTAM	VFR-IFR	
	N51°07'05.00" E89°47'16.22" to N50°58'03.84" E87°30'19.17" then CW along the arc of a cir rad 16.20 NM cntr on N51°14'09.41" E87°27'38.45" to N51°30'14.88" E87°24'55.85" to N51°39'15.99" E89°41'51.84" then CW along the arc of a cir rad 16.20 NM cntr on N51°23'10.55" E89°44'34.98" to beginning. (15 MAY 2003)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
UND130		Unltd	By NOTAM	VFR-IFR	
	N51°09'15.62" E87°49'36.40" to N51°03'37.37" E86°24'03.77" then CW along the arc of a cir rad 10.80 NM cntr on N51°14'21.07" E86°22'16.41" to N51°25'04.73" E86°20'28.21" to N51°30'42.96" E87°46'00.40" then CW along the arc of a cir rad 10.80 NM cntr on N51°19'59.31" E87°47'48.83" to beginning. (15 MAY 2003)				
UOD108		Unltd	By NOTAM	VFR-IFR	
	N74°40'00.00" E80°00'00.00" to N73°57'00.00" E80°00'00.00" to N72°50'00.00" E70°50'00.00" to N73°40'00.00" E69°10'00.00" to beginning. (15 MAY 2003)				
URR61		To FL 066	By NOTAM	VFR-IFR	
	N43°56'00.00" E39°48'12.00" to N43°58'00.00" E39°57'30.00" to N44°05'00.00" E40°08'00.00" to N44°05'30.00" E40°09'18.00" to N44°03'00.00" E40°11'00.00" then along the Belaya river to to N43°56'00.00" E40°31'00.00" to N43°55'48.00" E40°32'00.00" to N43°56'48.00" E40°35'00.00" then along the Urushten river to the junction with the M. Laba river then along the M Laba river to to N43°44'00.00" E40°44'00.00" to N43°39'00.00" E40°49'00.00" to N43°33'18.00" E40°46'48.00" to N43°31'36.00" E40°47'24.00" then along the Damhuri river to to N43°32'18.00" E40°41'30.00" to N43°34'00.00" E40°39'30.00" then along the state border to to N43°37'00.00" E40°25'00.00" to N43°37'00.00" E40°28'12.00" to N43°34'06.00" E40°34'30.00" Then along the Mzymia river to to N43°40'00.00" E40°26'30.00" to N43°40'00.00" E40°13'00.00" to N43°42'00.00" E39°58'30.00" to N43°51'00.00" E39°45'00.00" to beginning. then along the Mzymia river (15 MAY 2003)			
URP61		Unltd	H24	VFR-IFR	
	N50°31'00.00" E46°54'00.00" to N50°27'00.00" E48°08'00.00" to N47°45'00.00" E47°11'00.00" to N47°40'00.00" E46°38'00.00" to N47°37'00.00" E46°16'00.00" to N48°27'00.00" E45°37'00.00" to N48°42'00.00" E45°17'00.00" to N49°40'00.00" E45°24'00.00" to N49°40'00.00" E46°00'00.00" to N50°10'00.00" E46°52'00.00" to beginning. (15 MAY 2003)				
URR62		To FL 066	By NOTAM	VFR-IFR	
	N48°15'18.00" E46°48'00.00" to N48°18'30.00" E46°49'00.00" to N48°18'18.00" E46°56'12.00" to N48°14'00.00" E47°02'00.00" to N48°12'30.00" E47°00'00.00" to N48°09'36.00" E47°02'00.00" to N48°06'36.00" E47°00'00.00" to N48°05'30.00" E46°56'12.00" to N48°06'18.00" E46°50'00.00" to N48°08'30.00" E46°48'00.00" to N48°09'12.00" E46°48'00.00" to N48°10'00.00" E46°50'00.00" to N48°09'00.00" E46°53'00.00" to N48°08'06.00" E46°56'24.00" then along the coast of the Baskunchak lake to to N48°07'48.00" E46°57'00.00" to N48°08'30.00" E46°58'18.00" then along the coastline to the north to to N48°13'24.00" E46°56'24.00" to N48°16'48.00" E46°51'30.00" then along the coastline to to beginning. (15 MAY 2003)			
URP62		To FL 197	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N47°36'00.00" E42°23'00.00". (15 MAY 2003)				
URR63		To FL 066	By NOTAM	VFR-IFR	
	N48°05'12.00" E46°52'30.00" to N48°04'42.00" E46°54'12.00" to N48°03'36.00" E46°55'12.00" to N48°01'12.00" E46°53'48.00" to N48°03'06.00" E46°51'12.00" to beginning. (15 MAY 2003)				
URP63		To FL 197	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N43°50'00.00" E41°35'00.00". (15 MAY 2003)				
URR64		To FL 066	By NOTAM	VFR-IFR	
	N45°28'42.00" E47°49'36.00" to N45°42'36.00" E47°50'36.00" to N45°44'54.00" E47°50'42.00" to N45°46'30.00" E47°50'12.00" to N45°47'48.00" E47°50'36.00" to N45°51'42.00" E47°49'24.00" to N45°51'48.00" E47°50'06.00" to N45°51'54.00" E47°50'48.00" to N45°52'12.00" E47°53'00.00" to N45°52'24.00" E47°53'54.00" to N45°48'00.00" E47°53'36.00" to N45°47'48.00" E47°53'42.00" to N45°47'36.00" E47°53'42.00" to N45°47'18.00" E47°53'36.00" to N45°46'54.00" E47°53'36.00" to N45°46'30.00" E47°53'42.00" to N45°46'06.00" E47°53'42.00" to N45°45'36.00" E47°53'48.00" to N45°45'12.00" E47°53'54.00" to N45°44'42.00" E47°53'54.00" to N45°44'30.00" E47°53'36.00" to N45°43'42.00" E47°54'00.00" to N45°43'24.00" E47°54'54.00" to N45°42'42.00" E47°55'30.00" to N45°42'48.00" E47°55'42.00" to N45°42'18.00" E47°56'24.00" to N45°42'00.00" E47°56'36.00" to N45°42'06.00" E47°56'48.00" to N45°41'54.00" E47°57'00.00" to N45°41'30.00" E47°57'24.00" to N45°38'24.00" E47°55'30.00" to N45°36'30.00" E47°56'06.00" to N45°31'06.00" E47°55'54.00" to N45°28'24.00" E47°58'24.00" to beginning. (15 MAY 2003)			
URP64		To FL 197	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N44°15'00.00" E40°45'00.00". (15 MAY 2003)				
URR65		To FL 066	By NOTAM	VFR-IFR	
	N46°04'24.00" E48°27'30.00" to N46°03'48.00" E48°30'00.00" to N46°03'42.00" E48°30'54.00" to N46°02'48.00" E48°33'42.00" to N46°01'00.00" E48°33'36.00" to N46°00'00.00" E48°34'12.00" to N45°59'48.00" E48°34'18.00" to N45°59'24.00" E48°34'12.00" to N45°57'54.00" E48°34'36.00" to N45°56'54.00" E48°34'00.00" to N45°56'54.00" E48°33'30.00" to N45°56'12.00" E48°32'36.00" to N45°56'00.00" E48°31'12.00" to N45°57'06.00" E48°29'54.00" to N45°58'12.00" E48°29'48.00" to N45°59'12.00" E48°29'30.00" to N46°00'48.00" E48°29'00.00" to N46°02'00.00" E48°26'00.00" to N46°02'36.00" E48°26'36.00" to N46°03'06.00" E48°26'42.00" to beginning. (15 MAY 2003)			

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
URR66		To FL 066	By NOTAM	VFR-IFR	
	N46°16'24.00" E48°53'00.00" to N46°21'48.00" E49°02'54.00" to N46°18'18.00" E49°07'00.00" to N46°15'42.00" E49°06'54.00" to N46°14'18.00" E49°06'36.00" to N46°08'18.00" E49°10'00.00" to N46°08'06.00" E49°08'36.00" to N46°09'00.00" E49°05'48.00" to N46°11'12.00" E49°02'00.00" to N46°11'18.00" E49°00'12.00" to N46°13'00.00" E48°56'30.00" to N46°14'54.00" E48°53'12.00" to beginning. (15 MAY 2003)			
URR67		To FL 040	By NOTAM	VFR-IFR	
	Cir rad 1.60 NM cntr on N43°37'00.00" E39°42'12.00". (15 MAY 2003)				
URR68		To FL 099	By NOTAM	VFR-IFR	
	Cir rad 1.60 NM cntr on N43°52'42.00" E42°45'42.00". (15 MAY 2003)				
URR69		To FL 033	By NOTAM	VFR-IFR	
	N46°55'00.00" E48°05'00.00" to N46°48'18.00" E48°21'18.00" to N46°44'00.00" E48°20'00.00" to N46°45'18.00" E48°06'18.00" to N46°53'36.00" E47°58'18.00" to beginning. (15 MAY 2003)				
URD71		To FL 430	By NOTAM	VFR-IFR	
	N45°32'24.00" E36°55'42.00" to N45°48'36.00" E36°55'42.00" to N45°48'36.00" E37°10'00.00" to N45°27'00.00" E37°10'00.00" to beginning. (11 JUL 2002)				
URD72		To FL 138	By NOTAM	VFR-IFR	
	N44°11'00.00" E36°36'36.00" to N44°31'00.00" E36°40'00.00" to N45°02'18.00" E36°37'18.00" to N45°06'48.00" E36°44'12.00" to N45°04'06.00" E36°57'42.00" to N44°26'00.00" E37°49'42.00" to N44°15'00.00" E37°13'42.00" to beginning. (12 JUN 2003)				
URD73		To FL 430	By NOTAM	VFR-IFR	
	N44°18'00.00" E37°42'00.00" to N44°34'00.00" E37°38'30.00" to N44°20'00.00" E37°56'12.00" to beginning. (11 JUL 2002)				
URD74		To FL 430	By NOTAM	VFR-IFR	
	N43°42'00.00" E38°39'00.00" to N43°47'00.00" E38°48'00.00" to N43°44'12.00" E39°04'00.00" to N43°40'00.00" E39°02'00.00" to beginning. (11 JUL 2002)				
URD75		To FL 430	By NOTAM	VFR-IFR	
	N43°42'00.00" E36°34'00.00" to N45°00'30.00" E36°34'00.00" to N45°06'48.00" E37°14'30.00" to N44°59'00.00" E37°14'30.00" to N43°44'00.00" E37°14'00.00" to beginning. (11 JUL 2002)				
URD76		Unltd	By NOTAM	VFR-IFR	
	Cir rad 54.00 NM cntr on N47°17'00.00" E47°57'00.00". (11 JUL 2002)				
URD77		To FL 197	BY NOTAM	VFR-IFR	
	N44°58'00.00" E47°33'30.00" to N45°06'00.00" E47°33'30.00" to N45°06'00.00" E47°42'00.00" to N44°58'00.00" E47°42'00.00" to beginning. (11 JUL 2002)				
URD78		To FL 197	By NOTAM	VFR-IFR	
	N44°47'54.00" E47°52'36.00" to N44°47'54.00" E48°08'12.00" to N44°40'00.00" E48°08'12.00" to N44°40'00.00" E47°52'36.00" to beginning. (11 JUL 2002)				
URD79		To FL 197	By NOTAM	VFR-IFR	
	N44°36'00.00" E48°15'00.00" to N44°43'00.00" E48°29'00.00" to N44°35'00.00" E48°36'30.00" to N44°28'30.00" E48°24'00.00" to beginning. (11 JUL 2002)				
URD80		To FL 197	By NOTAM	VFR-IFR	
	N43°26'00.00" E47°47'36.00" to N43°26'00.00" E48°01'12.00" to N43°18'00.00" E48°01'12.00" to N43°18'00.00" E47°47'36.00" to beginning. (11 JUL 2002)				
URD81		To FL 197	By NOTAM	VFR-IFR	
	N43°17'00.00" E47°47'36.00" to N43°17'00.00" E48°04'06.00" to N43°07'24.00" E48°04'06.00" to N43°07'24.00" E47°47'36.00" to beginning. (11 JUL 2002)				
USR81		To FL 821	By NOTAM	VFR-IFR	
