On approval of the Rules for the Use of the Airspace of the Republic of Kazakhstan and on amending Decree of the Government of the Republic of Kazakhstan No. 1525 dated December 31, 2010, and on annulment of certain decisions of the Government of the Republic of Kazakhstan

Unofficial translation

Decree of the Government of the Republic of Kazakhstan No. 506 dated May 12, 2011.

Unofficial translation

In accordance with the Law of the Republic of Kazakhstan "On the Use of the Airspace of the Republic of Kazakhstan and Aviation Activity", the Government of the Republic of Kazakhstan **HEREBY DECREES AS FOLLOWS**:

Footnote. The preamble as amended by the Decree of the Government of the Republic of Kazakhstan dated 09.12.2024 № 1042 (shall be effective ten calendar days after the date of its first official publication).

1. That the attached Rules for the Use of the Airspace of the Republic of Kazakhstan shall be approved.

2. Paragraph 8 of the Rules for the Use of the Airspace of the Republic of Kazakhstan shall be suspended until November 17, 2011, having established that during the suspension period this paragraph is valid as follows:

"8. Vertical separation in the airspace of the Republic of Kazakhstan shall be carried out according to the following semicircular system:

1) in the direction of airways, local airlines and established routes with true track angles from 0 to 179 degrees (inclusive), flight levels are established: 900, 1,500, 2,100, 2,700, 3,300, 3,900, 4,500, 5,100, 5,700, 6,300, 6,900, 7,500, 8,100, 9,100, 10,100, 11,100, 12,100, 14,100 (meters);

2) during the direction of airways, local airlines and established routes with true travel angles from 180 to 359 degrees (inclusive), flight levels are established: 1,200, 1,800, 2,400, 3,000, 3,600, 4,200, 4,800, 5,400, 6,000, 6,600, 7,200 , 7,800, 8,600, 9,600, 10,600, 11,600, 13,100, 15,100 (meters)."

3. Repealed by Decree of the Government of the Republic of Kazakhstan № 774 dated 11.09.2015 (shall be enforced from the date of its first official publication).

4. The following shall be annulled:

1) Decree of the Government of the Republic of Kazakhstan № 285 dated February 28, 1997 "On Approval of the Regulation on the Use of the Airspace of the Republic of Kazakhstan" (SAPP of the Republic of Kazakhstan, 1997, № 9, Article 67);

2) Decree of the Government of the Republic of Kazakhstan № 61 dated January 24, 2008 "On Amendments and Additions to Decree of the Government of the Republic of Kazakhstan № 285 dated February 28, 1997";

3) subparagraph 1) of paragraph 1 of Decree of the Government of the Republic of Kazakhstan № 61 dated February 2, 2010 "On Amendments and Additions to Some Decisions of the Government of the Republic of Kazakhstan on Aviation Issues" (SAPP of the Republic of Kazakhstan, 2010, № 9, Article 109)

5. This Decree shall come into effect upon expiry of ten calendar days from the date of the first official publication.

Prime Minister of the Republic of Kazakhstan *K. Massimov*

Approved by
Decree of the Government of the
Republic of Kazakhstan
№ 506 dated May 12, 2011

Rules for the Use of Airspace of the Republic of Kazakhstan 1. General Provisions

1. The Rules for the use of the airspace of the Republic of Kazakhstan have been developed in accordance with the Law of the Republic of Kazakhstan "On the use of the airspace of the Republic of Kazakhstan and aviation activities" and the Convention on International Civil Aviation, signed in Chicago on December 7, 1944, and determine the procedure for using the airspace of the Republic of Kazakhstan in the interests of the economy and defense of the country, in order to meet the needs of airspace users, ensuring the safety of the use of airspace.

Footnote. Paragraph 1 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

2. The following definitions are used in these Rules:

1) aviation works area – an area designated by geographical coordinates, within which aviation works are performed by aircraft;

2) current flight plan – the flight plan, including possible changes due to subsequent dispatching permissions;

3) balloon – a lighter-than-air aircraft that is not powered by a power plant;

4) gyroplane (gyroplane) – an aircraft heavier than air, which is supported in flight by air reactions, with one or more rotors freely rotating around axes that are approximately in a vertical position;

5) airfield area (nodal control area (Terminal control area (TMA) – control area created at the points of convergence of air traffic service routes in the vicinity of one or more large airfields;

6) safety of the use of airspace - is a comprehensive characteristic of the established procedure for the use of airspace, determining its ability to ensure the performance of all

types of activities for the use of airspace without endangering human life and health, material damage to the state, citizens and legal entities;

7) the use of airspace is an activity in the process of which various material objects (aircraft, missiles and other objects) are moved in airspace, as well as other activities (construction of high-rise structures, activities during which electromagnetic and other radiation occurs, the release of substances into the atmosphere that impair visibility, blasting etc.);

8) coordination of the use of airspace – activities carried out in the process of planning the use of airspace and maintenance (management) of air traffic, aimed at optimizing the use of airspace, depending on the prevailing air, meteorological, aeronautical situation and in accordance with state priorities in the use of airspace;

9) the airspace use plan – certain information about the planned activities submitted to the air traffic planning authorities;

10) planning of the use of airspace – activities carried out in order to ensure the permissive and notification procedure for the use of airspace, the organization of air traffic, air traffic flows by distributing airspace by place, time and altitude among its users in accordance with state priorities;

11) the structure of airspace is a set of elements of airspace limited in the vertical and horizontal planes intended for the use of airspace;

12) air traffic service route (hereinafter referred to as ATS) is an established route that is designed to direct the flow of traffic in order to provide air traffic services. The term "ATS route" is used to refer, as appropriate, to an air route, a controlled or uncontrolled route, an arrival or departure route, and other routes;

13) air traffic service area – an airspace of established dimensions, within the boundaries of which air traffic services along air routes and routes outside them are carried out by the dispatcher of the district control center;

14) aerodrome traffic zone (Aerodrome Traffic Zone) – the airspace of certain sizes around the airfield, established to ensure the safety of airfield traffic;

15) air defense bodies (hereinafter referred to as air defense bodies) – operational bodies of the Armed Forces of the Republic of Kazakhstan, which are entrusted with the task of carrying out combat duty on air defense;

16) longitudinal separation – the dispersal of aircraft at the same altitude at set intervals in time or distance along the line of way;

17) lateral separation – the dispersal of aircraft at the same altitude at set intervals according to the distance or angular displacement between their lines of way;

18) the Briefing group - is a structural unit of the air traffic services authority providing the function of air traffic planning and pre–flight information services;

19) control area (CTA) – controlled airspace extending upwards from the boundary established above the earth's surface;

20) control zone (CTR) – controlled airspace extending upwards from the earth's surface to the established upper boundary;

21) dispatch permit – a permit issued by the air traffic services authority to the crew of an aircraft related to the performance of a flight and justified by the relevant conditions and established flight rules;

22) dispatch instruction – directive instructions from the air traffic services authority, instructing the pilot to perform specific actions in a specific situation;

23) an airship - is a lighter–than-air aircraft powered by a power plant;

23-1) Free Route Airspace (Free Route Airspace) (hereinafter referred to as the FRA) – a defined volume of controlled airspace within which users can freely plan a route between a specific entry point and a specific exit point, with the ability to route through intermediate waypoints, without being tied to a fixed ATS route network, taking into account the availability of airspace;

24) zone (area) of responsibility – an airspace of the established dimensions, within which the air traffic services (air traffic control) authorities carry out their functions;

25) an airspace zone with the mandatory requirement of a respondent (transponder) (TMZ) is an airspace zone of certain dimensions, during flights in which it is mandatory to equip aircraft with a respondent for surveillance systems operated in accordance with the established procedures;

26) flight beyond the line of sight (BVLOS) - is a type of flight of an unmanned aircraft in which the unmanned aircraft is outside constant direct visual contact or beyond the distance at which an external pilot or operator has the ability to control the location of the unmanned aircraft visually and the flight path of the unmanned aircraft in relation to other aircraft, people and obstacles to avoid collisions;

27) the air corridor of the passage of the State Border of the Republic of Kazakhstan - is a part of the airspace above the State Border of the Republic of Kazakhstan, defined for crossing it by aircraft performing international flights;

28) remote identification system – a system that provides local transmission of information about an unmanned aircraft during flight;

29) recurring flight plan (RPL) – a flight plan associated with a number of frequently recurring, regularly performed individual flights with the same basic features, which are provided by the operator for storage and reuse by the ATS authorities;

30) the estimated pad cleaning time – the estimated time when the aircraft begins to move associated with departure;

31) dual–use products - products that, due to their properties and technical characteristics, can be used for the purpose of creating weapons of mass destruction and means of their delivery;

32) additional scheduled flight – a flight operated by an airline in addition to its regular flight on the same flight route on the same date;

33) short–term restriction - prohibition or restriction of the use of a part of the airspace to ensure the safe operation of aircraft flights;

34) an airspace zone with mandatory radio communication (RMZ) - is an airspace zone of certain dimensions, during flights in which it is mandatory to have on board equipment for conducting two–way radio communications operated in accordance with the established procedures;

35) the airspace zone for unmanned aircraft flights (UFZ – unmanned flight zone) - is a special airspace zone of certain dimensions designed for unmanned aircraft flights;

36) the flight restriction zone of unmanned aircraft -is a part of the airspace of established dimensions over the territory of the Republic of Kazakhstan, within which the flights of unmanned aircraft are limited by certain conditions;

37) an application for the use of airspace for flights using unmanned aircraft systems - is a document of an established form submitted by users of the airspace in order to ensure the safety of activities related to the use of airspace when performing flights using unmanned aircraft systems;

38) unmanned aircraft (hereinafter – UAV) – an aircraft that is operated or designed for autonomous operation and (or) remote control without a pilot on board;

39) unmanned aircraft system (hereinafter – UAS) – an unmanned aircraft and related elements (including communication channels and components controlling an unmanned aircraft) that are necessary for the safe and effective operation of an unmanned aircraft in airspace;