	N57°53'00.00" E60°05'00.00" to N57°53'00.00" E61°00'00.00" to N57°52'00.00" E61°37'00.00" to N57°52'00.00" E61°37'00.00" to N57°45'00.00" E61°36'00.00" to N57°44'00.00" E61°15'00.00" to N57°44'00.00" E60°38'00.00" to N57°45'00.00" E59°54'00.00" to beginning. (15 MAY 2003)				
USP81		To FL 197	H24	VFR-IFR	
	Cir rad 0.81 NM cntr on N55°16'48.00" E62°44'24.00". (15 MAY 2003)				
USR82		To FL 168	By NOTAM	VFR-IFR	
	N55°35'12.00" E65°15'06.00" to N55°35'18.00" E65°17'00.00" to N55°32'48.00" E65°18'00.00" to N55°32'18.00" E65°15'00.00" to N55°34'24.00" E65°14'54.00" to N55°34'24.00" E65°15'54.00" to beginning. (15 MAY 2003)				
USR83		To FL 187	By NOTAM	VFR-IFR	
	N57°05'00.00" E60°40'30.00" to N57°06'30.00" E60°41'18.00" to N57°07'30.00" E60°39'30.00" to N57°09'18.00" E60°40'12.00" to N57°08'30.00" E60°43'30.00" to N57°09'30.00" E60°46'00.00" to N57°07'30.00" E60°44'30.00" to beginning. (15 MAY 2003)				
USP83		To FL 132	H24	VFR-IFR	
	N58°21'00.00" E48°36'00.00" to N58°21'30.00" E48°46'00.00" to N58°17'30.00" E48°44'00.00" to N58°15'00.00" E48°36'00.00" to beginning. (15 MAY 2003)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
USR84		To FL 178	By NOTAM	VFR-IFR	
	N56°50'24.00" E62°23'30.00" to N56°52'30.00" E62°24'06.00" to N56°52'42.00" E62°23'00.00" to N56°54'18.00" E62°23'00.00" to N56°54'18.00" E62°22'42.00" to N56°58'00.00" E62°24'00.00" to N57°00'06.00" E62°31'00.00" to N56°58'30.00" E62°38'30.00" to N56°54'30.00" E62°40'30.00" to N56°53'06.00" E62°40'06.00" to N56°51'42.00" E62°34'42.00" to N56°49'06.00" E62°33'00.00" to N56°48'42.00" E62°30'48.00" to N56°48'30.00" E62°30'30.00" to beginning. (15 MAY 2003)			
USR85		To 700' AGL	By NOTAM	VFR-IFR	
	N56°45'00.00" E60°31'00.00" to N56°40'00.00" E60°20'00.00" to N56°44'00.00" E60°22'00.00" to N56°46'00.00" E60°25'00.00" to beginning. (15 MAY 2003)				
USR86		To FL 069	By NOTAM	VFR-IFR	
	Cir rad 0.54 NM cntr on N56°07'54.00" E69°33'18.00". (15 MAY 2003)				
USP86		To FL 157	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N58°10'18.00" E52°36'48.00". (15 MAY 2003)				
USR87		To FL 381	Mon-Fri 0300-1200Z++	VFR-IFR	
	N57°18'00.00" E60°54'00.00" to N57°17'00.00" E60°59'00.00" to N57°04'00.00" E60°47'00.00" to N57°04'00.00" E60°41'00.00" to beginning. (15 MAY 2003)				
USP87		To FL 315	H24	VFR-IFR	
	N56°20'00.00" E60°35'00.00" to N56°17'00.00" E60°46'00.00" to N56°12'00.00" E60°51'00.00" to N56°02'00.00" E60°53'00.00" to N55°58'00.00" E60°47'00.00" to N55°58'00.00" E60°35'00.00" to N56°01'00.00" E60°26'00.00" to N56°14'00.00" E60°25'00.00" to beginning. (15 MAY 2003)				
USR88		To FL 037	By NOTAM	VFR-IFR	
	N58°13'18.00" E56°03'30.00" to N58°14'06.00" E56°10'06.00" to N58°12'12.00" E56°11'06.00" to N58°12'48.00" E56°03'30.00" to beginning. (15 MAY 2003)				
USR89		To FL 197	By NOTAM	VFR-IFR	
	N55°06'48.00" E60°30'00.00" to N55°08'30.00" E60°30'42.00" to N55°08'06.00" E60°41'00.00" to N55°07'42.00" E60°42'00.00" to N55°08'00.00" E60°46'00.00" to N55°06'00.00" E60°54'00.00" to N55°00'00.00" E60°46'00.00" to N55°00'00.00" E60°31'00.00" to N55°00'06.00" E60°20'00.00" to N55°02'00.00" E60°21'00.00" to N55°05'30.00" E60°20'00.00" to N55°05'00.00" E60°25'00.00" to beginning. (15 MAY 2003)				
USR90		To FL 069	By NOTAM	VFR-IFR	
	N56°08'00.00" E63°48'42.00" to N56°07'18.00" E63°47'54.00" to N56°07'48.00" E63°47'00.00" to N56°08'18.00" E63°47'36.00" to beginning. (15 MAY 2003)				
USP90		To FL 328	H24	VFR-IFR	
	N55°58'00.00" E60°35'00.00" to N55°58'00.00" E60°47'00.00" to N55°56'00.00" E61°07'00.00" to N55°42'00.00" E61°23'00.00" to N55°31'00.00" E61°12'00.00" to N55°30'00.00" E60°54'00.00" to N55°32'00.00" E60°12'00.00" to N55°48'00.00" E60°12'00.00" to beginning. Flights are allowed within area limited by points (N55° 56' E61° 07') to (N55° 42' E61° 23') to (N55° 31' E61 12') to (N55° 56' E61° 07') at FL050-098 and FL178-380 through prohibited area USP90. (15 MAY 2003)				
USR91		To 700' AGL	By NOTAM	VFR-IFR	
	Cir rad 1.60 NM cntr on N55°12'36.00" E61°13'30.00". (15 MAY 2003)				
USP91		To FL 328	H24	VFR-IFR	
	N58°45'00.00" E59°35'00.00" to N58°45'00.00" E59°50'00.00" to N58°35'00.00" E59°50'00.00" to N58°35'00.00" E59°35'00.00" to beginning. (15 MAY 2003)				
USR92		To FL 128	By NOTAM	VFR-IFR	
	N59°43'00.00" E48°23'00.00" to N59°35'00.00" E48°50'00.00" to N59°30'00.00" E50°01'00.00" to N59°03'00.00" E50°07'00.00" to N58°59'00.00" E49°52'00.00" to N58°58'00.00" E48°28'00.00" to beginning. (15 MAY 2003)				
USP92		To FL 197	H24	VFR-IFR	
	N54°50'00.00" E58°17'00.00" to N54°50'00.00" E58°33'00.00" to N54°43'00.00" E58°33'00.00" to N54°43'00.00" E58°17'00.00" to beginning. (15 MAY 2003)				
USR93		To FL 030	By NOTAM	VFR-IFR	
	N57°04'00.00" E65°55'06.00" to N57°04'00.00" E65°43'36.00" to N57°04'54.00" E65°42'18.00" to N57°05'48.00" E65°42'18.00" to N57°05'30.00" E65°42'48.00" to N57°05'42.00" E65°45'06.00" to N57°05'48.00" E65°48'48.00" to N57°05'42.00" E65°51'42.00" to N57°06'24.00" E65°55'42.00" to beginning. (15 MAY 2003)				
USP93		To FL 328	H24	VFR-IFR	
	N57°23'00.00" E60°07'00.00" to N57°15'00.00" E60°16'00.00" to N57°10'00.00" E60°06'00.00" to N57°18'00.00" E59°53'00.00" to beginning. (15 MAY 2003)				
USP94		To FL 196	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N56°51'00.00" E61°19'00.00". (15 MAY 2003)				
USP97		To FL 049	H24	VFR-IFR	
	N58°33'00.00" E49°58'00.00" to N58°33'00.00" E50°00'00.00" to N58°31'00.00" E50°00'00.00" to N58°31'00.00" E49°58'00.00" to beginning. (15 MAY 2003)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
USD101		Unltd	By NOTAM	VFR-IFR	
	N73°50'00.00" E73°20'00.00" to N73°16'00.00" E73°20'00.00" to N72°25'00.00" E67°00'00.00" to N72°53'00.00" E66°20'00.00" to beginning. (15 MAY 2003)				
USD102		Unltd	By NOTAM	VFR-IFR	
	N72°00'00.00" E72°37'00.00" to N71°32'00.00" E72°50'00.00" to N71°02'00.00" E69°15'00.00" to N71°46'00.00" E68°23'00.00" to beginning. (11 JUL 2002)				
USD103		Unltd	By NOTAM	VFR-IFR	
	N67°30'00.00" E68°40'00.00" to N67°25'00.00" E72°00'00.00" to N66°50'00.00" E72°00'00.00" to N66°45'00.00" E68°44'00.00" to beginning. (15 MAY 03)				
USD104		Unltd	By NOTAM	VFR-IFR	
	N59°20'00.00" E69°45'00.00" to N58°40'00.00" E72°00'00.00" to N58°00'00.00" E71°20'00.00" to N58°40'00.00" E69°00'00.00" to beginning. (15 MAY 03)				
UUD13		Unltd	By NOTAM	VFR-IFR	
	N66°00'00.00" E54°05'00.00" to N65°39'00.00" E54°05'00.00" to N65°23'00.00" E52°50'00.00" to N65°49'00.00" E52°27'00.00" to beginning. (11 JUL 2002)				
UUD14		Unltd	By NOTAM	VFR-IFR	
	N65°34'00.00" E56°13'00.00" to N65°00'00.00" E56°30'00.00" to N64°50'00.00" E54°37'00.00" to N65°24'00.00" E54°22'00.00" to beginning. Ellipse major axis 077, 43.2 NM by 29.2 NM, cntr on 65 14N 55 21E. (11 JUL 2002)				
UUD15		Unltd	By NOTAM	VFR-IFR	
	N62°55'00.00" E47°00'00.00" to N62°45'00.00" E48°45'00.00" to N62°25'00.00" E48°45'00.00" to N62°30'00.00" E47°00'00.00" to beginning. (12 JUN 2003)				
UUD16		Unltd	By NOTAM	VFR-IFR	
	N62°34'00.00" E51°27'00.00" to N62°24'00.00" E52°35'00.00" to N62°02'00.00" E52°19'00.00" to N62°11'00.00" E51°11'00.00" to beginning. (12 JUN 2003)				
UUR31		To FL 098	H24	VFR-IFR	
	Cir rad 3.20 NM cntr on N50°35'00.00" E35°46'00.00". (12 JUN 2003)				
UUP31		Unltd	H24	VFR-IFR	
	N56°25'00.00" E38°26'00.00" to N56°16'00.00" E38°33'00.00" to N56°08'12.00" E38°21'24.00" to N56°05'30.00" E38°14'00.00" to N56°07'12.00" E38°05'18.00" to N56°14'00.00" E38°17'00.00" to N56°16'30.00" E38°13'00.00" to N56°20'00.00" E38°11'00.00" to N56°21'00.00" E38°07'00.00" to N56°23'00.00" E38°06'30.00" to beginning. (15 MAY 2003)				
UUR32		To FL 147	H24	VFR-IFR	
	Cir rad 1.90 NM cntr on N57°27'00.00" E40°18'00.00". (12 JUN 2003)				
UUP32		To FL 128	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N54°44'30.00" E37°13'24.00". (15 MAY 2003)				
UUR33		To FL 033	H24	VFR-IFR	
	Cir rad 0.50 NM cntr on N57°55'00.00" E35°28'30.00". (12 JUN 2003)				
UUP33		Unltd	H24	VFR-IFR	
	N55°54'18.00" E37°33'36.00" to N55°53'06.00" E37°42'42.00" to N55°49'24.00" E37°50'00.00" to N55°45'36.00" E37°50'18.00" to N55°41'12.00" E37°49'18.00" to N55°39'30.00" E37°50'00.00" to N55°36'12.00" E37°44'48.00" to N55°34'36.00" E37°40'36.00" to N55°34'48.00" E37°37'42.00" to N55°35'00.00" E37°34'00.00" to N55°36'42.00" E37°29'36.00" to N55°39'00.00" E37°27'30.00" to N55°44'12.00" E37°22'24.00" to N55°46'54.00" E37°22'30.00" to N55°50'00.00" E37°24'30.00" to N55°51'30.00" E37°24'24.00" to beginning. Flights allowed within area limited by points (N55°39.5' E37°50.0') to (N55 36.2' E37 44.8') to (N55 34.6' E37 40.6') to (N55 34.8' E37 37.7') to (N55 39.5' E37 50.0') at altitudes of FL39 and above. To carry out approach for landing at Moscow/Vnukovo airport with landing of 240° it is allowed to fly within area limited by points (N55° 39.0' E37° 27.5') to (N55° 39.0' E37° 31.0') to (N55° 35.0' E37° 34.0'0 to (N55° 36.7' E37° 29.6') to (N55° 39.0' E37° 27.5') at heights of 400m (1312') and above. (15 MAY 2003)				
UUR34		To 1700' AGL	H24	VFR-IFR	
	N51°26'00.00" E41°58'00.00" to N51°24'00.00" E42°00'00.00" to N51°19'12.00" E41°55'30.00" to N51°21'30.00" E41°52'00.00" to beginning. (12 JUN 2003)				
UUP34		Unltd	H24	VFR-IFR	
	N55°25'00.00" E36°40'30.00" to N55°24'30.00" E36°48'30.00" to N55°22'30.00" E36°48'30.00" to N55°20'30.00" E36°42'30.00" to N55°23'30.00" E36°40'30.00" to beginning. (15 MAY 2003)				
UUR35		To FL 068	H24	VFR-IFR	
	N52°33'12.00" E34°00'36.00" to N52°33'24.00" E34°06'30.00" to N52°29'12.00" E34°06'54.00" to N52°28'06.00" E34°06'30.00" to N52°28'00.00" E33°53'12.00" to N52°25'42.00" E33°53'36.00" to N52°25'42.00" E33°49'36.00" to N52°28'42.00" E33°48'30.00" to N52°29'06.00" E33°50'30.00" to N52°31'30.00" E33°58'06.00" to beginning. (12 JUN 2003)				
UUP35		Unltd	H24	VFR-IFR	
	N55°11'00.00" E43°12'00.00" to N55°09'00.00" E43°26'00.00" to N55°04'00.00" E43°41'00.00" to N54°52'00.00" E43°48'00.00" to N54°43'00.00" E43°26'00.00" to N54°41'00.00" E43°06'00.00" to N54°41'00.00" E43°01'00.00" to N54°52'00.00" E42°59'00.00" to N54°58'00.00" E43°00'00.00" to beginning. (15 MAY 2003)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
UUR36		To FL 196	H24	VFR-IFR	
	N58°27'00.00" E41°31'30.00" to N58°27'00.00" E41°35'00.00" to N58°25'00.00" E41°35'00.00" to N58°25'00.00" E41°31'30.00" to beginning. (12 JUN 2003)				
UUP36		To FL 197	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N51°39'00.00" E35°06'00.00". (15 MAY 2003)				
UUR37		To FL 098	H24	VFR-IFR	
	Cir rad 1.30 NM cntr on N56°15'42.00" E43°15'30.00". (12 JUN 2003)				
UUP37		To FL 197	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N51°18'00.00" E39°13'00.00". (15 MAY 2003)				
UUR38		To FL 098	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N56°40'00.00" E43°24'00.00". (12 JUN 2003)				
UUP38		To FL 197	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N54°09'00.00" E33°19'00.00". (15 MAY 2003)				
UUR39		To 1000' AGL	H24	VFR-IFR	
	Cir rad 1.10 NM cntr on N53°17'00.00" E38°06'00.00". (12 JUN 2003)				
UUP39		To FL 197	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N55°04'00.00" E36°35'00.00". (15 MAY 2003)				
UUD40		To FL 059	By NOTAM	VFR-IFR	
	N68°23'30.00" E64°00'00.00" to N68°21'36.00" E65°14'00.00" to N67°59'48.00" E65°10'30.00" to N68°00'00.00" E65°06'18.00" to N67°49'30.00" E65°05'18.00" to N67°49'54.00" E64°23'36.00" to N68°01'12.00" E64°24'18.00" to N68°01'48.00" E64°00'00.00" to beginning. (11 JUL 2002)				
UUR40		To FL 098	H24	VFR-IFR	
	Cir rad 3.20 NM cntr on N55°27'00.00" E35°43'00.00". (12 JUN 2003)				
UUP40		To FL 020	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N51°17'00.00" E39°11'00.00". (15 MAY 2003)				
UUP41		To FL 196	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N51°33'00.00" E39°09'00.00". (15 MAY 2003)				
UUR42		To FL 098	H24	VFR-IFR	
	N55°30'00.00" E36°00'00.00" to N55°30'00.00" E36°05'00.00" to N55°28'00.00" E36°05'00.00" to N55°28'00.00" E36°00'00.00" to beginning. (12 JUN 2003)				
UUP42		To FL 180	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N57°54'00.00" E35°06'00.00". (15 MAY 2003)				
UUR43		To FL 049	H24	VFR-IFR	
	Cir rad 0.50 NM cntr on N54°05'00.00" E38°12'00.00". (12 JUN 2003)				
UUP43		To FL 020	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N55°43'18.00" E37°07'30.00". (15 MAY 2003)				
UUR44		To FL 196	H24	VFR-IFR	
	N55°48'12.00" E37°27'00.00" to N55°48'18.00" E37°28'24.00" to N55°47'54.00" E37°29'00.00" to N55°47'30.00" E37°29'00.00" to N55°47'30.00" E37°26'54.00" to beginning. (12 JUN 2003)				
UUP44		To FL 098	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N56°30'36.00" E36°15'00.00". (15 MAY 2003)				
UUR45		To FL 098	H24	VFR-IFR	
	Cir rad 3.50 NM cntr on N53°33'00.00" E33°57'00.00". (12 JUN 2003)				
UUP45		To FL 029	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N55°02'30.00" E36°56'00.00". (12 JUN 2003)				
UUR46		To FL 098	H24	VFR-IFR	
	Cir rad 0.80 NM cntr on N54°25'00.00" E32°20'00.00". (12 JUN 2003)				
UUR47		To FL 098	H24	VFR-IFR	
	Cir rad 1.30 NM cntr on N54°16'00.00" E34°28'00.00". (12 JUN 2003)				
UUR48		To FL 049	H24	VFR-IFR	
	N55°47'00.00" E38°28'00.00" to N55°47'00.00" E38°30'00.00" to N55°46'00.00" E38°30'00.00" to N55°46'00.00" E38°28'00.00" to beginning. (12 JUN 2003)				
UUR49		To FL 098	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N57°37'00.00" E39°45'00.00". (12 JUN 2003)				
UUR50		To FL 721	By NOTAM	VFR-IFR	
	N56°37'00.00" E43°00'00.00" to N56°34'00.00" E43°07'06.00" to N56°25'00.00" E43°20'06.00" to N56°17'00.00" E43°22'06.00" to beginning. (12 JUN 2003)				
UUR51		To FL 033	H24	VFR-IFR	
	Cir rad 0.40 NM cntr on N51°42'30.00" E36°17'00.00". (12 JUN 2003)				
UUR52		To FL 033	H24	VFR-IFR	
	Cir rad 0.50 NM cntr on N55°52'00.00" E39°07'18.00". (12 JUN 2003)				
UUR53		To FL 049	H24	VFR-IFR	
	Cir rad 0.80 NM cntr on N57°43'48.00" E33°58'48.00". (12 JUN 2003)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
UUR54		To FL 033	H24	VFR-IFR	
	Cir rad 0.40 NM cntr on N56°16'00.00" E34°18'00.00". (12 JUN 2003)				
UUR55		To FL 049	H24	VFR-IFR	
	Cir rad 0.80 NM cntr on N55°51'12.00" E37°42'30.00". (12 JUN 2003)				
UUR56		To FL 049	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N54°32'00.00" E36°19'00.00". (12 JUN 2003)				
UUR57		To FL 033	H24	VFR-IFR	
	Cir rad 0.40 NM cntr on N54°55'48.00" E37°29'12.00". (12 JUN 2003)				
UUR58		To FL 049	H24	VFR-IFR	
	Cir rad 1.30 NM cntr on N54°56'18.00" E38°31'00.00". (12 JUN 2003)				
UUR59		To FL 049	H24	VFR-IFR	
	Cir rad 0.80 NM cntr on N53°13'12.00" E34°23'30.00". (12 JUN 2003)				
UUR60		To FL 033	H24	VFR-IFR	
	Cir rad 0.30 NM cntr on N57°57'18.00" E38°25'30.00". (12 JUN 2003)				
UUR231		To FL 049	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N52°21'30.00" E39°50'48.00". (12 JUN 2003)				
UUR232		To FL 049	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N56°20'54.00" E31°30'18.00". (12 JUN 2003)				
UUR233		To FL 049	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N56°09'18.00" E41°28'12.00". (12 JUN 2003)				
UUR234		To FL 049	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N57°29'00.00" E33°01'36.00". (12 JUN 2003)				
UUR235		To FL 049	H24	VFR-IFR	
	Cir rad 1.10 NM cntr on N55°01'06.00" E38°35'18.00". (12 JUN 2003)				
UUR236		To FL 049	H24	VFR-IFR	
	Cir rad 2.20 NM cntr on N56°15'24.00" E43°15'18.00". (12 JUN 2003)				
UUR237		To FL 049	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N57°20'54.00" E33°30'54.00". (12 JUN 2003)				
UUR238		To FL 049	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N56°21'36.00" E31°38'48.00". (12 JUN 2003)				
UUR239		To FL 033	H24	VFR-IFR	
	Cir rad 0.50 NM cntr on N57°39'12.00" E39°48'24.00". (12 JUN 2003)				
UUR240		To FL 033	H24	VFR-IFR	
	Cir rad 0.50 NM cntr on N58°01'12.00" E38°52'54.00". (12 JUN 2003)				
UUR241		To FL 049	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N56°38'06.00" E44°01'54.00". (12 JUN 2003)				
UUR242		To FL 049	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N53°44'24.00" E39°50'18.00". (12 JUN 2003)				
UUR243		To FL 049	H24	VFR-IFR	
	Cir rad 1.10 NM cntr on N55°41'30.00" E41°18'48.00". (12 JUN 2003)				
UUR244		To FL 049	H24	VFR-IFR	
	Cir rad 1.60 NM cntr on N53°08'48.00" E34°54'24.00". (12 JUN 2003)				
UUR245		To FL 049	H24	VFR-IFR	
	Cir rad 1.10 NM cntr on N55°26'06.00" E41°32'12.00". (12 JUN 2003)				
UUR246		To FL 033	H24	VFR-IFR	
	Cir rad 0.50 NM cntr on N54°24'24.00" E39°10'06.00". (12 JUN 2003)				
UUR247		To FL 033	1100-2000Z	VFR-IFR	
	N55°55'00.00" E37°29'00.00" to N55°55'30.00" E37°25'48.00" to N55°57'48.00" E37°35'30.00" to N55°55'30.00" E37°36'36.00" to N55°53'30.00" E37°28'36.00" to beginning. (12 JUN 2003)				
UWP82		To FL 164	H24	VFR-IFR	
	N53°11'00.00" E45°09'00.00" to N53°11'00.00" E45°16'00.00" to N53°06'00.00" E45°09'00.00" to beginning. (15 MAY 2003)				
UWP84		To FL 196	H24	VFR-IFR	
	N56°18'00.00" E51°35'00.00" to N56°17'00.00" E51°38'00.00" to N56°17'00.00" E51°33'00.00" to beginning. (15 MAY 2003)				
UWP85		To FL 236	H24	VFR-IFR	
	N51°43'00.00" E48°21'00.00" to N51°53'00.00" E48°21'00.00" to N51°53'00.00" E48°43'00.00" to N51°43'00.00" E48°43'00.00" to beginning. (15 MAY 2003)				
UWP88		To FL 197	H24	VFR-IFR	
	Cir rad 2.70 NM cntr on N52°05'00.00" E47°55'00.00". (15 MAY 2003)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