40) glider – an aircraft heavier than air, not driven by a power plant, the lifting force of which is created mainly due to aerodynamic reactions on surfaces that remain stationary under given flight conditions;

41) flight within radio visibility (RLOS) – flight of an unmanned aircraft in which the transmitter(s) and receiver(s) used for flight control are located within the range of a joint radio communication line;

42) flight beyond radio visibility (BRLOS) – flight of an unmanned aircraft in which the transmitter(s) and receiver(s) used for flight control are not located within the range of a joint radio communication line;

43) flight within line of sight (VLOS) - is a type of unmanned aircraft flight in which an external pilot or operator can maintain constant visual contact with an unmanned aircraft without assistance at a distance of no more than 500 meters horizontally from the location of the external pilot or operator and control the flight path of the unmanned aircraft in relation to others aircraft, people and obstacles to avoid collisions;

44) vertical separation – the dispersal of aircraft in height at set intervals;

45) recommendation for the establishment of temporary regimes – an application for the establishment of temporary regimes submitted by users of airspace to prohibit or restrict the

activities of other users of airspace in order to ensure the safety of activities related to the use of airspace;

46) A filed flight plan (FPL) – a final flight plan filed by the pilot or his authorized representative for the use by ATS bodies;

47) flight information zone (FIZ) - is a part of the flight information area, within the boundaries of which the aerodrome Flight Information Service (AFIS) or another body, in accordance with delegated authority, provides flight information services and emergency notification;

48) estimated time of arrival:

in instrument flights, - the estimated time of arrival of the aircraft at the intended point indicated by navigation aids from which the instrument approach maneuver is supposed to be performed, or in the absence of a navigation aid associated with this airfield, - the time of arrival of the aircraft at a point above the airfield;

when performing flights according to the rules of visual flights (hereinafter – VFR) – the estimated time of arrival of the aircraft at a point above the airfield;

49) flight altitude – the vertical distance from a certain level to the aircraft;

50) flight route – projection of a given (established) flight path of an aircraft onto a terrestrial (water) surface, determined by the main points;

51) flight information area (FIR) – an airspace of certain dimensions, within which flight information services and emergency notification are provided;

52) international air route – an air route open for international flights;

53) separation – vertical, longitudinal or lateral dispersal of aircraft in airspace at specified intervals;

54) NOTAM office is a structural unit of an air navigation service provider that issues a NOTAM notice;

55) NOTAM notification – a notification containing information about the commissioning , condition or change of any aeronautical equipment, maintenance and regulations, as well as about hazards, timely warning of which is important for flight personnel, as well as other aeronautical information.

Footnote. Paragraph 2 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication); as amended by the Decree of the Government of the Republic of Kazakhstan dated 09.12.2024 № 1042 (shall be effective ten calendar days after the date of its first official publication).

3. State aviation aircraft equipped with the state radar identification system of the Republic of Kazakhstan shall operate flights in the airspace of the Republic of Kazakhstan with the equipment of the state radar identification system turned on.

4. These rules shall be applied by all state bodies of the Republic of Kazakhstan, local executive bodies of oblasts, cities of republican significance and the capital, districts, cities of

oblast significance, and users of airspace, as well as air traffic services (hereinafter - ATS) or air traffic management (hereinafter - ATM).

2. Structure and classification of the airspace of the Republic of Kazakhstan

§ 1. Structure of the airspace of the Republic of Kazakhstan

5. Excluded by Decree of the Government of the Republic of Kazakhstan № 650 dated 10.19.2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

6. Excluded by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

7. The structure of the airspace includes the following elements:

1) flight information areas and control areas;
2) air traffic service routes;
3) hub control areas, control zones and airfield traffic zones;
4) areas of uncontrolled airspace;
5) special flight zones of state aviation;
6) restricted areas;
7) dangerous areas;
8) flight restriction zones;
9) air routes;
10) airspace zones with the mandatory requirement of a transponder (TMZ);
11) airspace zones with mandatory radio communication (RMZ);
12) the zone of restriction of flights of unmanned aircraft;
13) the airspace zone for unmanned aircraft flights;
14) FRA.

Certain parts of the airspace and certain airfields where a decision has been made to provide air traffic services should be designated in accordance with the type of air traffic services.

Footnote. Paragraph 7 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

7-1. The delimitation of the airspace in which air traffic services is provided, shall be based on the structure of the ATS routes and the need for efficient services.

Agreements on the delineation of airspace beyond national boundaries shall be appropriate when they contribute to the provision of air traffic services.

In the case when the delimitation of airspace is carried out taking into account state borders, it shall be necessary, on the basis of an agreement with a neighbouring state, to establish conveniently located control transfer points.

Footnote. The rules are supplemented by paragraph 7-1 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

7-2. The airspace of the Republic of Kazakhstan shall be vertically divided into two areas of flight information: the lower and upper regions. The boundary between the upper and lower regions shall be established at an altitude of FL 245 (7450 m) from the level corresponding to atmospheric pressure of 760 mm Hg (1013.25 hectopascals/mbar).

Footnote. The rules are supplemented by paragraph 7-2 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

7-3. The parts of the airspace in which it has been decided to provide dispatching services according to instrument flight rules (hereinafter referred to as IFR) shall be defined as dispatch areas, aerodrome areas (nodal control areas) or control areas.

Those parts of the controlled airspace in which the dispatching service is provided, which also ensures the execution of VFR flights, shall be designated as airspace of classes B, C or D .

Footnote. The rules are supplemented by paragraph 7-3 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

7-4. In the event that control areas and control areas are defined within the flight information area, they shall be an integral part of this flight information area.

Footnote. The rules are supplemented by paragraphs 7-4 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

7-5. Aerodromes where it is decided to provide traffic control services shall be defined as controlled aerodromes. Aerodromes that do not provide aerodrome traffic control services shall be defined as uncontrolled aerodromes.

Footnote. The Rules are supplemented by paragraph 7-5 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated 10.19.2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

7-6. The boundaries of control areas, including, inter alia, airways and hub control areas, shall be established so that they cover an airspace sufficient to include the trajectories of those flights along the IFR or parts thereof, for which it is advisable to provide the appropriate types of air traffic control services traffic taking into account the capabilities of navigational aids typically used in the area.

The lower boundary of the dispatch area shall be established at a height of at least 200 m above the earth or water surface.

The upper boundary of the dispatch area, subject to the provisions of paragraph 37 of these Rules, shall be established in the following cases:

1) air traffic control services are not provided above this border;

2) this dispatch area is located below the upper dispatch area, and in this case, its upper boundary coincides with the lower border of the upper dispatch area.

Footnote. The rules are supplemented by paragraph 7-6 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

7-7. The lateral borders of the control zones shall cover those that are not part of the control areas of the airspace through which the flight paths go along the IFR of aircraft arriving at aerodromes and departing from aerodromes.

The lateral borders of the control zone shall be separated from the center of the corresponding aerodrome or aerodromes at a distance of not less than 9.3 km in the directions from where approaches can be made. The control area may include two or more closely spaced aerodromes.

If the control area is located within the lateral borders of the control area, it shall extend upward from the ground at least to the lower boundary of the control area. If necessary, it shall be allowed to establish the upper limit above the lower boundary of the dispatch area.

Footnote. Rules are supplemented by paragraph 7-7 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

7-8. VFR flights in parts of Class E or G airspace, as well as IFR flights in parts of Class G airspace defined as airspace with mandatory radio communications, shall be subject to two-way air-ground radio communications in the established operating procedures unless otherwise agreed in advance with the air traffic services authority responsible for the specified area.

All aircraft flights in the airspace with a mandatory transponder (TMZ) must be operated with the transponder turned on, unless otherwise agreed upon with the air traffic services authority responsible for the specified area.

Footnote. The rules are supplemented by paragraph 7-8 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

7-9. The boundaries of the airspace zones for unmanned aircraft flights (UFZ – unmanned flight zone) are established within the administrative boundaries of cities of republican and regional significance from the earth's surface to an altitude of 200 meters, with the exception of prohibited and dangerous zones, flight restriction zones and flight restriction zones of unmanned aircraft.

The boundaries of the airspace zones for flights of unmanned aircraft are established in accordance with the procedure given in Annex 3-1 to these Rules.

All flights of unmanned aircraft within the airspace zones for unmanned aircraft flights must be performed with the remote identification system enabled.

Footnote. The Rules were supplemented by paragraph 7-9 in accordance with the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

8. Excluded by Decree of the Government of the Republic of Kazakhstan № 650 dated 10.19.2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

9. The boundaries of the airspace structure elements shall be established according to geographic coordinates and heights. The boundaries and conditions for the use of elements of the airspace structure shall be published in documents of aeronautical information in accordance with the Rules for the provision of aeronautical information in civil aviation, approved by the authorized body in the field of civil aviation.

Footnote. Paragraph 9 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

10. The list of areas (zones) of flight information and control areas and their boundaries shall be determined by the air navigation services provider, under the jurisdiction of the authorized body in the field of civil aviation, and shall be published in the aeronautical information documents.

The boundaries of nodal control areas and control areas, TMZ and RMZ shall be developed by the air navigation services provider and shall be published in the aeronautical information documents.

The boundaries of the airfield traffic areas of an uncontrolled airfield shall be developed by the airfield operator, agreed with the air traffic control and /or air traffic control authority, in the area of responsibility of which the airfield is located, and shall be published in the aeronautical information documents.

The boundaries of the areas (zones) of air traffic control shall coincide with the boundaries of the areas (zones) of flight information and control areas.

FRA, его основные точки, границы и время FRA, its main points, boundaries and operating hours shall be determined by the air navigation service provider in coordination with the authorized organization in the field of civil aviation and published in the aeronautical information documents.

For the purposes of free routing airspace, the main points shall be divided into the following:

1) entry and exit points;

2) intermediate points;

3) connection point with the arrival route;

4) connection point with the departure route.