UWP89		To FL 197	H24	VFR-IFR	
	N54°14'00.00" E49°38'00.00" to N54°08'00.00" E49°37'00.00" to N54°08'00.00" E49°20'00.00" to N54°12'00.00" E49°25'00.00" to beginning. (15 MAY 2003)				
UWR94		To FL 297	By NOTAM	VFR-IFR	
	Cir rad 1.60 NM cntr on N51°41'06.00" E45°44'00.00". (15 MAY 2003)				
UWR95		To FL 197	By NOTAM	VFR-IFR	
	N52°32'36.00" E52°46'42.00" to N52°34'00.00" E52°42'36.00" to N52°36'18.00" E52°39'48.00" to N52°39'24.00" E52°42'00.00" to N52°40'48.00" E52°54'00.00" to N52°39'12.00" E52°59'00.00" to N52°33'12.00" E52°58'48.00" to N52°32'12.00" E52°57'42.00" then along the Samara river to to N52°32'06.00" E52°48'00.00" to beginning. (15 MAY 2003)				
UWP95		Unltd	H24	VFR-IFR	
	N52°07'00.00" E47°17'00.00" to N51°59'00.00" E47°10'00.00" to N51°59'00.00" E47°00'00.00" to N52°02'00.00" E46°55'00.00" to N52°15'00.00" E47°10'00.00" to beginning. (15 MAY 2003)				
UWR96		To FL 165	By NOTAM	VFR-IFR	
	N52°31'00.00" E47°22'00.00" to N52°19'00.00" E47°43'00.00" to N52°05'00.00" E47°32'00.00" to N52°10'00.00" E47°17'00.00" to N52°16'00.00" E47°05'00.00" to N52°26'00.00" E47°13'00.00" to beginning. (15 MAY 2003)				
UWP96		To FL 164	H24	VFR-IFR	
	Cir rad 2.20 NM cntr on N53°06'30.00" E45°15'00.00". (15 MAY 2003)				
UWR97		To FL 148	By NOTAM	VFR-IFR	
	N55°42'00.00" E49°10'30.00" to N55°43'30.00" E49°12'30.00" to N55°44'00.00" E49°17'00.00" to N55°40'00.00" E49°23'30.00" to N55°38'00.00" E49°22'30.00" to beginning. (15 MAY 2003)				
UWR98		To FL 214	By NOTAM	VFR-IFR	
	N56°12'06.00" E51°08'18.00" to N56°13'12.00" E51°11'30.00" to N56°09'36.00" E51°15'00.00" to N56°08'42.00" E51°11'42.00" to beginning. (15 MAY 2003)				
UWR99		To FL 040	By NOTAM	VFR-IFR	
	Cir rad 1.60 NM cntr on N55°17'00.00" E46°22'00.00". (15 MAY 2003)				
UWR100		To FL 115	By NOTAM	VFR-IFR	
	N54°29'36.00" E48°25'06.00" to N54°23'24.00" E48°23'24.00" to N54°23'06.00" E48°20'12.00" to N54°24'18.00" E48°17'48.00" to N54°26'00.00" E48°17'48.00" to N54°29'42.00" E48°20'18.00" to beginning. (15 MAY 2003)				
UWR101		To FL 854	By NOTAM	VFR-IFR	
	N51°35'00.00" E54°47'00.00" to N51°34'00.00" E55°00'00.00" to N51°30'00.00" E55°00'00.00" to N51°17'00.00" E54°48'00.00" to N51°16'00.00" E54°31'00.00" to N51°09'00.00" E54°15'00.00" to N51°12'00.00" E54°10'00.00" to N51°24'00.00" E54°31'00.00" to N51°27'00.00" E54°29'00.00" to beginning. (15 MAY 2003)				
UWR102		To FL 496	By NOTAM	VFR-IFR	
	N51°18'12.00" E46°20'12.00" to N51°17'06.00" E46°25'48.00" to N51°14'48.00" E46°24'36.00" to N51°13'54.00" E46°28'42.00" to N51°11'48.00" E46°29'48.00" to N51°05'30.00" E46°26'30.00" to N51°05'12.00" E46°13'48.00" to N51°15'36.00" E46°16'48.00" to N51°15'18.00" E46°18'42.00" to beginning. (15 MAY 2003)				
UWR103		To FL 493	By NOTAM	VFR-IFR	
	N53°00'00.00" E49°47'00.00" to N52°57'00.00" E49°56'00.00" to N52°52'00.00" E49°58'00.00" to N52°49'00.00" E50°00'00.00" to N52°52'00.00" E49°52'00.00" to N52°55'00.00" E49°50'00.00" to beginning. (15 MAY 2003)				
UWR104		To FL 165	By NOTAM	VFR-IFR	
	N53°08'00.00" E50°26'30.00" to N53°08'00.00" E50°34'00.00" to N53°03'30.00" E50°34'00.00" to N53°03'30.00" E50°26'30.00" to beginning. (15 MAY 2003)				
	SLOVAKIA				
LZP1	MOCHOVCE	To 5000'	Cont	VMC-IMC	
	Cir rad 1.08 NM cntr on N48°15'34.00" E18°26'29.00". (21 FEB 2002)				
LZR13	ZAHORIE	FL 245 to FL 520	0400-2259Z Mon-Fri	VMC-IMC	Bratislava ACC
	N48°40'36.00" E17°15'26.00" to N48°36'49.00" E17°25'19.00" to N48°24'22.00" E17°09'20.00" to N48°20'08.00" E17°18'41.00" to N48°17'16.00" E17°16'11.00" to N48°16'24.00" E17°02'01.00" to N48°22'31.00" E16°59'48.00" to N48°30'04.00" E17°00'09.00" to beginning. (13 JUN 2002)				
LZR22	ZAHORIE	To FL 245	0400-2259Z Mon-Fri	VMC-IMC	Bratislava ACC, Stefanik App Con
	N48°40'36.00" E17°15'26.00" to N48°36'49.00" E17°25'19.00" to N48°24'22.00" E17°09'20.00" to N48°20'08.00" E17°18'41.00" to N48°17'16.00" E17°16'11.00" to N48°16'24.00" E17°02'01.00" to N48°22'31.00" E16°59'48.00" to N48°30'04.00" E17°00'09.00" to beginning. (30 NOV 2000)				
LZP23	SALA	To 4000'	Cont	VMC-IMC	
	Cir rad 1.08 NM cntr on N48°10'57.00" E17°56'14.00". (12 JUL 2001)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
LZR24	LEST	To FL 245	0400-2259Z Mon-Fri	VMC-IMC	Bratislava ACC, Sliac App Con
	N48°28'27.00" E19°20'38.00" to N48°21'18.00" E19°24'27.00" to N48°16'18.00" E19°21'40.00" to N48°18'55.00" E19°13'31.00" to N48°25'32.00" E19°09'24.00" to beginning. (30 DEC 1999)				
LZR25	KEZMAROK	To FL 245	0400-2259Z Mon-Fri	VMC-IMC	Bratislava ACC, Tatry App Con
	N49°15'29.00" E20°32'06.00" to N49°14'41.00" E20°41'45.00" to N49°08'42.00" E20°51'00.00" to N49°01'35.00" E20°35'21.00" to N49°07'17.00" E20°27'02.00" to beginning. (30 DEC 1999)				
LZR26	VELKE OZOROVCE	To FL 105	0400Z Mon-2300Z Fri	VMC-IMC	Kosice App Con, Bratislava FIC
	N48°44'04.00" E21°28'02.00" to N48°42'09.00" E21°39'06.00" to N48°35'55.00" E21°33'10.00" to N48°40'56.00" E21°25'57.00" to beginning. (13 JUN 2002)				
LZP27	HENCOVCE	To 4000'	Cont	VMC-IMC	
	N48°54'22.00" E21°50'07.00" to N48°51'41.00" E21°52'31.00" to N48°50'32.00" E21°48'59.00" to N48°51'50.00" E21°44'20.00" to beginning. (22 JUL 1993)				
LZR28	KAMENICA NAD CIROCHOU	To FL 135	0400-2259Z Mon-Fri	VMC-IMC	Bratislava ACC/FIC
	N48°56'33.00" E22°09'29.00" to N48°53'29.00" E22°06'48.00" to N48°56'37.00" E22°02'45.00" to beginning. (30 DEC 1999)				
LZP29	JASLOVSKE BOHUNICE	To 5000'	Cont	VMC-IMC	
	Cir rad 1.08 NM cntr on N48°29'32.00" E17°40'42.00". (21 FEB 2002)				
LZR49	SOBRANCE	1300' to FL 70	Cont	VMC-IMC	Kosice App Con
	N48°46'18.00" E22°21'02.00" along state boundry to to N48°32'22.00" E22°09'32.00" to N48°31'10.00" E22°04'38.00" to N48°34'14.00" E21°59'14.00" to N48°38'03.00" E21°55'45.00" to N48°42'50.00" E22°01'48.00" to N48°44'40.00" E22°10'51.00" to beginning. (17 JUL 1997)				
LZR50	UH	To 1300'	Cont	VMC-IMC	Kosice App Con
	N48°42'33.00" E22°06'15.00" to N48°40'07.00" E22°17'22.00" to N48°34'02.00" E22°09'39.00" to N48°34'04.00" E22°08'29.00" to N48°36'51.00" E22°03'59.00" to beginning. (22 JUL 1993)				
LZR51	MOCHOVCE	To 5000'	Cont	VMC-IMC	Bratislava FIC
	Cir rad 2.70 NM cntr on N48°15'34.00" E18°26'29.00". (13 JUN 2002)				
LZR52	JASLOVSKE BOHUNICE	To 5000'	Cont	VMC-IMC	Bratislava FIC, Piestany Twr
	Cir rad 2.70 NM cntr on N48°29'32.00" E17°40'42.00". (13 JUN 2002)				
LZR80		350' AGL to 1000' AGL	①	VMC-IMC	Bratislava ACC/FIC, Piestany TWR
	N48°21'23.00" E17°47'50.00" to N49°03'29.00" E18°24'34.00" to N49°02'39.00" E18°32'54.00" to N48°18'24.00" E17°56'23.00" to beginning. ①Jan-Jun, Sep-Dec SR-SS Mon-Fri. (17 JUL 1997)				
LZR84		350' AGL to 5000'	①	VMC-IMC	Bratislava ACC/FIC
	N47°55'38.00" E18°12'31.00" to N48°10'56.00" E18°27'12.00" to N48°15'17.00" E19°09'24.00" to N48°11'00.00" E19°08'33.00" to N48°07'27.00" E18°38'01.00" to N47°53'56.00" E18°18'52.00" to beginning. ①Jan-Jun, Sep-Dec SR-SS Mon-Fri. (30 NOV 2000)				
LZR86		350' AGL to 1000' AGL	①	VMC-IMC	Bratislava ACC/FIC
	N49°15'37.00" E21°31'32.00" to N49°15'53.00" E21°35'45.00" to N48°32'47.00" E21°47'05.00" to N48°36'09.00" E21°37'39.00" to beginning. ①Jan-Jun, Sep-Dec SR-SS Mon-Fri. (30 NOV 2000)				
LZR96	LUCENEC	To FL 125	Intmt	VMC-IMC	Bratislava ACC
	Cir rad 2.70 NM cntr on N48°20'32.00" E19°43'54.00". (13 JUN 2002)				
LZR99		350' AGL to 4000'	①	VMC-IMC	Bratislava ACC/FIC
	N48°34'04.00" E19°35'36.00" to N48°36'30.00" E20°11'21.00" to N48°44'39.00" E20°22'27.00" to N48°42'45.00" E20°28'35.00" to N48°32'20.00" E20°18'00.00" to N48°28'15.00" E19°33'47.00" to beginning. ①Jan-Jun, Sep-Dec SR-SS Mon-Fri. (13 JUN 2002)				
LZR222	TURECKY VRCH PETER	To FL 165	0400-2300Z Mon-Fri	VMC-IMC	Bratislava ACC, Stefanik App Con
	N48°22'18.00" E17°10'57.00" to N48°21'53.00" E17°11'58.00" to N48°19'41.00" E17°09'55.00" to N48°20'07.00" E17°08'53.00" to beginning. (13 JUN 2002)				
LZR223	TURECKY VRCH VIKTOR	To FL 215	0400-2300Z Mon-Fri	VMC-IMC	Bratislava ACC, Stefanik App Con
	N48°19'53.00" E17°09'54.00" to N48°18'54.00" E17°10'34.00" to N48°17'22.00" E17°05'23.00" to N48°18'21.00" E17°04'44.00" to beginning. (13 JUN 2002)				
LZR251	KEZMAROK	FL 245 to FL 420	0400-2259Z Mon-Fri①	VMC-IMC	Bratislava ACC
	N49°15'29.00" E20°32'06.00" to N49°14'41.00" E20°41'45.00" to N49°08'42.00" E20°51'00.00" to N49°01'35.00" E20°35'21.00" to N49°07'17.00" E20°27'02.00" to beginning. ①0400Z-2259Z++ Mon-Fri, Jan-Mar, May-Sep, Nov, Dec. (13 JUN 2002)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
		TEMPORARY SEGREGATED AREAS (TSA)			
The planned activity and conditions for the areas will be published daily in the national Airspace Use Plan.					