Footnote. Paragraph 10 as amended by the Decree of the Government of the Republic of Kazakhstan dated 09.12.2024 № 1042 (shall be effective ten calendar days after the date of its first official publication).

11. Excluded by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

12. Airways shall be allowed to operate in accordance with the Rules until the airways are put into operation, approved by the authorized body in the field of civil aviation. For the application of performance-based navigation (PBN) on airways, the air navigation service provider, in agreement with the authorized civil aviation organization, shall establish the navigation specifications in accordance with the Instructions for the organization and maintenance of air traffic, approved by the authorized body in the field of civil aviation.

The opening of international air routes shall be carried out in agreement with the competent authorities of neighbouring countries and the International Civil Aviation Organization (hereinafter - ICAO).

The provision of airway equipment with radio-technical support shall be carried out by the air navigation service provider.

Footnote. Paragraph 12 as amended by Decree of the Government of the Republic of Kazakhstan № 569 dated 01.08.2019 (see paragraph 2 for the enactment procedure).

13. Excluded by Decree of the Government of the Republic of Kazakhstan № 650 dated 10.19.2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

14. Excluded by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

15. Excluded by Decree of the Government of the Republic of Kazakhstan № 650 dated 10.19.2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

16. When determining the boundaries of aerodrome areas (nodal control areas), departure and approach approaches, departure to the second circle, flight in the waiting area, as well as standard instrument departure routes (SID), standard arrival routes (STAR), and entry routes shall be taken into account (exit) to the airways.

The development of these schemes shall be carried out in accordance with the Rules of Operations in the Field of Civil and (or) State Aviation of the Republic of Kazakhstan, approved by authorized bodies in the field of aviation.

Footnote. Paragraph 16 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar

days after the day of its first official publication).

17. Excluded by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

17-1. For each facility (polygon, shooting range, training center, quarry, field, mine, strip mine) where work is carried out related to firing, missile launches, blasting, unguided balloons (with the exception of uncontrolled balloons or balloons specified in subparagraph 5) of paragraph 22 of these Rules), and other activities that pose a threat to flight safety, the owner or the entity responsible for the operation of the facility shall develop an agreement on interaction with air traffic control (ATC) centers, indicating coordination measures between the ATC center and the air traffic management (ATM) unit on the start and stop time of the works, establishment of vertical and horizontal boundaries and interaction measures. The agreement on interaction shall be coordinated with the ATC center and the ATM unit in whose responsibility area the facility is located, and shall be approved by the responsible person (head) of the facility.

When coordinating an interaction agreement, the ATM unit may initiate a change in the vertical and horizontal boundaries, as well as the validity term, in order to ensure safety during flight operations.

Footnote. The rules are supplemented by paragraph 17-1 in accordance with Decree of the Government of the Republic of Kazakhstan № 1429 dated December 30, 2013 (shall be enforced upon expiry of ten calendar days after the first official publication); as amended by Resolution № 994 of the Government of the Republic of Kazakhstan dated 31.12.2021 (shall be enforced ten calendar days from the date of its first official publication).

17-2. When performing flights using unmanned aircraft systems over densely populated areas of settlements, as well as those specified in paragraph 82-1 of these Rules, the operator develops, approves and submits for approval to the ATC center and the ATS authority in whose area of responsibility flights are planned, the Instructions for interaction between the UAS operator and the relevant ATC center in a form determined by the Rules for the use of unmanned aircraft systems in the airspace of the Republic of Kazakhstan.

Footnote. The Rules shall be supplemented by paragraph 17-2 pursuant to Resolution № 994 of the Government of the Republic of Kazakhstan dated 31.12.2021 (shall be enforced ten calendar days from the date of its first official publication); as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

18. Special areas of state aviation flights shall be understood as airspace of established sizes, designed for test flights, refueling in the air, flights at low and extremely low altitudes, missile launches, aerial firing and other special flights.

19. Excluded by Decree of the Government of the Republic of Kazakhstan № 650 dated 10.19.2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

20. Restricted areas shall be established in the airspace of the Republic of Kazakhstan to protect important state facilities, key industrial complexes (nuclear power plants, nuclear radiation facilities, chemically hazardous facilities, as well as other critical facilities from the point of view of the country's national security), protected facilities from harmful impacts and destruction resulting from the result of possible accidents in airspace. Restricted areas shall be published in aeronautical information documents.

Footnote. Paragraph 20 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

21. Danger zones, flight restriction zones shall be established by the Main Air Traffic Control center of the state aviation authorized body (hereinafter - the M ATCC) and shall be brought to the notice of users through NOTAM notification or published in aeronautical information documents. To establish a danger zone, a flight restriction zone, the airspace users in whose interests the indicated danger zone, the flight restriction zone is established, shall file a request to the M ATCC no later than 9 days before activation of the danger zone, the flight restriction zone, to establish a dangerous zone, flight restriction zone with indication of its vertical and horizontal boundaries, validity term and nature of the activities pursued.

Footnote. Paragraph 21 - as amended by Resolution № 994 of the Government of the Republic of Kazakhstan dated 31.12.2021 (shall be enforced ten calendar days from the date of its first official publication).

22. Dangerous zones are established over the Caspian Sea beyond the border zone in the area of responsibility of the ATS or the ATC of the Republic of Kazakhstan in the interests of any activities that may pose a threat to flight safety.

Dangerous zones may be established over the territory of the Republic of Kazakhstan by decision of the ATC Control Center, if activities in this zone are associated with a risk that must be notified to users of the airspace.

Footnote. Paragraph 22 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

23. Flight restriction zones are established over the territory of the Republic of Kazakhstan, as well as over territorial waters in the interests of the following types of activities related to:

1) areas of all types of shooting;

2) missile launches;

3) blasting operations;

4) state nature reserves;

5) national parks;

6) historical and cultural monuments;

7) over protected objects at the recommendation of the interested state bodies;

8) carrying out work with ammunition at their storage facilities;

9) implementation of scientific research in the atmosphere;

10) electromagnetic radiation;

11) light emissions;

12) launch areas of unguided balloons or probes (with the exception of unguided balloons or probes, which are classified as light, according to paragraph 83-1 of these Rules);

13) fall zones of separable parts of launch vehicles.

Footnote. Paragraph 23 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

23-1. The flight restriction zones of unmanned aircraft are designed to completely or partially restrict the flights of unmanned aircraft in accordance with established conditions.

Permanent flight restriction zones for unmanned aircraft are established over objects subject to state protection specified in the Rules for determining objects subject to state protection approved by the resolution of the Government of the Republic of Kazakhstan dated October 7, 2011 № 1151, objects of the Ministry of Defense of the Republic of Kazakhstan, the National Security Committee of the Republic of Kazakhstan, the State Security Service of the Republic of Kazakhstan, as well as objects of the penal enforcement system of the Ministry of Internal Affairs of the Republic of Kazakhstan.

Flight restriction zones for unmanned aircraft can be established over other government facilities, critical infrastructure facilities provided by interested government agencies, as well as in the vicinity of controlled airfields.

The flight restriction zones of unmanned aircraft are established in accordance with the procedure given in Annex 3-2 to these Rules.

When establishing flight restriction zones for unmanned aircraft, the following can be taken into account:

1) UAV design type;

2) the maximum take-off weight of the UAV;

3) UAV engine type (electric, internal combustion engine);

4) type of aviation work.

Footnote. The Rules were supplemented by paragraph 23-1 in accordance with the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

24. If the activity in the interests of which a dangerous zone, a flight restriction zone, a flight restriction zone for unmanned aircraft are established, is not permanent, the operation

of the dangerous zone, the flight restriction zone and the flight restriction zone for unmanned aircraft is limited to a temporary period.

Information on activities in hazardous areas, restricted flight zones, limited by a time period, shall be communicated by means of a NOTAM notification in accordance with the types of aircraft traffic reports and activities related to the use of airspace provided for in Annex 3 to these Rules.

Information on the temporary establishment of flight restriction zones for unmanned aircraft is brought to the users of the airspace by the ATC centers in whose area of responsibility this zone is established.

Footnote. Paragraph 24 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

25. In the event of a danger of unintentional entry of aircraft into the danger zone, flight restriction zone, as well as in the cases provided for in subparagraphs 2) - 4) of paragraph 27 of these Rules, the use of airspace in these zones shall be limited or terminated.

26. Prohibited zones shall be established by the authorized body in the field of state aviation on the proposal of persons interested in establishing such zones.

The list of restricted areas and restricted flight areas shall be coordinated with the State Security Service of the Republic of Kazakhstan and national security agencies.

Footnote. Paragraph 26 as amended by Decree of the Government of the Republic of Kazakhstan № 1098 dated 16.10.2014 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

26-1. At the initial establishment of prohibited areas, dangerous zones, and restricted flight zones, each zone is assigned a designation.

For restricted flight zones of unmanned aircraft, the designation of each zone is assigned only when this zone is established on a permanent basis.

Footnote. The rules are supplemented by paragraph 26-1 in accordance with Decree of the Government of the Republic of Kazakhstan № 1429 dated December 30, 2013 (shall be enforced upon expiry of ten calendar days after the first of official publication); as amended by the resolution of the Government of the Republic of Kazakhstan dated 1304.2023 № 294 (effective ten calendar days after the date of its first official publication).

26-2. The assigned designation shall be used to designate a zone in all subsequent changes relating to that zone.

Footnote. The rules are supplemented by paragraph 26-2 in accordance with Decree of the Government of the Republic of Kazakhstan № 1429 dated 12.30.2013 (shall be enforced upon expiry of ten calendar days after the first official publication).

26-3. The designation consists of the following group of letters and numbers:

1) letter designation UA;

2) the letter P is for the prohibited area, the letter R is for the flight restriction zone, the letters RU are for the flight restriction zone of unmanned aircraft and the letter D is for the dangerous zone, respectively;

3) a number that is not duplicated within the territory of the Republic of Kazakhstan.