LZTSA01		350' AGL to FL 100	Mon-Fri H24	VMC-IMC	Bratislava ACC/FIC
	N47°59'07.00" E17°59'27.00" to N47°53'51.00" E18°19'09.00" to N47°49'36.00" E18°31'07.00" to N47°47'14.00" E18°16'22.00" to N47°47'46.00" E18°05'42.00" to N47°51'10.00" E17°52'10.00" to beginning. (28 JAN 1999)				
LZTSA02A		FL 055 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N48°47'15.00" E18°09'51.00" to N48°41'32.00" E18°21'27.00" to N48°28'13.00" E18°03'43.00" to N48°30'46.00" E18°00'46.00" to N48°42'25.00" E17°59'31.00" to beginning. (13 JUN 2002)				
LZTSA02B		FL 055 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N48°56'44.00" E18°18'11.00" to N48°58'38.00" E18°35'57.00" to N48°54'34.00" E18°39'01.00" to N48°41'32.00" E18°21'27.00" to N48°47'15.00" E18°09'51.00" to beginning. (13 JUN 2002)				
LZTSA02C		FL 085 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N48°45'23.00" E17°49'58.00" to N49°09'03.00" E18°18'43.00" to N49°02'39.00" E18°32'54.00" to N48°54'34.00" E18°39'01.00" to N48°28'13.00" E18°03'43.00" to N48°30'46.00" E18°00'46.00" to N48°42'25.00" E17°59'31.00" to beginning. (13 JUN 2002)				
LZTSA02D		FL 055 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N49°11'15.00" E18°14'07.00" to N49°02'37.00" E18°33'09.00" to N48°47'15.00" E18°09'51.00" to N48°42'25.00" E17°59'31.00" to N48°45'23.00" E17°49'58.00" to N48°52'57.00" E17°46'58.00" to N49°05'07.00" E18°10'33.00" to beginning. (21 FEB 2002)				
LZTSA03		FL 085 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N49°11'15.00" E18°14'07.00" to N49°06'43.00" E18°23'37.00" to N49°02'39.00" E18°32'54.00" to N48°58'38.00" E18°35'57.00" to N48°56'44.00" E18°18'11.00" to N49°05'07.00" E18°10'33.00" to beginning. (13 JUN 2002)				
LZTSA05A		FL 105 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N49°05'03.00" E19°19'05.00" to N48°58'45.00" E19°46'18.00" to N48°47'43.00" E19°22'52.00" to N48°48'30.00" E19°07'57.00" to N48°52'29.00" E19°04'34.00" to beginning. (13 JUN 2002)				
LZTSA05B		FL 065 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N49°05'03.00" E19°19'05.00" to N49°15'32.00" E19°36'46.00" to N48°58'45.00" E19°46'18.00" to beginning. (13 JUN 2002)				
LZTSA06A		1000' AGL to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N48°19'00.00" E18°47'28.00" to N48°06'49.00" E18°53'54.00" to N48°05'07.00" E18°47'44.00" to N48°00'51.00" E18°39'53.00" to N48°11'29.00" E18°27'32.00" to N48°16'28.00" E18°30'30.00" to beginning. (13 JUN 2002)				
LZTSA06B		1000' AGL to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N48°23'53.00" E19°28'12.00" to N48°15'34.00" E19°27'54.00" to N48°08'54.00" E19°24'13.00" to N48°07'33.00" E19°10'50.00" to N48°06'49.00" E18°53'54.00" to N48°19'00.00" E18°47'28.00" to N48°19'08.00" E19°05'25.00" to N48°23'14.00" E19°21'49.00" to beginning. (28 NOV 2002)				
LZTSA06C		1000' AGL to FL 135	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N48°28'05.00" E20°20'21.00" to N48°21'11.00" E20°18'56.00" to N48°18'11.00" E20°04'27.00" to N48°12'49.00" E19°56'39.00" to N48°16'52.00" E19°38'49.00" to N48°15'34.00" E19°27'54.00" to N48°23'53.00" E19°28'12.00" to N48°27'59.00" E20°06'03.00" to beginning. (28 NOV 2002)				
LZTSA07A		FL 100 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N48°47'43.00" E19°22'52.00" to N48°50'24.00" E20°07'58.00" to N48°39'08.00" E19°56'50.00" to N48°36'08.00" E19°24'42.00" to beginning. (13 JUN 2002)				
LZTSA07B		FL 100 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N48°50'24.00" E20°07'58.00" to N48°51'55.00" E20°29'37.00" to N48°47'29.00" E20°37'17.00" to N48°42'48.00" E20°38'47.00" to N48°39'08.00" E19°56'50.00" to beginning. (13 JUN 2002)				
LZTSA07C		FL 100 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N48°51'55.00" E20°29'37.00" to N48°47'29.00" E20°37'17.00" to N48°42'48.00" E20°38'47.00" to N48°39'08.00" E19°56'50.00" to N48°36'08.00" E19°24'42.00" to N48°47'43.00" E19°22'52.00" to N48°58'45.00" E19°46'18.00" to beginning. (13 JUN 2002)				
LZTSA07Z		FL 135 to FL 405	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N48°58'45.00" E19°46'18.00" to N49°04'55.00" E19°49'14.00" to N49°04'48.00" E20°04'21.00" to N49°18'11.00" E20°32'06.00" to N49°15'38.00" E20°45'41.00" to N49°10'18.00" E20°55'47.00" to N48°55'12.00" E21°01'20.00" to N48°46'25.00" E20°51'37.00" to N48°42'48.00" E20°38'47.00" to N48°39'52.00" E20°05'03.00" to beginning. (28 NOV 2002)				
LZTSA08A		FL 055 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N49°15'29.00" E20°32'06.00" to N49°15'38.00" E20°45'41.00" to N49°10'18.00" E20°55'47.00" to N49°05'14.00" E20°44'23.00" to beginning. (13 JUN 2002)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
LZTSA08B		FL 055 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N49°10'18.00" E20°55'47.00" to N48°55'12.00" E21°01'20.00" to N48°55'42.00" E20°52'57.00" to N49°00'02.00" E20°44'25.00" to N49°05'14.00" E20°44'23.00" to beginning. (13 JUN 2002)				
LZTSA09A		FL 055 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N49°20'00.00" E21°11'06.00" to N49°22'17.00" E21°18'29.00" to N49°19'43.00" E21°37'26.00" to N49°06'51.00" E21°31'00.00" to N49°09'21.00" E21°14'59.00" to beginning. (13 JUN 2002)				
LZTSA09B		FL 055 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N49°19'43.00" E21°37'26.00" to N49°10'43.00" E21°54'12.00" to N49°01'49.00" E21°45'43.00" to N49°06'51.00" E21°31'00.00" to beginning. (13 JUN 2002)				
LZTSA09C		FL 055 to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N49°10'43.00" E21°54'12.00" to N49°03'25.00" E22°21'44.00" to N48°55'02.00" E22°19'52.00" to N49°01'49.00" E21°45'43.00" to beginning. (13 JUN 2002)				
LZTSA09D		To 4000'	Mon-Fri H24	VMC-IMC	Bratislava FIC
	N49°20'00.00" E21°11'06.00" to N49°22'17.00" E21°18'29.00" to N49°18'21.00" E21°33'31.00" to N49°06'51.00" E21°31'00.00" to N49°09'21.00" E21°14'59.00" to beginning. (13 JUN 2002)				
LZTSA10E		FL 055 to FL 245	Mon-Fri H24	VMC-IMC	Kosice App Con, Bratislava ACC
	N49°01'49.00" E21°45'43.00" to N48°55'02.00" E22°19'52.00" to N48°49'55.00" E21°44'01.00" to beginning. (13 JUN 2002)				
LZTSA10H		FL 055 to FL 205	Mon-Fri H24	VMC-IMC	Kosice App Con, Bratislava ACC
	N49°06'51.00" E21°31'00.00" to N49°01'49.00" E21°45'43.00" to N48°49'55.00" E21°44'01.00" to N48°48'15.00" E21°30'53.00" to N48°52'59.00" E21°26'56.00" to beginning. (13 JUN 2002)				
LZTSA10L		To FL 055	Mon-Fri H24	VMC-IMC	Kosice App Con, Bratislava ACC
	N49°06'51.00" E21°31'00.00" to N49°01'49.00" E21°45'43.00" to N48°49'55.00" E21°44'01.00" to N48°48'15.00" E21°30'53.00" to N48°52'59.00" E21°26'56.00" to beginning. (13 JUN 2002)				
LZTSA10W		FL 055 to FL 205		VMC-IMC	Kosice App Con, Bratislava ACC
	N49°09'21.00" E21°14'59.00" to N49°06'51.00" E21°31'00.00" to N48°52'59.00" E21°26'56.00" to N48°54'41.00" E21°20'16.00" to beginning. (13 JUN 2002)				
LZTSA11A		350' AGL to 5000'	Mon-Fri H24	VMC-IMC	Bratislava FIC
	N48°34'49.00" E21°39'53.00" to N48°32'29.00" E22°01'45.00" to N48°25'28.00" E21°58'38.00" to N48°28'09.00" E21°45'44.00" to beginning. (28 JAN 1999)				
LZTSA11B		5000' to FL 245	Mon-Fri H24	VMC-IMC	Bratislava ACC
	N48°34'49.00" E21°39'53.00" to N48°32'29.00" E22°01'45.00" to N48°25'28.00" E21°58'38.00" to N48°28'09.00" E21°45'44.00" to beginning. (28 JAN 1999)				

TAJIKSTAN

PUBLISHED ONLY WITH HOST NATION PROCEDURES.

TURKMENISTAN

UTD204		Unltd	By NOTAM	VMC-IMC	Turkmenbashi ATC
	N40°39'40.60" E61°01'39.65" to N40°54'32.28" E61°09'29.91" then CW along the arc of a cir rad 11.00 NM cntr on N40°50'25.30" E61°22'56.81" to N40°46'16.75" E61°36'22.05" to N40°39'40.60" E61°01'39.65" then CW along the arc of a cir rad 11.00 NM cntr on N40°35'34.56" E61°15'04.07" to beginning. (25 NOV 1999)				
UTD205		Unltd	By NOTAM	VMC-IMC	Turkmenbashi ATC
	N39°18'46.48" E60°35'25.58" then CW along the arc of a cir rad 13.50 NM cntr on N39°14'04.24" E60°51'43.39" to N39°09'19.72" E61°07'59.02" to N38°41'12.87" E60°54'29.47" then CW along the arc of a cir rad 13.50 NM cntr on N38°45'55.34" E60°38'19.26" to N38°50'35.56" E60°22'06.93" to beginning. (25 NOV 1999)				
UTD206		Unltd	By NOTAM	VMC-IMC	Turkmenbashi ATC
	N38°36'04.79" E63°02'54.12" then CW along the arc of a cir rad 11.00 NM cntr on N38°35'29.69" E63°16'54.79" to N38°34'53.06" E63°30'55.23" to N38°02'55.63" E63°29'00.00" then CW along the arc of a cir rad 11.00 NM cntr on N38°03'30.27" E63°15'05.55" to N38°04'03.26" E63°01'10.89" to beginning. (25 NOV 1999)				
UTD207		Unltd	By NOTAM	VMC-IMC	Turkmenbashi ATC
	N39°06'54.93" E60°56'36.06" then CW along the arc of a cir rad 13.50 NM cntr on N39°02'53.96" E61°13'09.28" to N38°58'50.64" E61°29'40.62" to N38°33'04.41" E61°19'18.75" then CW along the arc of a cir rad 13.50 NM cntr on N38°37'05.79" E61°02'52.57" to N38°41'04.86" E60°46'24.56" to beginning. (25 NOV 1999)				
UTR208		328' to FL 086	By NOTAM	VMC-IMC	Turkmenbashi ATC
	N42°00'00.00" E53°20'00.00" to N41°55'00.00" E54°15'00.00" to N40°52'00.00" E54°00'00.00" to N40°57'00.00" E53°10'00.00" to beginning. (30 DEC 1999)				
UTR209		164' AGL to FL 328	By NOTAM	VMC-IMC	Turkmenbashi ATC