Footnote. The rules are supplemented by paragraph 26-3 in accordance with Decree of the Government of the Republic of Kazakhstan № 1429 dated December 30, 2013 (shall be enforced upon expiry of ten calendar days after the first official publication); as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

27. The use of the airspace of the prohibited zone, the flight restriction zone or the flight restriction zone of unmanned aircraft, activities in which are carried out on a permanent basis, is prohibited, except for:

1) the use of airspace by persons in whose interests such zones are established;

2) performing flights to intercept offending aircraft, as well as performing other operational tasks in the interests of the state;

3) performing flights in order to carry out search and rescue operations and assistance in emergency situations;

4) performance of aircraft flights carried out in accordance with international treaties concluded by the Republic of Kazakhstan.

Footnote. Paragraph 27 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

28. If it is necessary to use the airspace of a prohibited zone or a flight restriction zone, activities in which are carried out on a permanent basis, in cases not provided for in paragraph 27 of these Rules, users of the airspace receive permission from the authorized body in the field of state aviation.

Footnote. Paragraph 28 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

28-1. The use of the airspace of a dangerous zone is allowed only if the commander of the aircraft decides that there will be no serious consequences for the flight during the passage of this airspace.

Footnote. The Rules were supplemented by paragraph 28-1 in accordance with the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

29. A border strip shall be established over the territory of the Republic of Kazakhstan along its State Border - air space adjacent to the land State Border of the Republic of Kazakhstan, 25 kilometers wide, as well as over territorial and waters with a width of 12 nautical miles (22.2 kilometers).

30. The production of activities related to the use of airspace of the border strip shall be coordinated with the bodies of the border service of the National Security Committee of the Republic of Kazakhstan, the air defense forces, the air traffic control authorities at least 5 days before the start of activity.

Flights in the border zone without radio communication between the aircraft crew and the air traffic services (air traffic control) body shall not be made.

30-1. Flights of unmanned aircraft in the airspace over the border strip are carried out in accordance with paragraph 4 of Article 33 of the Law of the Republic of Kazakhstan "On the use of the airspace of the Republic of Kazakhstan and aviation activities".

Footnote. The rules shall be supplemented by paragraph 30-1pursuant to Resolution №. 994 of the Government of the Republic of Kazakhstan dated 31.12.2021 (shall be enforced ten calendar days from the date of its first official publication); as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

31. When using the airspace of the border strip, forced deviations from the established route shall be made towards the territory of the Republic of Kazakhstan.

31-1. Schemes of departure, arrival, approach to the aerodromes and departure to the second circle shall be excluded, and if it is impossible to exclude - to maximize the flight of aircraft over populated areas. The procedure for establishing such schemes (routes) shall be determined by the Rules of operations in civil aviation of the Republic of Kazakhstan, approved by the authorized body in the field of civil aviation and the Rules of operations of state aviation of the Republic of Kazakhstan, approved by the authorized body in the field of state aviation.

Footnote. The rules are supplemented by paragraph 31-1 in accordance with Decree of the Government of the Republic of Kazakhstan № 569 dated 08.08.2019 (shall be enforced from 01.08.2019).

32. Aircraft flights over densely populated areas of settlements outside the established schemes (routes) in order to carry out measures to save lives and protect human health, prevent and solve crimes, as well as perform aviation work, parachute jumps, flights using unmanned aircraft systems, ascents of tethered balloons are performed at an altitude that ensures the implementation of these measures, with ensuring the safety of flight operations performed by the organizer of such flights.

Coordination of flights of civil aircraft according to the rules of visual flights (hereinafter – VFR) over populated areas in controlled airspace outside the established schemes (routes) is carried out by the aircraft operator in accordance with paragraph 63 of these Rules, with the exception of flights related to the take-off and landing stage, life-saving and human health measures, suppression and disclosure of crimes, as well as flights performed within the framework of security measures of the State Security Service of the Republic of Kazakhstan.

The issuance of permits for flights of state aircraft on VFR over populated areas outside the established schemes (routes) and unmanned aircraft of all types of aviation is carried out by the ATC centers upon submission of a flight plan (application for the use of airspace) in accordance with the procedure provided for in section 4 of these Rules.

ATC centers when approving such flights:

1) exclude entrances to prohibited areas and restricted areas, with the exception of flights for which special permits have been issued by the authorized body in the field of state aviation;

2) check the availability of the necessary approvals provided for in paragraph 82-2 of these Rules.

During the period of security measures, flights of aircraft, including unmanned aerial vehicles, over populated areas are coordinated with the national security authorities and the State Security Service of the Republic of Kazakhstan.

When performing VFR flights in uncontrolled airspace, the aircraft operator does not fly over populated areas, unless this is provided for by the flight assignment or flight plan.

Footnote. Paragraph 32 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

33. Excluded by Decree of the Government of the Republic of Kazakhstan № 569 dated 01.08.2019 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

34. Aircraft flights at supersonic speeds shall be permitted only in special areas of state aviation flights or at altitudes of more than 11,000 meters.

35. To perform flying presentations and demonstration flights of aircraft and other aircraft , special zones shall be established (aerobatic zones) located in specially designated airspace of certain areas outside or above populated areas in compliance with the required safety measures to prevent the aircraft or aircraft from falling into residential areas and crowds of people.

The organizer of flying presentations and demonstration flights of aircraft and other aircraft shall develop special instructions for their implementation.

§ 2. Classification of the airspace of the Republic of Kazakhstan

36. ATC airspace shall be classified and designated as follows:

Class A. Only IFR flights are permitted; all aircraft are dispatched and layered.

Class B. IFR and VFR flights are permitted; all aircraft are dispatched and separated.

Class C. IFR and VFR flights are permitted; all aircraft are provided with dispatching services, and aircraft operating on IFR flights are separated from other aircraft operating on IFR and VFR. Aircraft operating on VFR flights shall be separated from those on aircraft operating on IFR and receive traffic information for other aircraft operating on VFR.

Class D. IFR and VFR flights shall be permitted; all aircraft are provided with dispatching services; Aircraft operating on IFR flights shall be separated from other aircraft operating on IFR and receive traffic information for aircraft operating on VFR; VFR aircraft receive traffic information for all other aircraft.

Class E. IFR and VFR flights shall be permitted; Aircraft operating at IFR shall be provided with dispatch services and shall be layered relative to other aircraft operating at IFR. Whenever possible, all aircraft receive traffic information. Class E shall not be used in controlled areas.

Class G. Flights under IFR and VFR shall be permitted, and flight information services shall be available upon request.

Class G airspace shall be uncontrolled airspace. Organization of alerts for search and rescue shall be assigned to the operators and (or) owners of aircraft (aircraft).

Features that determine the types of flight, separation of aircraft among themselves, types of air traffic services, requirements for radio communications in each class shall be determined by Annex 2 to these Rules.

The boundaries of the established classes in the airspace of the Republic of Kazakhstan shall be published in aeronautical information documents.

Footnote. Paragraph 36 as amended by Decree of the Government of the Republic of Kazakhstan № 569 dated 01.08.2019 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

37. Where the airspace of the ATS of one class adjoins in a vertical plane to the airspace of the ATS of another class, that is, they are located one above the other, flights at the general level shall be carried out in compliance with the requirements established for the class of airspace with less stringent requirements, and shall be provided with the corresponding service.

Footnote. Paragraph 37 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

§ 3. Measures to improve the structure of airspace

Footnote. Paragraph 3 is excluded by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

3. Planning and coordination of the use of airspace of the Republic of Kazakhstan

44. The purpose of planning the use of the airspace of the Republic of Kazakhstan shall be to ensure the safety and economy of activities associated with the use of airspace of the Republic of Kazakhstan.

45. The planning of the use of airspace is carried out by the head air traffic planning center of the air navigation service provider, subordinate to the authorized body in the field of civil aviation (hereinafter – CC ATP), together with the ATC Control Center.

Footnote. Paragraph 45 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

46. MATPC shall carry out planning for the use of airspace on the basis of all submitted flight plans for general air traffic.

Footnote. Paragraph 46 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

47. The ATC Control Center carries out the planning of the use of airspace on the basis of all submitted flight plans for operational air traffic, as well as applications for the use of airspace.

Footnote. Paragraph 47 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

48. MATPC and MATCC shall carry out preliminary, daily, current planning for the use of air space and the interchange of information among themselves.

49. Preliminary planning for the use of airspace shall be carried out two or more days before the planned date of use of airspace in order to coordinate issues related to the organization of use of the airspace and its provision.

50. Daily planning for the use of airspace shall be carried out on the eve of the date of use of airspace in order to distribute the airspace by place, time and height.

51. The current planning for the use of airspace shall be carried out in the process of implementing the daily plan by redistributing the airspace in time, place and height in order to ensure the safety of the planned activities and those activities, the plans of which are received on the current day.

52. The plans for the use of airspace for the next 24 hours, formed as a result of the planning of the MATPC and MATCC, shall be sent to the air defense forces and air traffic services, air traffic control authorities.

Air traffic services authorities shall bring the formed plan for the use of airspace to the notice of the production and dispatch services of the airports in their area of responsibility.

53. The coordination of the use of airspace between the MATPC and the MATCC shall be carried out by the civil-military coordination group in order to ensure the activity of the airspace declared by the user depending on the prevailing air, meteorological, air navigation situation and in accordance with the priorities in the use of air space.

Footnote. Paragraph 53 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

54. In the process of planning and coordinating the use of airspace, the MATPC and MATCC, if necessary, shall make changes to the airspace use conditions (place, time and altitude) declared by airspace users, based on priorities in the use of airspace and flight safety. The users of the airspace that have submitted an application (flight plan) shall be informed of changes to the stated conditions for the use of airspace.