	N39°16'55.00" E55°21'00.00" to N39°15'24.00" E55°29'18.00" to N39°00'45.00" E55°26'00.00" to N39°00'45.00" E55°15'18.00" to beginning. (30 DEC 1999)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY USING AGENCY
UTR210		164' AGL to FL 332	By NOTAM	VMC-IMC	Turkmenbashi ATC
	N39°32'00.00" E52°47'00.00" to N39°37'00.00" E52°47'00.00" to N39°37'00.00" E52°53'00.00" to N39°32'00.00" E52°53'00.00" to beginning. (30 DEC 1999)				
UTR211		164' AGL to FL 328	By NOTAM	VMC-IMC	Turkmenbashi ATC
	N39°32'00.00" E53°10'07.00" to N39°30'06.00" E53°13'07.00" to N39°28'02.00" E53°11'03.00" to N39°26'06.00" E53°08'03.00" to N39°42'08.00" E53°00'06.00" to beginning. (30 DEC 1999)				
UTR212		164' AGL to FL 328	By NOTAM	VMC-IMC	Ashgabat ATC
	N38°12'22.00" E57°53'25.00" to N38°16'00.00" E57°45'00.00" to N38°29'30.00" E57°43'12.00" to N38°29'30.00" E57°53'24.00" to beginning. (30 DEC 1999)				
UTR213		164' AGL to FL 328	By NOTAM	VMC-IMC	Ashgabat ATC
	N38°21'00.00" E57°22'35.00" to N38°14'00.00" E57°46'00.00" to N38°04'12.00" E57°40'12.00" to N38°03'18.00" E57°23'00.00" to beginning. (30 DEC 1999)				
UTR214		164' AGL to FL 332	By NOTAM	VMC-IMC	Ashgabat ATC
	N38°05'00.00" E59°23'18.00" to N38°04'00.00" E58°55'00.00" to N38°11'30.00" E58°58'12.00" to N38°17'00.00" E59°07'00.00" to N38°20'00.00" E59°16'15.00" to N38°17'24.00" E59°21'24.00" to beginning. (30 DEC 1999)				
UTR215		164' AGL to FL 656	By NOTAM	VMC-IMC	Ashgabat ATC
	N38°01'00.00" E61°36'18.00" to N38°37'18.00" E61°21'18.00" to N38°47'18.00" E62°52'18.00" to N38°40'00.00" E62°55'00.00" to N38°14'00.00" E62°36'00.00" to beginning. (30 DEC 1999)				
UTR216		164' AGL to FL 328	By NOTAM	VMC-IMC	Ashgabat ATC
	N37°21'18.00" E61°36'00.00" to N37°23'00.00" E61°43'00.00" to N37°16'00.00" E61°47'00.00" to N37°14'00.00" E61°40'00.00" to beginning. (30 DEC 1999)				
UTR217		164' AGL to FL 164	By NOTAM	VMC-IMC	Ashgabat ATC
	N37°30'00.00" E61°44'00.00" to N37°25'24.00" E61°41'18.00" to N37°28'18.00" E61°35'24.00" to N37°34'18.00" E61°32'00.00" to beginning. (30 DEC 1999)				

UKRAINE

UKP1	PRYPIAT	To FL 135	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N51°23'00.00" E30°07'00.00". (11 JUL 2002)				
UKP2	ZAPORIZHZHIA	To FL 135	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N47°30'00.00" E34°37'00.00". (11 JUL 2002)				
UKP3	RIVNE	To FL 135	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N51°20'00.00" E25°55'00.00". (01 NOV 2001)				
UKP4	KHMELNYTSKYI	To FL 135	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N50°20'00.00" E26°40'00.00". (01 NOV 2001)				
UKP5	OLEKSANDRIVKA	To FL 135	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N47°49'00.00" E31°13'00.00". (01 NOV 2001)				
UKP6	KYIV	To FL 040	Cont	VMC-IMC	
	N50°37'42.00" E30°26'42.00" to N50°38'12.00" E30°28'00.00" to N50°35'30.00" E30°33'30.00" to N50°33'42.00" E30°31'12.00" to N50°34'00.00" E30°29'00.00" to beginning. (13 JUN 2002)				
UKP7	KANIV	To FL 040	Cont	VMC-IMC	
	Cir rad 1.60 NM cntr on N49°45'00.00" E31°30'00.00". (10 AUG 2000)				
UKP8	KREMENCHUK	To FL 040	Cont	VMC-IMC	
	Cir rad 1.60 NM cntr on N49°05'00.00" E33°15'00.00". (10 AUG 2000)				
UKP9	DNIPRODZERZHYNS'K	To FL 040	Cont	VMC-IMC	
	Cir rad 1.60 NM cntr on N48°32'00.00" E34°33'00.00". (10 AUG 2000)				
UKP10	ZAPORIZHZHIA	To FL 040	Cont	VMC-IMC	
	Cir rad 1.60 NM cntr on N47°52'00.00" E35°05'00.00". (01 NOV 2001)				
UKP11	KAKHOVKA	To FL 040	Cont	VMC-IMC	
	Cir rad 1.60 NM cntr on N46°47'00.00" E33°22'00.00". (10 AUG 2000)				
UKP12	BILOZIRRIA	To FL 195	Cont	VMC-IMC	
	Cir rad 2.70 NM cntr on N49°21'00.00" E31°46'00.00". (11 JUL 2002)				
UKP13	BALAKLEYA	To FL 195	Cont	VMC-IMC	
	Cir rad 2.20 NM cntr on N49°29'00.00" E36°53'00.00". (01 NOV 2001)				
UKP14	SHOSTKA	To FL 125	Cont	VMC-IMC	
	Cir rad 1.60 NM cntr on N51°53'00.00" E33°33'00.00". (11 JUL 2002)				
UKP15	HORLIVKA	To FL 125	Cont	VMC-IMC	
	Cir rad 1.60 NM cntr on N48°18'00.00" E38°08'00.00". (01 NOV 2001)				
UKP16	LYSYCHANS'K	To FL 075	Cont	VMC-IMC	
	Cir rad 1.10 NM cntr on N48°50'00.00" E38°20'00.00". (01 NOV 2001)				
UKP17	PAVLOHRAD	To FL 135	Cont	VMC-IMC	
	Cir rad 5.40 NM cntr on N48°33'00.00" E35°51'00.00". (01 NOV 2001)				

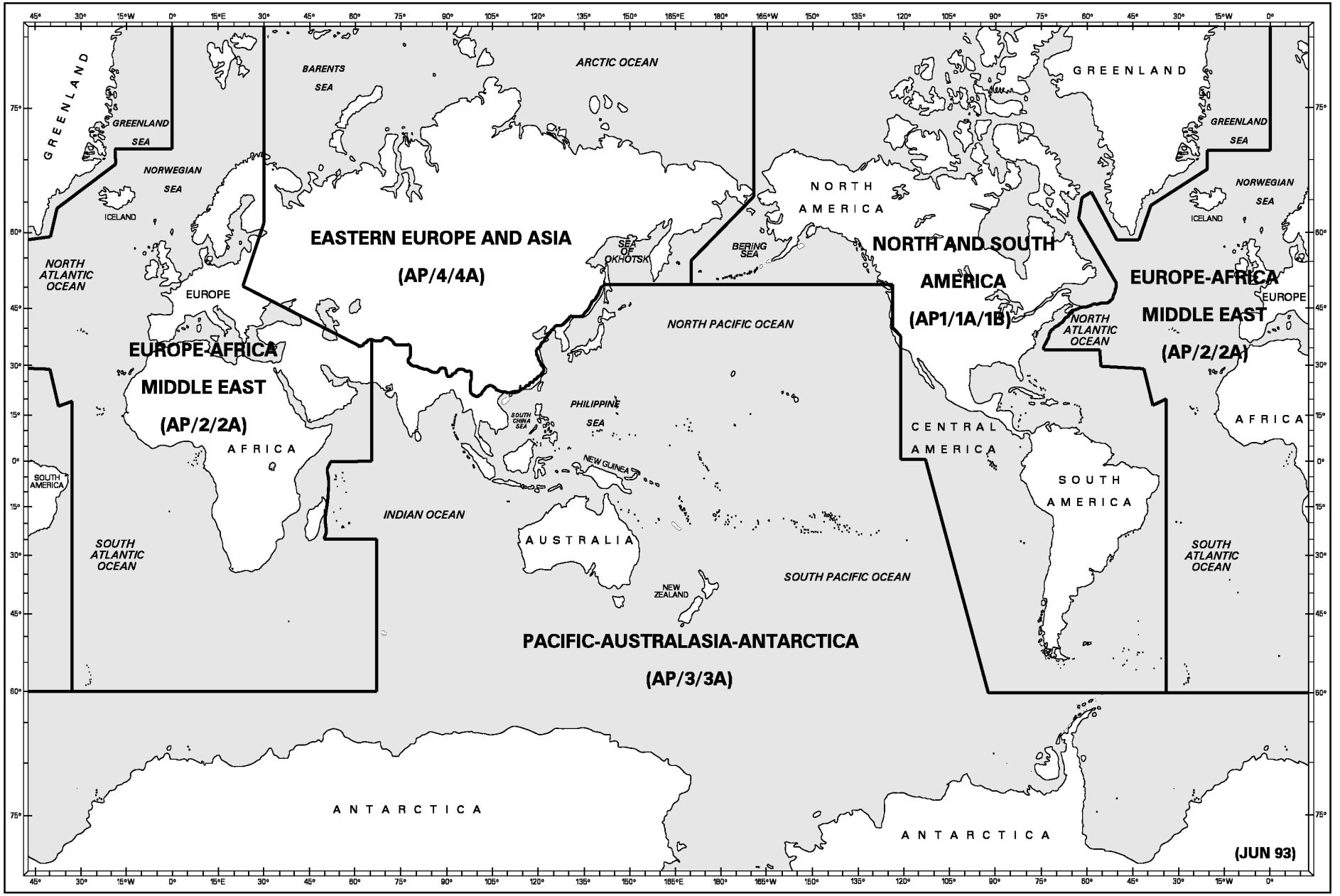
NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
UKP18	PAVLORAD	FL 360 to Unltd	Cont	VMC-IMC	
	Cir rad 21.60 NM cntr on N48°33'00.00" E35°51'00.00". (01 NOV 2001)				
UKP19	DUNAYS'KI PLAVNI	To FL 065	Cont	VMC-IMC	
	N45°13'00.00" E29°43'00.00" to N45°18'00.00" E29°42'00.00" to N45°29'00.00" E29°40'00.00" to N45°30'00.00" E29°47'00.00" to N45°15'00.00" E29°48'00.00" to beginning. (11 JUL 2002)				
UKP20	ASKANIYA-NOVA	To FL 065	Cont	VMC-IMC	
	Cir rad 8.10 NM cntr on N46°27'00.00" E33°55'00.00". (01 NOV 2001)				
UKP21	KARPATS'KYI	To FL 065	Cont	VMC-IMC	
	Cir rad 6.50 NM cntr on N48°16'00.00" E23°40'00.00". (01 NOV 2001)				
UKP22	CHORNOMORS'KYI	To FL 065	Cont	VMC-IMC	
	N46°13'24.00" E31°34'42.00" to N46°14'12.00" E31°34'12.00" to N46°16'00.00" E31°34'00.00" to N46°16'42.00" E31°36'30.00" to N46°19'00.00" E31°41'54.00" to N46°23'24.00" E31°41'54.00" to N46°27'42.00" E31°40'00.00" to N46°33'12.00" E31°40'48.00" to N46°34'00.00" E31°41'42.00" to N46°34'18.00" E31°43'00.00" to N46°32'00.00" E31°55'00.00" to N46°29'48.00" E32°10'00.00" to N46°28'18.00" E32°11'30.00" to N46°27'00.00" E32°12'18.00" to N46°19'30.00" E32°01'36.00" to N46°10'48.00" E32°18'00.00" to N46°10'00.00" E32°18'30.00" to N46°07'00.00" E32°17'30.00" to N46°06'24.00" E32°17'00.00" to N46°06'00.00" E32°15'30.00" to N46°11'00.00" E31°41'42.00" to beginning. (11 JUL 2002)				
UKP23	MEDOBORY	To FL 075	Cont	VMC-IMC	
	Cir rad 5.40 NM cntr on N49°17'00.00" E26°10'00.00". (01 NOV 2001)				
UKP24	KYIV	To 2000' AGL	Cont	VMC-IMC	
	N50°27'42.00" E30°31'42.00" to N50°26'24.00" E30°33'48.00" to N50°25'30.00" E30°34'30.00" to N50°25'12.00" E30°33'00.00" to N50°26'30.00" E30°31'24.00" to N50°27'24.00" E30°31'06.00" to beginning. (13 JUN 2002)				
UKP25	KYIV	To 2000' AGL	Cont	VMC-IMC	
	N50°18'36.00" E30°33'00.00" to N50°18'36.00" E30°35'48.00" to N50°16'48.00" E30°37'30.00" to N50°16'48.00" E30°34'00.00" to beginning. (13 JUN 2002)				
UKP26	PONIZOVKA	To FL 070	Cont	VMC-IMC	
	N44°21'00.00" E33°42'00.00" to N44°26'30.00" E33°42'00.00" to N44°26'30.00" E33°57'00.00" to N44°21'00.00" E33°57'00.00" to beginning. (11 JUL 2002)				
UKD101		To FL 080	By NOTAM	VMC-IMC	
	N46°14'00.00" E31°07'00.00" to N46°18'00.00" E31°13'00.00" to N46°12'00.00" E31°20'00.00" to N46°09'00.00" E31°15'00.00" to beginning. (15 MAY 2003)				
UKD102		To FL 070	By NOTAM	VMC-IMC	
	N46°25'00.00" E31°27'00.00" to N46°25'00.00" E31°34'00.00" to N46°21'12.00" E31°33'00.00" to N46°21'12.00" E31°27'00.00" to beginning. (15 MAY 2003)				
UKD104		To FL 480	By NOTAM	VMC-IMC	
	N46°02'00.00" E32°18'00.00" to N45°56'00.00" E32°31'00.00" to N45°47'00.00" E32°22'00.00" to N46°00'00.00" E31°56'00.00" to beginning. (15 MAY 2003)				
UKD105		To FL 240	By NOTAM	VMC-IMC	
	N45°15'00.00" E32°39'30.00" to N45°13'00.00" E32°45'48.00" to N45°11'36.00" E32°45'00.00" to N45°12'30.00" E32°37'48.00" to beginning. (15 MAY 2003)				
UKD107		Unltd	By NOTAM	VMC-IMC	
	N44°43'48.00" E32°52'12.00" to N44°34'48.00" E32°37'24.00" to N44°39'00.00" E32°11'50.00" to N44°48'24.00" E32°08'12.00" to N45°00'12.00" E32°14'12.00" to N44°52'12.00" E32°41'36.00" to beginning. (15 MAY 2003)				
UKD108		To FL 240	By NOTAM	VMC-IMC	
	N44°52'48.00" E32°55'00.00" to N44°51'48.00" E33°08'54.00" to N44°44'48.00" E33°11'00.00" to N44°44'48.00" E33°06'00.00" to beginning. (15 MAY 2003)				
UKD109		To FL 285	By NOTAM	VMC-IMC	
	N44°05'30.00" E32°48'30.00" to N44°25'00.00" E32°25'30.00" to N44°41'24.00" E32°56'03.00" to N44°31'12.00" E33°08'54.00" to beginning. (15 MAY 2003)				
UKD110		Unltd	By NOTAM	VMC-IMC	
	N44°49'36.00" E35°50'30.00" to N45°00'00.00" E35°50'30.00" to N45°02'40.00" E36°08'07.00" to N45°03'40.00" E36°13'06.00" to N45°03'24.00" E36°16'42.00" to N44°57'30.00" E36°23'00.00" to N44°52'00.00" E36°23'00.00" to beginning. (15 MAY 2003)				
UKD111		Unltd	By NOTAM	VMC-IMC	
	N45°03'00.00" E36°02'30.00" to N45°06'00.00" E36°02'06.00" to N45°06'00.00" E36°09'30.00" to N45°05'30.00" E36°11'48.00" to N45°03'40.00" E36°13'06.00" to N45°02'40.00" E36°08'07.00" to beginning. (15 MAY 2003)				
UKD113		To FL 170	By NOTAM	VMC-IMC	
	N44°27'18.00" E33°16'18.00" to N44°29'12.00" E33°14'00.00" to N44°33'48.00" E33°24'54.00" to N44°33'30.00" E33°25'42.00" to beginning. (01 NOV 2001)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
UKD117	PRYMORSKYI	Unltd	By NOTAM	VMC-IMC	
	N45°17'00.00" E35°34'00.00" to N45°04'00.00" E36°15'00.00" to N44°55'00.00" E36°23'30.00" to N44°15'00.00" E36°25'00.00" to N44°08'00.00" E35°12'30.00" to N44°40'00.00" E35°12'30.00" to beginning. (05 OCT 2000)				
UKD118		To FL 120	By NOTAM	VMC-IMC	
	N44°38'24.00" E33°29'24.00" to N44°39'36.00" E33°20'30.00" to N44°46'06.00" E33°20'30.00" to N44°44'54.00" E33°29'24.00" to beginning. (15 MAY 2003)				
UKD119		Unltd	By NOTAM	VMC-IMC	