55. The airspace use plan is divided into:

1) aircraft flight plans;

2) flight plans for controlled balloons and airships;

3) plans for the use of airspace during glider flights (hang gliders and paragliders);

4) plans for the use of airspace when performing flights using unmanned aircraft systems;

5) plans for the launch of unguided balloons (balloon probes), firing, missile launches and blasting operations.

Footnote. Paragraph 55 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

56. The interchange between the MATPC and the MATCC on received flight plans in order to ensure the planning and coordination of the use of airspace shall be carried out in coordination between the MATPC and the MATCC.

57. Messages submitted by airspace users, air traffic services (air traffic control) authorities regarding the use of airspace (flight operations) shall be applied in accordance with the requirements of Annex 3 to these Rules.

4. Flight plan. Application for the use of airspace

58. The flight plan is submitted to obtain permission to use the airspace of classes A, B, C , D and E, as well as when using the airspace of class G for the purpose of notifying the air traffic services (air traffic control) and flight information services at the request of the operator.

A message about the flight plan of a controlled balloon or airship is submitted to obtain permission to use the airspace, regardless of the class of the airspace.

Flights of controlled balloons or airships over protected objects are coordinated by the users with the State Security Service of the Republic of Kazakhstan no later than 5 working days before the start of such flights.

Footnote. Paragraph 58 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

59. The flight plan shall be submitted by the user of the airspace through the Internet resource of the MATPC or to the nearest Briefing Group of the ATS authority in case of flights by aircraft participating in general air traffic.

Footnote. Paragraph 59 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

60. The flight plan is submitted by the user of the airspace to the ATC Control Center or the nearest air traffic control center during flights of aircraft involved in operational air traffic.

Footnote. Paragraph 60 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

61. A flight plan shall be presented in one of the following forms:

1) a message on the aviation ground network for the transmission of data and telegraph messages containing information about the submitted plan;

2) a message on paper, including a facsimile message containing information about the submitted plan;

3) a message from the crew aboard the aircraft containing information about the plan presented or changes to the current plan;

4) a message using the public switched telephone network or the Internet containing information about the plan presented.

An Internet message containing information about the plan presented shall be submitted to the Internet resource of the air navigation service provider. To submit such plans, airspace users shall be registered on the Internet resource of the air navigation services provider with valid documents certifying the right to fly.

Footnote. Paragraph 61 as amended by Decree of the Government of the Republic of Kazakhstan № 569 dated 01.08.2019 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

62. A message using the public switched telephone network containing information on the plan presented shall be recorded using sound recording equipment.

63. The aircraft flight plan contains information:

1) on the identification index of the aircraft (flight number, state and registration identification marks of the aircraft);

2) flight rules (IFR or VFR), type of flight (regular (S), irregular (N), general aviation flight (G), state aviation aircraft flight (M), for any other flights (X);

3) on the number and type of aircraft, the category of turbulence of the track (for civil aircraft);

4) about the equipment of the aircraft;

5) about the departure airfield (departure point) and departure time;

6) about the flight route;

7) about the destination airfield and the total estimated elapsed time (before landing), alternate airfields;

8) necessary to describe the features of the flight route, aircraft registration marks, the name of the operator, flight technical data of the aircraft, the on-board equipment used, and other necessary information, if it differs from the standard or requires special treatment from the air traffic service authorities (air traffic control), the flight status in accordance with the annex 4 to these Rules;

9) regarding the fuel supply, the number of people on board, and emergency rescue equipment.

The standard composition (volume) of information included in the message on the flight plan of a civil aircraft and the transmission of the specified plan are determined by Annexes 3 , 5 and 6 to these Rules.

In order to avoid duplication of flight numbers during flight operations, the coordination of the flight numbers used by Kazakhstani operators is carried out by the CC ATP.

The information specified in the sub-paragraphs 1), 3), 5), 6) and 8) of this paragraph of the Rules is entered into the flight plan of a controlled balloon or airship.

When performing flights related to aviation work, training flights, cultural and educational events, as well as personal VFR flights over populated areas in controlled airspace, the operator of a civil aircraft provides an explanation to the flight plan for approval by the ATC center and the ATS authority in whose area of responsibility it is planned to perform flights.

The explanation to the flight plan when performing a VFR flight over a populated area in controlled airspace contains:

1) the scheme (route) of the flight over a populated area, the flight profile;

2) the procedure for coordinating the flight with the ATC center and the ATS authority;

3) measures to ensure the safety of the flight;

4) methods of communication with the aircraft operator and (or) the flight organizer.

Footnote. Paragraph 63 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

64. The flight plan shall be submitted to the air traffic services (air traffic control) authorities before the start of:

1) a flight or its parts in order to be provided with dispatching services;

2) a flight operated within uncontrolled airspace in order to coordinate actions with air traffic control authorities in order to avoid interception, the need for which may arise for purposes of identification or flight information services;

3) a flight crossing the state borders.

Footnote. Paragraph 64 as amended by Decree of the Government of the Republic of Kazakhstan № 1429 dated December 30, 2013 (shall be enforced upon expiry of ten calendar days after the first official publication).

64-1. Information regarding the planned flight or part of the flight is not submitted to the air traffic services (air traffic control) authorities in the following cases:

1) repelling an air attack, preventing and terminating violations of the State Border of the Republic of Kazakhstan in the airspace or an armed invasion to the territory of the Republic of Kazakhstan;

2) assistance in emergency situations of a social, natural and man-made nature, search and evacuation of spacecraft and their crews;

3) prevention and (or) termination and (or) suppression of violations of the procedure for the use of airspace.

Footnote. The Rules were supplemented by paragraph 64-1 in accordance with the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

65. The flight plan is submitted at least 60 minutes before the estimated departure time and no more than 120 hours before the estimated departure time, with the exception of flights of airships and controlled balloons, the flight plan of which is submitted at least three hours before the departure time. The estimated departure time is understood as the time of removal of the pads from the aircraft to start driving, if applicable, and in other cases, the time of takeoff of the aircraft.

Footnote. Paragraph 65 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

66. A flight plan for which dispatching service is required, shall be submitted no less than 60 minutes before the estimated time of departure and no more than a day before the estimated time of departure or, if presented in flight, at a time that guarantees its receipt by the appropriate air traffic services authority, 10 minutes before the estimated achievement of the aircraft:

1) the planned entry point into the dispatch area;

2) entry points to the airway.

67. All changes to the flight plan submitted for flight in a controlled airspace shall be immediately reported by the aircraft crew to the air traffic services authority or air traffic control authority in whose area of responsibility the aircraft is located.

68. In the event of a delay of 30 minutes after the estimated time for cleaning the blocks for a controlled flight or for one hour for an uncontrolled flight, for which a flight plan is presented, this flight plan shall be changed accordingly.

69. An operator of a civil aircraft during regular flights, in addition to presenting the flight plan specified in paragraph 58 of these Rules, at least 15 calendar days before the date of the first regular flight, shall present a repeating flight plan in accordance with Annexes 3 and 7 to these Rules.

When a permanent change is made to the schedule of a regular flight, the operator shall submit a message on making changes to the repeating flight plan at least 7 calendar days before the said changes take effect.

The presented recurring plan for performing international scheduled flights through the territory of the Republic of Kazakhstan without landing shall be subject to approval by the authorized body in the field of civil aviation, with the issuance of a notification of approval through the MATPC.

One-time deviations shall be allowed when presenting a flight plan from a repeating flight plan, associated with the technical malfunction of the aircraft and (or) weather conditions along the flight route, and (or) in cases of a threat to flight safety and (or) force majeure.

Footnote. Paragraph 69 as amended by Decree of the Government of the Republic of Kazakhstan № 1429 dated December 30, 2013 (shall be enforced upon expiry of ten calendar days after the first official publication); № 650 dated 10/19/2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

70. The flight plan or part thereof (including the entire flight or the flight completed) shall be closed after the arrival of the aircraft at the destination aerodrome (destination) or the intermediate aerodrome (intermediate landing point) and receipt of the aircraft crew report on the termination of communication with the ATS authority (ATM).

If the ATS authority (ATM) is not available at the aerodrome (landing site) in a controlled airspace, the crew report on arrival shall be presented immediately after landing to the nearest ATS authority (ATM) in the area of responsibility of which it is located using the available means of communication. In the absence of communication facilities at the airfield, the crew shall report on the arrival to the nearest ATS authority, in the area of responsibility of which it is located immediately before the aircraft landing. By agreement between the operator and the air traffic services authority, information about the closure of the flight plan (or part of it) of the aircraft shall be transmitted to the aircraft operator.

Footnote. Paragraph 70 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

71. In the event that the destination is in uncontrolled airspace (or further flight takes place in uncontrolled airspace), the part of the flight plan provided by the supervisory service shall be closed by submitting a report on entry into uncontrolled airspace. The flight plan shall be closed after the aircraft arrives at the destination aerodrome (destination) or the intermediate aerodrome (intermediate landing point). A report on the arrival of the aircraft at the destination aerodrome (destination) shall be made by the crew of the aircraft via radiotelephone communications, public telephone communications to the flight organizer (flying club).

72. The report on the arrival of the aircraft at the aerodrome (at the landing site) in the absence of an ATS authority (ATM) shall contain the following information elements:

1) aircraft identification (call sign);

2) departure airport;

3) the destination aerodrome (in case of landing at the alternate aerodrome);

4) arrival airport;

5) time of arrival.

73. Aircraft traffic messages transmitted by ATS authorities and airspace users shall be determined in accordance with Annex 3 to these Rules. The authorized body in the field of civil aviation, in agreement with the authorized body in the field of state aviation, shall establish the message formats on the movement of aircraft, with the exception of the formats of a flight plan and a repeating flight plan established by Annexes 6 and 7 to these Rules.

Footnote. Paragraph 73 as amended by Decree of the Government of the Republic of Kazakhstan № 1429 dated December 30, 2013 (shall be enforced upon expiry of ten calendar days after the first official publication).