	N44°40'30.00" E35°08'24.00" to N44°23'00.00" E35°08'24.00" to N44°23'00.00" E34°42'00.00" to N44°33'30.00" E34°42'00.00" to beginning. (15 MAY 2003)				
UKD120		To FL 470	By NOTAM	VMC-IMC	
	N44°57'30.00" E35°48'00.00" to N44°57'30.00" E35°33'30.00" to N45°03'30.00" E35°48'00.00" to N44°59'24.00" E35°48'00.00" to beginning. (15 MAY 2003)				
UKD121		Unltd	By NOTAM	VMC-IMC	
	N44°30'00.00" E35°12'30.00" to N44°40'00.00" E35°12'30.00" to N44°44'00.00" E35°15'00.00" to N44°44'00.00" E35°44'30.00" to N44°30'00.00" E35°44'30.00" to beginning. (15 MAY 2003)				
UKD122		To FL 120	By NOTAM	VMC-IMC	
	N45°11'00.00" E33°11'00.00" to N43°50'00.00" E33°11'00.00" to N43°50'00.00" E31°52'00.00" to N44°52'00.00" E31°11'00.00" to N45°20'00.00" E32°35'00.00" to beginning. (15 MAY 2003)				
UKD123		Unltd	By NOTAM	VMC-IMC	
	N44°04'00.00" E33°09'00.00" to N44°13'00.00" E33°09'00.00" to N44°09'00.00" E33°30'12.00" to N44°04'00.00" E33°30'12.00" to beginning. (15 MAY 2003)				
UKD203	AFA 3	To FL 390	By NOTAM	VMC-IMC	
	N44°40'00.00" E35°12'30.00" to N45°00'00.00" E35°27'00.00" to N45°02'00.00" E36°15'00.00" to N44°53'00.00" E36°23'00.00" to N44°15'00.00" E36°25'00.00" to N44°08'00.00" E35°12'30.00" to beginning. (20 MAY 2003)				
UKD204	AFA 4	To FL 330	By NOTAM	VMC-IMC	
	N45°00'00.00" E33°10'00.00" to N44°32'06.00" E33°08'54.00" to N44°38'48.00" E32°11'30.00" to N44°48'24.00" E32°08'12.00" to N45°18'00.00" E32°27'30.00" to N45°13'00.00" E32°45'48.00" to beginning. (11 JUL 2002)				
UKR301	POVURS'K	To FL 150	Intmt①	VMC-IMC	
	Cir rad 16.20 NM cntr on N51°21'00.00" E25°08'00.00". ①Win Mon-Fri 0600-1900Z, Sum Mon-Fri 0300-2100Z (11 JUL 2002)				
UKR302	KAMYANKA BUZKA	To FL 140	Intmt①	VMC-IMC	
	N50°18'00.00" E24°16'00.00" to N50°13'00.00" E24°41'00.00" to N50°03'00.00" E24°48'00.00" to N50°02'00.00" E24°08'00.00" to beginning. ①Win Mon-Fri 0600-1900Z, Sum Mon-Fri 0300-2100Z (11 JUL 2002)				
UKR303	KHERSON	To FL 080	Intmt①	VMC-IMC	
	N46°56'00.00" E32°54'42.00" to N46°56'00.00" E33°18'00.00" to N46°28'00.00" E33°18'00.00" to N46°28'00.00" E32°53'42.00" to N46°46'00.00" E32°53'00.00" to beginning. ①Mon-Fri 0600-2100Z++ (20 FEB 2003)				
UKR303A	KHERSON	FL 050 to FL 080	Intmt①	VMC-IMC	
	N46°40'33.36" E33°18'02.07" to N46°53'25.83" E33°17'58.85" then CW along the arc of a cir rad 7.00 NM cntr on N46°47'00.00" E33°22'00.00" to beginning. ①Mon-Fri 0600-2100Z++ (11 JUL 2002)				
UKR305	CHAUDA	To FL 170	Intmt①	VMC-IMC	
	N45°13'45.00" E35°42'30.00" to N45°02'36.00" E35°59'36.00" to N44°56'30.00" E35°51'00.00" to N45°07'30.00" E35°34'18.00" to beginning. ①Mon-Fri 0600-1900Z++ (20 MAY 2003)				
UKR306	MEHANOM	To FL 180	By NOTAM	VMC-IMC	
	N44°48'00.00" E34°42'00.00" to N44°57'00.00" E35°23'00.00" to N44°30'00.00" E35°25'00.00" to N44°30'00.00" E34°42'00.00" to beginning. (20 MAY 2003)				
UKR307	KYEVO-OLEKSANDRIVS"KYI	To FL 150	Intmt①	VMC-IMC	
	N47°21'00.00" E31°25'00.00" to N47°03'00.00" E31°35'00.00" to N46°58'00.00" E31°16'00.00" to N47°16'00.00" E31°05'00.00" to beginning. ①Mon-Fri 0600-1900Z++ (11 JUL 2002)				
UKR308	SHEBELYNKA	To FL 080	Intmt①	VMC-IMC	
	N49°41'00.00" E36°32'00.00" to N49°39'00.00" E36°45'00.00" to N49°35'00.00" E36°45'00.00" to N49°32'00.00" E36°39'00.00" to N49°33'00.00" E36°31'00.00" to beginning. ①Mon-Fri 0600-1900Z++ (11 JUL 2002)				
UKR309	KONCHEKSKYI	To FL 140	intmt①	VMC-IMC	
	N45°03'03.00" E36°03'33.00" to N45°03'38.00" E36°02'37.00" to N45°05'17.00" E36°02'22.00" to N45°07'30.00" E36°02'55.00" to N45°07'22.00" E36°07'55.00" to N45°06'33.00" E36°10'20.00" to N45°05'10.00" E36°10'20.00" to N45°03'10.00" E36°08'00.00" to beginning. ①Tue-Fri 0400-2200Z++ (15 MAY 2002)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
UKR400	DESNIANSKYI 2	To 1000' AGL	Intmt①	VMC-IMC	
	Cir rad 0.80 NM cntr on N50°55'30.00" E30°44'00.00". ①Mon-Thu 0600-1400, 1800-2400Z++ Fri 0600-1300, 1800-2200Z++ (31 OCT 2002)				
UKR401	CHERNIHIVSKYI	To FL 160	Intmt①	VMC-IMC	
	N51°20'00.00" E30°51'00.00" to N51°16'40.00" E30°58'00.00" to N51°11'20.00" E30°54'30.00" to N51°02'30.00" E30°46'20.00" to N51°05'00.00" E30°39'30.00" to N51°11'00.00" E30°39'30.00" to beginning. ①Mon-Thu 0600-1400, 1800-2400Z++, Fri 0600-1400, 1800-2200Z++ (31 OCT 2002)				
UKR402	DESNIANSKYI 1	To FL 160	Intmt①	VMC-IMC	
	N51°13'00.00" E30°39'00.00" to N51°10'30.00" E30°53'30.00" to N51°00'00.00" E30°47'00.00" to N51°01'00.00" E30°39'00.00" to beginning. ①Mon-Thu 0600-1400, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (31 OCT 2002)				
UKR403	RZHYSHCHIVSKYI	To FL 145	Intmt①	VMC-IMC	
	N50°07'00.00" E31°02'20.00" to N50°01'40.00" E31°16'40.00" to N50°00'20.00" E31°15'40.00" to N49°59'20.00" E31°08'00.00" to N50°02'00.00" E31°00'00.00" to N50°03'30.00" E30°59'00.00" to beginning. ①Mon-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (30 JAN 2003)				
UKR404	VELYKOPOLOVETSKYI	To FL 050	Intmt①	VMC-IMC	
	Cir rad 2.20 NM cntr on N49°56'00.00" E29°54'00.00". ①Mon-Thu 0600-1400, 1800-2400Z++, Fri 0600-1400, 1800-2200Z++ (30 JAN 2003)				
UKR405	KRYVORIZHISKYI	To FL 055	Intmt①	VMC-IMC	
	N47°54'00.00" E33°10'00.00" to N47°52'00.00" E33°17'00.00" to N47°46'20.00" E33°12'00.00" to N47°46'00.00" E33°07'30.00" to N47°49'00.00" E33°06'00.00" to beginning. ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (31 OCT 2002)				
UKR406	ZHYTOMYRSKYI	To FL 165	Intmt①	VMC-IMC	
	N50°13'00.00" E28°23'30.00" to N50°13'00.00" E28°33'00.00" to N50°07'00.00" E28°33'00.00" to N50°06'00.00" E28°25'00.00" to N50°08'30.00" E28°21'00.00" to beginning. ①Mon-Thu 0600-1400, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (31 OCT 2002)				
UKR407	NOVOHRAD-VOLYNS'KYI	To FL 110	Intmt①	VMC-IMC	
	N50°43'00.00" E27°33'00.00" to N50°39'00.00" E27°44'10.00" to N50°34'20.00" E27°43'00.00" to N50°36'00.00" E27°35'00.00" to N50°41'30.00" E27°28'00.00" to beginning. ①Mon-Thu 0600-1400, 1800-2400Z++, Fri 0600-1400, 1800-2200Z++ (28 FEB 2003)				
UKR409	NOVOMOSKOVS'KYI	To FL 105	Intmt①	VMC-IMC	
	N48°46'40.00" E35°20'40.00" to N48°46'40.00" E35°26'00.00" to N48°40'00.00" E35°39'00.00" to N48°38'00.00" E35°36'00.00" to N48°38'30.00" E35°23'00.00" to N48°43'40.00" E35°17'30.00" to beginning. ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (31 OCT 2002)				
UKR410	LUBENSKYI	To FL 065	Intmt①	VMC-IMC	
	Cir rad 1.89 NM cntr on N50°05'30.00" E33°03'30.00". ①Tue-Thu 0600-1400, 1800-2400Z++, Fri 0600-1400, 1800-2200Z++ (20 FEB 2003)				
UKR411	LAVORIVSKYI	To FL 150	Intmt①	VMC-IMC	
	N50°08'00.00" E23°34'00.00" to N50°03'00.00" E23°47'00.00" to N49°59'00.00" E23°38'00.00" to N50°00'00.00" E23°25'00.00" to N50°05'00.00" E23°26'00.00" to beginning. ①Mon-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (20 FEB 2003)				
UKR412	RIVNENSKYI	To FL 225	Intmt①	VMC-IMC	
	N50°52'00.00" E26°34'00.00" to N50°52'00.00" E26°46'40.00" to N50°45'10.00" E26°46'40.00" to N50°44'00.00" E26°36'00.00" to N50°44'00.00" E26°26'00.00" to N50°47'00.00" E26°24'30.00" to beginning. ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (20 FEB 2003)				
UKR413	UZHHORODSKYI	To FL 135	Intmt①	VMC-IMC	
	N48°40'00.00" E22°23'00.00" to N48°44'00.00" E22°30'00.00" to N48°40'30.00" E22°37'30.00" to N48°37'48.00" E22°30'00.00" to beginning. ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (20 FEB 2003)				
UKR414	MUKACHEVESKYI	To FL 075	Intmt①	VMC-IMC	
	Cir rad 1.60 NM cntr on N48°24'00.00" E22°46'00.00". ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (31 OCT 2002)				
UKR415	SHYROKOLANIVSKYI	To FL 250	Intmt①	VMC-IMC	
	N47°00'20.00" E31°23'10.00" to N47°06'30.00" E31°21'45.00" to N47°08'40.00" E31°36'40.00" to N47°07'00.00" E31°39'50.00" to N47°02'25.00" E31°42'20.00" to beginning. ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2400Z++ (15 MAY 2003)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
UKR416	TARUTINSKYI	To FL 130	Intmt①	VMC-IMC	
	N46°20'00.00" E29°21'00.00" to N46°18'00.00" E29°36'30.00" to N46°12'00.00" E29°37'30.00" to N46°11'20.00" E29°33'00.00" to N46°14'00.00" E29°20'00.00" to N46°18'00.00" E29°17'00.00" to beginning. ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (20 FEB 2003)				
UKR417	CHERNOMORSKYI	To FL 135	Intmt①	VMC-IMC	
	N46°42'00.00" E30°53'40.00" to N46°42'00.00" E30°56'00.00" to N46°39'00.00" E30°58'40.00" to N46°35'30.00" E30°59'30.00" to N46°34'40.00" E30°55'40.00" to beginning. ①Mon-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (31 OCT 2002)				
UKR418	ANHARSKYI	To FL 085	Intmt①	VMC-IMC	
	N44°53'40.00" E34°16'42.00" to N44°54'38.00" E34°18'08.00" to N44°54'38.00" E34°20'10.00" to N44°52'00.00" E34°24'58.00" to N44°49'50.00" E34°23'18.00" to N44°50'23.00" E34°19'27.00" to N44°51'24.00" E34°16'24.00" to beginning. ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (20 FEB 2003)				
UKR419	BATURYN	To FL 120	Intmt①	VMC-IMC	
	Cir rad 2.70 NM cntr on N51°17'00.00" E32°54'00.00". ①Mon-Thu 0600-1400, 1800-2400Z++, Fri 0600-1400Z++ (11 JUL 02)				
UKR420	SMILIANSKYI	To 1000' AGL	Intmt①	VMC-IMC	
	Cir rad 1.10 NM cntr on N49°12'00.00" E31°59'00.00". ①Tue-Thu 0600-1400, 1800-2400Z++, Fri 0600-1400, 1800-2200Z++ (31 OCT 2002)				