74. The crew message from the aircraft about the change of the flight plan when using Class G airspace shall be transmitted to the ATS authorities at the discretion of the user, and with the intention of using Class A and C airspace at least 15 minutes before entering the airspace space of classes A and C.

In areas of high air traffic, the ATS authority (ATM) shall inform on the conditions or restrictions to the aircraft crew regarding its flight plan submitted from its board.

75. An application for the use of airspace is submitted by the user of the airspace to the ATC Control Center or the nearest ATC center when performing activities related to:

1) flights of unguided balloons (balloon probes), with the exception of flights of meteorological probes or unguided balloons, which are classified as light according to paragraph 83-1 of these Rules;

2) conducting firing, missile launches, and blasting operations;

3) glider flights (hang gliders and paragliders);

4) flights using unmanned aircraft systems.

When making changes to the declared type of activity related to the use of airspace, the user of the airspace submits a new application for the use of airspace at the ATC Control Center or the nearest ATC center.

A new application is submitted no later than three hours before the start of such activity.

Footnote. Paragraph 75 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

76. An application for the use of airspace shall be submitted in one of the following forms :

1) a message over the aviation ground-based data and telegraphic communications network containing information on the type of activity;

2) a message on paper, including a facsimile message containing information about the type of activity;

3) a message using the Internet containing information about the type of activity.

77. An application for the use of airspace in the case of activities related to flights and uncontrolled aerostats shall contain the following data:

1) the type of message and reference data on the launch of the aerostat (aerostat);

2) designation of activity;

3) the launch point of the aerostat (sonding ballon), the launch time (or the start and end time of multiple launches);

4) the type of aircraft (sonding ballon);

5) flight altitude, route (average rate of climb, altitude range);

6) aerostat landing point;

7) launch date of the aerostat (sonding ballon);

8) the estimated elapsed time before the flight of the borders of the police department ;

9) affiliation of a aerostat (sonding ballon);

10) the availability of aerostat equipment by the transponder of the secondary surveillance radar, the total duration of the flight (the circumference of the shell of the probe aerostat at maximum ground level , the launch target).

77-1. An application for the use of airspace for flights using unmanned aircraft systems is filled out in accordance with the requirements and in the form specified in Annex 7-1 to these Rules.

Footnote. The Rules were supplemented by paragraph 77-1 in accordance with the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

78. For the appearance on the use of airspace in the case of activities related to firing, missile launches, explosive works shall contain the following data:

1) the name of the legal or natural person;

2) the place (a) of the activity indicating the geographical coordinates;

3) the direction and range of fire (for blasting - the radius of the ejection of soil and the expansion of fragments);

4) the maximum flight altitude of shells (bullets), missiles, soil release;

5) date, time of the beginning and time of the end of the activity.

78-1. An application for the use of airspace in the performance of activities related to glider flights (hang gliders and paragliders) must contain the following data:

1) type of message;

2) aircraft type and reference data;

3) take-off point (start), take-off time (start);

4) flight altitude, route or flight area;

5) landing point (end), landing time (end);

6) designation of the activity;

7) the date of completion;

8) affiliation;

9) contact details.

Footnote. The Rules were supplemented by paragraph 78-1 in accordance with the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 №. 294 (effective ten calendar days after the date of its first official publication).

79. Applications for the use of airspace are submitted for a one-time activity or for a certain period of time (but not more than 90 days).

Footnote. Paragraph 79 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

80. An application for the use of airspace is submitted by the user of the airspace to the CC ATC or the nearest ATC center for activities related to flights of uncontrolled balloons, firing, missile launches, blasting, glider flights (hang gliders and paragliders), flights using unmanned aircraft systems in accordance with the types of aircraft movement messages and the activities related to the use of airspace provided for in Annex 3 to these Rules.

Footnote. Paragraph 80 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

81. Excluded by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 №. 294 (effective after ten calendar days after the date of its first official publication).

5. Operating conditions of unmanned aircraft systems

Footnote. The title of section 5 is in the wording of the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

82. Flights using unmanned aircraft systems for which applications for the use of airspace have been submitted are carried out in accordance with the data specified in the application.

Footnote. Paragraph 82 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

82-1. An application for the use of airspace for flights using unmanned aircraft systems must be sent to the ATC centers in the following cases:

1) when flying in controlled airspace, if the altitude of the planned flight of an unmanned aircraft exceeds 50 meters from the surface of the earth;

2) when flying in uncontrolled airspace, if the altitude of the planned flight of an unmanned aircraft exceeds 200 meters from the surface of the earth;

3) the flight will be performed outside the line of sight;

4) it is planned to carry out aviation work using unmanned aircraft systems;

5) the flight route (planned trajectory) passes within the airspace zones for unmanned aircraft flights;

6) the flight route (planned trajectory) passes within 8 km from the airfield control point.

Footnote. The rules are supplemented by paragraph 82-1 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated 19.1 0.2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication); as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

82-2. Flights using unmanned aircraft systems are performed:

1) within line of sight (VLOS) or beyond line of sight (BVLOS);

2) in accordance with the established meteorological minima for flights using UAV, depending on the terrain and type of flight specified in Annex 7-2 to these Rules;

3) in controlled airspace:

flights at altitudes of more than 50 meters from the earth's surface, with the exception of airspace zones for flights of unmanned aircraft and the provisions provided for in paragraph two of this subparagraph, subject to the introduction of short-term restrictions by air traffic control centers in accordance with paragraph 144 of these Rules;

in the airspace of the control area, where there are no airspace zones for unmanned aircraft flights, flights are performed only within line of sight up to and including an altitude of 50 meters from the ground surface, and the flight route does not pass closer than 8 km from the airfield control point;

when performing aviation work, mass demonstration flights (air shows) using unmanned aircraft systems, as well as flights beyond the line of sight, which are performed at all altitudes, only after coordination with the air traffic control center, in whose area of responsibility flights are planned, and subject to the introduction of short-term restrictions by air traffic control centers in accordance with paragraph 144 of these Rules;

flights in the aerodrome traffic area of an uncontrolled airfield located in controlled airspace – in agreement with the aerodrome operator and the air traffic control center in whose area of responsibility such an airfield is located, subject to the introduction of short-term restrictions by air traffic control centers in accordance with paragraph 144 of these Rules;

4) in uncontrolled airspace:

flights within the line of sight up to and including an altitude of 200 meters from the ground surface, including the performance of aviation work, with the exception of the provisions provided for in paragraph two of this subparagraph, without the introduction of short-term restrictions by air traffic control centers;

when conducting mass demonstration flights (air shows), performing aviation work beyond the line of sight, UAV flights of experimental aviation, which are performed at all altitudes, only after coordination with the air traffic control center, in whose area of responsibility flights are planned, and subject to the introduction of short-term restrictions by air traffic control centers in accordance with paragraph 144 these Rules;

in the aerodrome traffic area of an uncontrolled aerodrome in class G airspace – in agreement with the aerodrome operator and after coordination with the aerodrome flight information service authority (if any);

5) flights using unmanned aircraft systems of civil aviation in the airspace zones for flights of unmanned aircraft flights:

up to a height of 200 meters inclusive from the ground surface are performed if there is a permit to fly unmanned aircraft over densely populated areas of settlements or a permit to perform aviation work issued by an authorized organization in the field of civil aviation in accordance with the requirements of the Rules for the use of unmanned aircraft systems in the airspace of the Republic of Kazakhstan;

with a working remote identification system in accordance with the requirements of the Rules for the use of civilian unmanned aircraft systems in the airspace of the Republic of Kazakhstan.

Footnote. The rules are supplemented by paragraph 82-2 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication); as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

82-3. Excluded by Resolution № 994 of the Government of the Republic of Kazakhstan dated 31.12.2021 (shall be enforced ten calendar days from the date of its first official publication).

82-4. Excluded by Resolution № 994 of the Government of the Republic of Kazakhstan dated 31.12.2021 (shall be enforced ten calendar days from the date of its first official publication).

82-5. Excluded by Resolution № 994 of the Government of the Republic of Kazakhstan dated 31.12.2021 (shall be enforced ten calendar days from the date of its first official publication).

82-6. When short-term restrictions are imposed in the airspace to ensure flights using unmanned aircraft systems, the conditions of their operation are stipulated.

Footnote. The Rules are supplemented by paragraph 82-6 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated 10.19.2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication); as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

83. Flights of unguided balloons, with the exception of flights of meteorological probes or unguided balloons, which are classified as light according to paragraph 83-1, are carried out in accordance with paragraphs 84, 85, 86, 87, 88, 89, 90, 91, 92 and 93 of these Rules.

Information on regular launches of meteorological probes from aerological stations is published in the collection of aeronautical information of the Republic of Kazakhstan.

Footnote. Paragraph 83 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

83-1. Unmanned balloons are classified as follows:

1) light - an unguided balloon that carries a useful load in one or more packages with a total weight of less than 4 kg, if in accordance with items two, three or four of subparagraph 3 of this paragraph it is not classified as heavy;

2) medium - an uncontrolled balloon that carries a useful load in two or more packages with a total weight of 4 kg or more, but less than 6 kg, if in accordance with paragraphs two, three or four of subparagraph 3 of this paragraph it is not classified as heavy;

3) heavy - uncontrolled balloon, which:

carries a useful load with a total weight of 6 or more kg;

carries a useful load that includes a package of 3 kg or more;

carries a useful load that includes a package of 2 kg or more, with a specific load of 13 g per square centimeter (specific load is calculated by dividing the total weight of the useful load package in grams by the smallest surface area in square centimeters);

uses a cable or other suspension device for a useful load capable of withstanding an impact force of 230 N or more to separate the suspended load from the balloon.

Footnote. The Rules shall be supplemented by Paragraph 83 -1 pursuant to by Resolution № 994 of the Government of the Republic of Kazakhstan dated 31.12.2021 (shall be enforced ten calendar days from the date of its first official publication).