UKR421	BERDYCHIVSKYI	To FL 065	Intmt①	VMC-IMC	
	Cir rad 1.62 NM cntr on N49°58'00.00" E28°34'00.00". ①Tue-Thu 0600-1400, 1800-2400Z++, Fri 0600-1400, 1800-2200Z++ (20 FEB 2003)				
UKR422	SLAVUTSKYI	To FL 055	Intmt①	VMC-IMC	
	N50°17'00.00" E26°53'00.00" to N50°17'00.00" E26°56'10.00" to N50°14'30.00" E26°56'10.00" to N50°13'00.00" E26°54'30.00" to beginning. ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (20 FEB 2003)				
UKR423	CHUHUIVSKYI	To FL 140	Intmt①	VMC-IMC	
	N49°52'20.00" E36°45'00.00" to N49°51'50.00" E36°53'00.00" to N49°49'30.00" E36°53'00.00" to N49°48'40.00" E36°45'00.00" to N49°51'00.00" E36°42'20.00" to beginning. ①Mon-Thu 0600-1400, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (31 OCT 2002)				
UKR425	SUMY	To FL 070	Intmt①	VMC-IMC	
	Cir rad 2.70 NM cntr on N51°02'12.00" E34°52'20.00". ①Mon-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (20 FEB 2003)				
UKR427	KHMEL'NYTS'KYI	To FL 040	Intmt①	VMC-IMC	
	Cir rad 1.62 NM cntr on N49°22'30.00" E27°05'00.00". ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (20 FEB 2003)				
UKR428	IZIASLAVSKYI	To FL 065	Intmt①	VMC-IMC	
	Cir rad 1.62 NM cntr on N50°05'00.00" E26°52'00.00". ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (20 FEB 2003)				
UKR429	VOLODYMYR-VOLYNS'KYI	To FL 060	Intmt①	VMC-IMC	
	N50°56'00.00" E24°08'00.00" to N50°55'00.00" E24°20'30.00" to N50°52'00.00" E24°21'00.00" to N50°52'00.00" E24°09'00.00" to beginning. ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (20 FEB 2002)				
UKR431	KHYRIVSKYI	To FL 060	Intmt①	VMC-IMC	
	Cir rad 1.60 NM cntr on N49°39'00.00" E23°02'00.00". ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (20 FEB 2003)				
UKR432	STAROKOSTIANTYNIVSKYI	To FL 070	Intmt①	VMC-IMC	
	Cir rad 2.20 NM cntr on N49°44'40.00" E27°07'00.00". ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (11 JUL 2002)				
UKR433	TERNOVSKYI	To FL 130	Intmt①	VMC-IMC	
	N47°09'30.00" E32°01'00.00" to N47°09'00.00" E32°06'00.00" to N47°02'20.00" E32°01'30.00" to N47°02'50.00" E31°57'45.00" to beginning. ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (31 OCT 2002)				
UKR435	BIELHOROD-DNISTROVS'KYI	To FL 095	Intmt①	VMC-IMC	
	Cir rad 1.89 NM cntr on N46°06'00.00" E30°16'40.00". ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (30 JAN 2003)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
UKR436	BOLHRADSKYI	To FL 115	Intmt①	VMC-IMC	
	N45°43'00.00" E28°47'00.00" to N45°38'00.00" E28°48'00.00" to N45°39'00.00" E28°38'00.00" to N45°42'00.00" E28°38'00.00" to beginning. ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (20 FEB 2003)				
UKR437	STAROKRYMSKYI	To FL 065	Intmt①	VMC-IMC	
	Cir rad 2.16 NM cntr on N45°04'00.00" E35°03'00.00". ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (19 MAR 2003)				
UKR438	CHERKASY	To 3500'	Intmt①	VMC-IMC	
	N49°28'00.00" E31°48'00.00" to N49°28'00.00" E31°53'00.00" to N49°26'00.00" E31°53'00.00" to N49°27'00.00" E31°49'00.00" to beginning. ①Mon-Thu 0600-1400, 1800-2400Z++, Fri 0600-1400, 1800-2200Z++ (19 MAR 2003)				
UKR439	LYSETSKYI	To FL 065	Intmt①	VMC-IMC	
	Cir rad 3.20 NM cntr on N48°56'00.00" E24°33'00.00". ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (11 JUL 2002)				
UKR440	SVITLOVODS'K	To FL 100	Intmt①	VMC-IMC	
	Cir rad 1.60 NM cntr on N49°00'00.00" E33°13'00.00". ①Mon-Thu 0600-1400, 1800-2400Z++, Fri 0600-1400Z++ (11 JUL 2002)				
UKR441	PAVLOHRAD	Unltd	0500-1400Z++ Mon-Fri	VMC-IMC	
	N48°26'30.00" E36°03'00.00" to N48°14'00.00" E36°09'00.00" to N48°12'00.00" E36°03'00.00" to N48°24'00.00" E35°56'00.00" to beginning. (31 OCT 2002)				
UKR442	BERDIANS'K	To FL 160	By NOTAM	VMC-IMC	
	N46°55'24.00" E37°00'42.00" to N46°49'00.00" E37°20'06.00" to N46°35'30.00" E36°53'36.00" to N46°36'36.00" E36°49'24.00" to N46°51'06.00" E36°54'00.00" to beginning. (09 APR 2003)				
UKR443	SASIVSKYI	To FL 130	Mon-Fri 0600-2200Z++	VMC-IMC	
	N48°16'12.00" E32°18'54.00" to N48°14'18.00" E32°30'36.00" to N48°14'12.00" E32°20'00.00" to N48°14'18.00" E32°19'48.00" to N48°14'06.00" E32°18'54.00" to N48°14'12.00" E32°18'24.00" to beginning. (11 JUL 2002)				
UKR444	VELYKI MOSTY	To 1800'	Intmt①	VMC-IMC	
	N50°15'10.00" E24°06'40.00" to N50°14'30.00" E24°06'28.00" to N50°14'27.00" E24°04'37.00" to N50°15'24.00" E24°04'37.00" to beginning. ①Mon-Fri 0600-1800Z++ (15 MAY 2003)				
UKR445	TUCHINSKYI	To FL 340	By NOTAM	VMC-IMC	
	N50°52'00.00" E26°34'00.00" to N50°52'00.00" E26°46'40.00" to N50°45'10.00" E26°46'40.00" to N50°44'00.00" E26°36'00.00" to N50°46'00.00" E26°30'00.00" to N50°49'00.00" E26°30'00.00" to beginning. (31 OCT 2002)				
UKR448	ZMIIVKA	To 1000' AGL	Intmt①	VMC-IMC	
	Cir rad 1.00 NM cntr on N48°12'00.00" E22°43'00.00". ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (11 JUL 2002)				
UKR449	PERECHIN	To 1000' AGL	Intmt①	VMC-IMC	
	Cir rad 1.62 NM cntr on N48°45'00.00" E22°28'00.00". ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (11 JUL 2002)				
UKR450	KRIVA	To 1000' AGL	Intmt①	VMC-IMC	
	Cir rad 1.62 NM cntr on N48°10'00.00" E23°12'00.00". ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (11 JUL 2002)				
UKR451	ZALISSIA	To 3000' AGL	By NOTAM	VMC-IMC	
	N50°37'00.00" E30°52'00.00" to N50°37'30.00" E30°45'36.00" to N50°47'00.00" E30°49'00.00" to N50°42'00.00" E30°56'00.00" to beginning. (13 JUN 2002)				
UKR452	PUSCHA VODYTSIA	To 2000' AGL	By NOTAM	VMC-IMC	
	N50°33'24.00" E30°19'42.00" to N50°34'30.00" E30°20'36.00" to N50°33'24.00" E30°22'36.00" to N50°32'18.00" E30°22'00.00" to beginning. (13 JUN 2002)				
UKR453	FEOFANIA	To 700' AGL	By NOTAM	VMC-IMC	
	N50°21'06.00" E30°28'06.00" to N50°22'24.00" E30°28'06.00" to N50°22'24.00" E30°30'24.00" to N50°21'06.00" E30°30'24.00" to beginning. (13 JUN 2002)				
UKR454	KRASNE	To FL 070	Intmt①	VMC-IMC	
	Cir rad 1.08 NM cntr on N48°34'53.00" E37°53'42.00". ①Tue-Fri 0700-1300, 1600-2200Z++, (20 FEB 2003)				
UKR462	STOROZHYNETSKYI-1	To FL 085	Intmt①	VMC-IMC	
	Cir rad 2.70 NM cntr on N48°08'00.00" E25°51'00.00". ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (11 JUL 2002)				
UKR463	STOROZHYNETSKYI-2	To FL 085	Intmt①	VMC-IMC	
	Cir rad 2.70 NM cntr on N48°07'00.00" E25°41'00.00". ①Tue-Thu 0600-1300, 1800-2400Z++, Fri 0600-1300, 1800-2200Z++ (11 JUL 2002)				

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	EFFECTIVE TIMES	WEATHER	CONTROLLING AGENCY / USING AGENCY
UKR500	TFA NO 1A	To FL 155	0700-1900Z++	VMC-IMC	
	N50°45'06.00" E29°16'36.00" to N50°53'12.00" E29°57'12.00" to N50°38'00.00" E30°13'00.00" to N50°35'12.00" E30°13'30.00" to beginning. (11 JUL 2002)				
UKR501	TFA 1	To FL 240	0700-1900Z++	VMC-IMC	
	N50°45'06.00" E29°16'36.00" to N50°44'18.00" E29°12'30.00" to N50°43'18.00" E29°08'30.00" to N51°18'00.00" E28°55'00.00" to N51°17'00.00" E29°32'00.00" to N50°53'12.00" E29°57'12.00" to beginning. (11 JUL 2002)				
UKR502	TFA 2	FL 050 to FL 410	0700-1900Z++	VMC-IMC	
	N50°43'18.00" E29°08'30.00" to N50°42'00.00" E29°03'30.00" to N50°42'00.00" E28°38'00.00" to N50°51'00.00" E27°26'00.00" to N51°21'54.00" E27°44'24.00" to N51°18'00.00" E28°55'00.00" to beginning. (11 JUL 2002)				
UKR503	TFA 3	FL 100 to FL 410	0700-1900Z++	VMC-IMC	
	N51°21'54.00" E27°44'24.00" to N50°51'00.00" E27°26'00.00" to N50°57'42.00" E26°21'18.00" to N51°36'48.00" E26°20'36.00" to beginning. (11 JUL 2002)				
UKR504	TFA4	To FL 300	0700-1900Z++	VMC-IMC	
	N45°23'00.00" E35°00'00.00" to N45°25'00.00" E35°05'00.00" to N45°04'00.00" E36°15'00.00" to N44°55'00.00" E36°23'00.00" to N44°15'00.00" E36°25'00.00" to N44°08'00.00" E35°12'06.00" to N44°23'00.00" E34°42'00.00" to N44°48'00.00" E34°42'00.00" to beginning. (11 JUL 2002)				
	UZBEKISTAN				
UT(P)101		Unltd	H24	VMC-IMC	
	Cir rad 5.4 NM cntr on N41°18′40.00″ E69°16′00.00″.				
UT(P)102		Unltd	H24	VMC-IMC	
	Cir rad 1.1 NM cntr on N41°22′02.00″ E69°25′20.00″.				
UT(P)103		Unltd	H24	VMC-IMC	
	Cir rad 1.1 NM cntr on N41°24′05.00″ E69°26′30.00″.				
UT(R)121		To FL 148	H24	VMC-IMC	
	Cir rad 2.7 NM cntr on N39°39′00.00″ E66°58′00.00″.				
UT(R)122		To FL 148	H24	VMC-IMC	
	Cir rad 2.7 NM cntr on N39°46′00.00″ E64°27′00.00″.				
UT(R)123		To FL 148	H24	VMC-IMC	
	Cir rad 2.7 NM cntr on N41°32′00.00″ E60°37′00.00″.				
UT(R)124		To FL 148	H24	VMC-IMC	
	Cir rad 2.7 NM cntr on N42°27′00.00″ E59°37′00.00″.				
UT(R)125		To FL 148	H24	VMC-IMC	
	Cir rad 2.7 NM cntr on N38°51′00.00″ E65°48′00.00″.				
UT(R)126		To FL 148	H24	VMC-IMC	
	Cir rad 1.6 NM cntr on N37°13′00.00″ E67°17′00.00″.				
UT(R)127		To FL 148	H24	VMC-IMC	
	Cir rad 3.3 NM cntr on N41°00′00.00″ E71°40′00.00″.				
UT(R)128		To FL 148	H24	VMC-IMC	
	Cir rad 2.7 NM cntr on N40°22′00.00″ E71°48′00.00″.				
UT(R)129		To FL 148	H24	VMC-IMC	
	Cir rad 3.8 NM cntr on N40°47′00.00″ E72°20′00.00″.				
UT(R)130		To FL 49	H24	VMC-IMC	
	Cir rad 1.1 NM cntr on N39°28′00.00″ E64°44′00.00″.				
UT(R)131		To FL 49	H24	VMC-IMC	
	Cir rad 1.1 NM cntr on N39°10′00.00″ E65°20′00.00″.				
UT(R)132		To FL 49	H24	VMC-IMC	
	Cir rad 1.1 NM cntr on N38°58′00.00″ E65°55′00.00″.				

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