84. The operation of an uncontrolled aerostat shall not be carried out at an altitude of 18,000 meters or lower, at which:

1) there are clouds or other shading formations of more than four octants;

2) horizontal visibility is less than 8 kilometers.

85. An uncontrolled aerostat shall be launched in such a way that, over populated areas of large cities, cities or towns, or over crowds of people in the open air that are not related to flight, its flight is carried out at an altitude of at least 300 meters.

86. To complete the flight, the operator of an uncontrolled aerostat shall activate devices that require its landing:

1) if it becomes known that the weather is worse than intended for operation;

2) if a malfunction or any other reason makes further flight dangerous for air traffic or for persons or property on the ground;

3) before entering the airspace above the territory of a foreign state, if there is no permission to enter.

87. Immediately after the launch of the uncontrolled aerostat, an operator shall submit the following information to the air traffic control center (air traffic management authority):

1) aerostat flight designation;

2) launch site;

3) the actual start time;

4) the estimated time of passage of a height of 18,000 meters or the estimated time to reach the cruising level, if it is at an altitude of 18,000 meters or lower, and the estimated location;

5) any changes in the information previously reported in the application for the use of airspace.

88. The operator shall immediately notify the ATS center (ATM center) if it becomes known that the alleged flight of an uncontrolled aerostat, which has been previously reported in accordance with paragraph 77 of these Rules, has been cancelled.

Footnote. Paragraph 88 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

89. An operator of an uncontrolled aerostat flying at an altitude of 18,000 meters or lower shall monitor the flight path of the aerostat and shall send reports on the location of the aerostat upon the request of the ATS or ATM depending on the area of responsibility of which the flight is carried out. If the air traffic control authority (ATS) does not require reports on the location of the aerostat at shorter time intervals, then the operator shall register its location every 2 hours.

90. An operator of an uncontrolled aerostat flying above an altitude of 18,000 metro, shall monitor the flight of the aerostat and shall send a report on the location of the aerostat upon the request of the ATS authorities. If the ATS authority (ATM) does not require reports on the location of the aerostat at shorter time intervals, then the operator shall register its location every 24 hours.

91. If the location cannot be registered in accordance with paragraphs 89 and 90 of these Rules, the operator shall immediately notify the ATS authority (ATM) thereof, notifying the last registered location. If registration is renewed, the ATS authority (ATM) shall be immediately notified.

92. One hour before the start of the planned descent of the uncontrolled aerostat, the operator shall send the following information about the aerostat to the appropriate ATS authority:

1) geographical location at the moment;

2) level (barometric altitude) at the moment;

3) the expected passage time of a height of 18,000 meters, if any;

4) the expected time and place of the fall to the ground.

93. An uncontrolled aerostat operator shall notify the appropriate ATS authority of the end of a flight.

6. Permit and notification procedure for the use of airspace

94. The authorization procedure for the use of airspace shall the procedure for the use of airspace in which users of the airspace operate on the basis of flight plans and applications for the use of airspace with a permit to use airspace.

The permit to use airspace shall be the adoption by the MATPC or MATCC from the user of the airspace of the flight plan, (application for the use of airspace) and the inclusion of the received data in the plans for the use of airspace, which shall be communicated to the air traffic services (air traffic control authorities), parts of them concerning, and to the air defense forces of the Republic of Kazakhstan.

95. The authorization procedure for the use of airspace shall be established for users of airspace:

1) flying in the airspace of classes A, B, C, D and E (with the exception of the activities specified in paragraph 96 of these Rules);

2) operating in accordance with subparagraph 2) of paragraph 1 of Article 18 of the Law of the Republic of Kazakhstan “On the Use of the Airspace of the Republic of Kazakhstan and the Activities of Aviation”, regardless of the class of airspace.

Footnote. Paragraph 95 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

96. The licensing procedure for the use of airspace in classes A, B, C, D and E shall not apply in cases:

1) repulsion of an air attack, prevention and suppression of violations of the State border of the Republic of Kazakhstan in the airspace or armed invasion of the territory of the Republic of Kazakhstan;

2) providing assistance in emergency situations of natural and man-made nature, search and evacuation of spacecraft and their crews;

3) prevention and (or) suppression of violations of the procedure for using airspace.

Footnote. Paragraph 96 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

97. The airspace utilization plans shall be maintained by the MATPC and the MATCC.

98. CC ATP maintains plans for the use of airspace:

1) when performing aircraft flights on air traffic service routes;

2) when performing flights in areas of aviation work;

3) when performing flights of aircrafts in FRA.

Footnote. Paragraph 98 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 №. 294 (effective ten calendar days after the date of its first official publication); as amended by the Decree of the Government of the Republic of Kazakhstan dated 09.12.2024 № 1042 (shall come into effect upon expiry of ten calendar days after the date of its first official publication).

99. The CC ATC maintains plans for the use of airspace:

1) when performing flights of state aviation aircraft outside the air traffic service routes, in special zones and other areas of state aviation flights;

2) when performing flights using unmanned aircraft systems, controlled balloons, airships , gliders (hang gliders and paragliders);

3) when carrying out activities on the use of airspace in accordance with subparagraph 2) of paragraph 1 of Article 18 of the Law.

Footnote. Paragraph 99 - as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

100. CC ATP introduces the flight plan received from the Kazakh aircraft operator into the airspace use plan:

1) if there is a valid operator's certificate and special provisions attached to it (for airlines) ;

2) if there is a valid certificate for the performance of aviation works and special provisions attached to it (for operators planning to perform aviation works);

3) if there is a valid certificate for the right to perform flights and special provisions attached to it (for general aviation operators operating aircraft with a maximum certified take-off weight of over 5,700 kilograms), as well as a valid airworthiness certificate (for general aviation operators operating aircraft with a maximum certified take-off weight of less than 5,700 kilograms and helicopters regardless of the maximum certified take-off weight);

4) if there is a valid airworthiness certificate (for all aircraft operators), and for aircraft that do not have a valid airworthiness certificate, a permit from an authorized organization in the field of civil aviation to perform a special flight;

5) if the submitted flight plan complies with the form and content established by these Rules (for all aircraft operators);

6) excluded by the Decree of the Government of the Republic of Kazakhstan dated 09.12.2024 № 1042 (shall be effective ten calendar days after the date of its first official publication);

7) if there is a certificate from a repair or assembly company signed by the first head of the enterprise on the readiness of the aircraft to perform a test flight or flyby;

8) for aircraft involved (declared) in search and rescue flight support duty in accordance with concluded contracts with an air navigation service provider, in addition to the purposes for search and rescue of passengers and crews of aircraft suffering or suffered distress, it shall

be permitted to use for flight operations - when specifying in the flight plan the names of targets and flight letters corresponding to HUM, HOSP, MEDEVAC, SAR, FFR, 04, letters " OK" and "PK" in accordance with Annex 4 to these Rules, provided that the area of responsibility is covered by on-duty search and rescue aircraft of adjacent search and rescue areas.

The authorized organization in the field of civil aviation shall immediately submit to the CC ATP the copies of the issued operator's certificates, certificates for the performance of aviation works, certificates for the right to perform flights and certificates of airworthiness.

Footnote. Paragraph 100 – as amended by the resolution of the Government of the Republic of Kazakhstan dated 10.08.2023 № 664 (effective ten calendar days after the date of its first official publication); as amended by the Decree of the Government of the Republic of Kazakhstan dated 09.12.2024 № 1042 (shall be effective ten calendar days after the date of its first official publication).

101. The MATCC shall enter the flight plan (application for the use of airspace) received from the airspace user into the plan for the use of airspace in accordance with the submitted flight plan (application for the use of airspace) in the form and content established by these Rules.

102. The MATPC shall enter the flight plan received from the foreign operator of the aircraft into the plan for the use of airspace in accordance with the submitted flight plan in the form and content established by these Rules and if there is permission to perform international flights of foreign aircraft issued in accordance with Chapter 7 of these Rules.

103. Flight plans and applications for the use of airspace shall not be included in the plan for the use of airspace if they do not meet the requirements established by these Rules. In this case, the MATPC (MATCC) shall send a message about the non- approval of the flight plan, in the form, to the addresses and dates established by Annex 3 to these Rules.

104. The state bodies that have decided to use airspace in the cases referred to in paragraph 96 of these Rules shall immediately notify the MATPC and the MATCC.

105. Dispatch clearance shall be issued by the ATS units on the basis of information about the upcoming flight indicated in the plan for the use of airspace or in the cases specified in paragraph 96 of these Rules, on the basis of a request from the aircraft commander.

106. The notification procedure for the use of airspace shall refer to the provision of airspace users with the possibility of flying without the provision of dispatching services in uncontrolled airspace.

Footnote. Paragraph 106 as amended by Decree of the Government of the Republic of Kazakhstan № 1429 dated 30.12.2013 (shall be enforced upon expiry of ten calendar days after the first official publication).

107. The notification procedure for the use of airspace shall be established in Class G airspace.

Airspace users performing flights (activities) in Class G airspace shall notify the appropriate ATC authorities of their activities at least one hour before the flight by submitting a flight plan.

Flight information services shall be available upon request of the aircraft operator.

108. Before performing a flight in Class G airspace, users of airspace shall have aeronautical and meteorological information necessary to ensure safe flight performance, in accordance with the legislation of the Republic of Kazakhstan on the use of the airspace of the Republic of Kazakhstan and aviation activities.

109. The aircraft commander, when flying in class G airspace, shall ensure the prevention of collisions of a manned aircraft with aircraft and other material objects in the air, as well as collisions with obstacles on the earth (water surface).

7. Permits for international flights of foreign aircraft

110. Flights of aircraft of foreign states in the airspace of the Republic of Kazakhstan shall be carried out on the basis of:

1) international treaties to which the Republic of Kazakhstan is a party;

2) permits for performing international scheduled flights through the territory of the Republic of Kazakhstan without landing or landing at aerodromes of the Republic of Kazakhstan for non-commercial purposes;

3) permits for international non-scheduled (one-time) flights;

4) special (diplomatic) permits for single flights.

111. Permits for performing international scheduled flights through the territory of the Republic of Kazakhstan without landing or with landing at aerodromes of the Republic of Kazakhstan for non-commercial purposes shall be issued by the authorized body in the field of civil aviation in accordance with the Instruction for approving the schedule of regular flights on domestic and international air routes of the Republic of Kazakhstan, approved authorized body in the field of civil aviation.

112. Special (diplomatic) permits shall be issued by the Ministry of Foreign Affairs of the Republic of Kazakhstan for one-time flights:

1) state and experimental aircraft;

2) civil aircraft carrying officials of foreign states listed in paragraph 113 of these Rules;

3) aircraft for the transport of military units, weapons and military equipment of foreign countries, as well as dual-use products.

113. The officials of foreign states referred to in subparagraph 2) of paragraph 112 of these Rules shall be the:

1) Heads of States;

2) Heads of Governments;

3) speakers of the chambers of parliaments;

4) state secretaries;

5) deputy heads of governments;

6) ministers;

7) special representatives of the Heads of State and Heads of Government;

8) heads of international organizations;

9) personal guests of the President of the Republic of Kazakhstan;

10) members of royal families;

11) government commissions of foreign states arriving in Kazakhstan upon the invitation (preliminary arrangement) of the President or the Prime Minister of the Republic of Kazakhstan;

12) other persons determined by the Ministry of Foreign Affairs of the Republic of Kazakhstan.

114. Special (diplomatic) permits for a single flight of an aircraft for the transportation of military units, arms and military equipment of foreign countries, as well as dual-use products, shall be issued by the Ministry of Foreign Affairs of the Republic of Kazakhstan, with prior approval of the authorized body in the field of state aviation and the authorized civil aviation authority.

In the case of a civilian aircraft performing this flight, the Ministry of Foreign Affairs of the Republic of Kazakhstan shall inform the National Security Committee of the Republic of Kazakhstan.

115. In order to obtain a special (diplomatic) permission for a single flight, an official request shall be sent to the Ministry of Foreign Affairs of the Republic of Kazakhstan by diplomatic missions and consular offices of foreign states, foreign affairs agencies of foreign states, foreign agencies or government bodies of the Republic of Kazakhstan, which shall contain the following information:

1) full name, postal address of the operator ;

2) ICAO code and flight number;

3) type, registration number, MTOW, radio call sign aircraft;

4) the state of registration of the aircraft;

5) the purpose of the flight, the presence of passengers and cargo;

6) type of navigation and communications equipment;

7) the presence on board weapons, ammunition, photo equipment;

8) point of departure and delivery of passengers / cargo and points of intermediate landings;

9) the date, the full air route and the flight schedule (UTC) of the aircraft, indicating the air routes on the flight route, entry / exit points to / from the airspace of the Republic of Kazakhstan;

10) consignor, consignee (full name, address, telephone, fax).

A special (diplomatic) permit for a series of single interconnected flights shall be issued for a period not exceeding 30 calendar days.

116. For preliminary approval for the performance of one-time flights of aircraft specified in subparagraphs 1) , 2) of paragraph 112 of these Rules, the Ministry of Foreign Affairs of the Republic of Kazakhstan shall send a request to the authorized body in the field of state aviation and the authorized body in the field of civil aviation.

117. Authorized bodies in the field of aviation shall send a response on consent (disagreement) to perform a single flight to the Ministry of Foreign Affairs of the Republic of Kazakhstan. In case of disagreement of the authorized body in the field of civil or state aviation for a single flight, this body shall present a reasoned refusal.

118. Based on the consent (disagreement) of the authorized bodies in the field of aviation for a single flight, the Ministry of Foreign Affairs of the Republic of Kazakhstan shall:

1) issue a special other (diplomatic) permission;

2) notify about the refusal to issue a special (diplomatic) permit.

119. The grounds for refusing to issue a special (diplomatic) permit shall be the provisions provided for in paragraph 5 of Article 40 of the Law of the Republic of Kazakhstan "On the Use of the Airspace of the Republic of Kazakhstan and the Activities of Aviation".

In the event that incomplete information is provided for in paragraph 115 of these Rules, requests shall be returned without consideration.

120. The Ministry of Foreign Affairs of the Republic of Kazakhstan shall maintain a Register of Special (Diplomatic) Permits for single flights in the airspace of the Republic of Kazakhstan .

121. Permits for international non-scheduled (one-off) flights of civil aircraft shall be issued by the authorized body in the field of civil aviation, taking into account the provisions of paragraph 112 of these Rules and in accordance with the Rules for issuing and grounds for refusing to issue permits for performing non-scheduled flights, approved by order of the head authorized body in the field of civil aviation.

122. The information on permits issued by the relevant authorities for the performance of one-time international flights, or on the permits cancelled by them, shall be immediately to the notice of the MATPC and the MATCC.

8. Organization and maintenance of air traffic (air traffic control)

123. Air traffic management shall include:

1) air traffic services (air traffic control);

2) the organization of air traffic flows;

3) organization of airspace.

Air traffic services (air traffic control) shall be provided by the ATS (ATM) authorities.

124. Air traffic services shall include:

1) air traffic control services;

2) flight information service of air traffic;

3) emergency alert.

125. Air traffic control shall be a complex process, including:

1) flight planning;

2) flight coordination;

3) flight support;

4) direct control of the movement of aircraft on the ground and in the air;

5) monitoring compliance with the established flight regime and the procedure for using airspace.

Direct control of the movement of aircraft on the ground and in the air shall include:

1) guidance (control) of the flights of state aircraft on the ground and in the air in the areas of aerodromes (landing sites);

2) direct air traffic control (subject to paragraph 129-5 of these Rules) during flights of state aviation in areas of natural and other disasters, areas for search and rescue operations, during flights of state aviation on routes outside air routes, as agreed with the ATS authorities on airways;

3) combat aviation control in the course of repelling an air attack, preventing and stopping violation of the State Border of the Republic of Kazakhstan in airspace, the procedure for using airspace, eliminating the threat of the enemy using force against the sovereignty, territorial integrity and security of the Republic of Kazakhstan;

4) combat control during the performance by the state aviation of combat missions and special missions in specially designated areas, at training grounds, landing sites.

Footnote. Paragraph 125 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

126. Air traffic control services shall include:

1) district dispatching services;

2) dispatching service approach;

3) aerodrome control service.

127. The organization of air traffic flows shall be carried out by the MATPC and the MATCC to regulate the excess of air traffic needs over the throughput capacity of the ATS authorities.

The organization of air traffic flows shall be provided at all stages of planning the use of airspace.

128. Airspace organization shall be carried out by ATS authorities (ATM) in order to provide air traffic services (control) and the organization of air traffic flows.

129. Organization and maintenance of air traffic shall be carried out in accordance with the legislation of the Republic of Kazakhstan on the use of the airspace of the Republic of Kazakhstan and the activities of aviation.

8-1. Coordination of actions between ATS and ATM authorities

Footnote. The Rules are supplemented by section 8-1 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

129-1. Coordination of actions between the ATS and ATM authorities in relation to aircraft flights shall be carried out with preliminary, daily, current planning for the use of airspace, as well as with air traffic services (air traffic control).

129-2. Air traffic shall be divided into two types:

general air traffic;

operational air traffic.

129-3. General air traffic shall be the movement of aircraft of all types of aviation throughout the airspace of the Republic of Kazakhstan, with the exception of specially established flight zones for state aviation. The provision of all types of air traffic services for general air traffic aircraft shall be the responsibility of the ATS authorities.

129-4. All flights of aircraft participating in general air traffic shall be carried out in accordance with the Instructions for the organization and maintenance of air traffic, approved by the authorized body in the field of civil aviation, and the Rules for flights in civil aviation of the Republic of Kazakhstan, approved by the authorized body in the field of civil aviation .

129-5. Operational air traffic shall be air traffic in specially designated areas (on routes) of state aviation flights for performing test flights, refueling in the air, flights at low and extremely low altitudes, missile launches, aerial firing, practicing maneuvering techniques and other special flights, or in cases where the crews of the aircraft cannot ensure compliance with the requirements established for general air traffic.

Operational air traffic control shall fall within the competence of air traffic control bodies or a flight management group from an aviation military unit, organized in accordance with the Rules of operations of the state aviation of the Republic of Kazakhstan, approved by the authorized body in the field of state aviation.

129-6. Aircraft operations during operational air traffic shall be carried out in accordance with the Rules for the production of state aviation flights of the Republic of Kazakhstan and the Air Traffic Management Instructions, approved by the decision of the authorized body in the field of state aviation.

129-7. Features of air traffic services (air traffic management) associated with the simultaneous combined general and operational air traffic in the areas of joint air bases of civil and state aviation shall be determined in accordance with the Rules for the Use of Joint Air Bases of Sivil and State Aviation of the Republic of Kazakhstan approved by the authorized body in the field of civil aviation and the authorized body in the field of state aviation .

129-8. In the event of an emergency on board a state aviation aircraft and the need to land on a civil aviation aerodrome, the air traffic control authority of this aerodrome shall transfer to the crew, upon request, atmospheric pressure relative to the operating threshold of the runway (in millimeters of mercury) and other necessary information.

129-9. Between contiguous ATM units and ATC centers, the information related to safe and unimpeded aircraft flights shall be exchanged according to the interaction instruction approved by the heads of these bodies.

Interaction instructions shall include:

1) description of the actions to be taken when agreeing on newly introduced flight restriction zones for activities that pose a threat to flight safety (polygon, shooting range, training center, quarry, deposit, mine, strip mine, aerological station), taking into account the assessment of flight safety with a given change in the structure of the air space by the ATM unit;

2) restrictions planned by the ATC for each type of activity (polygon, shooting range, training center, quarry, deposit, mine, strip mine, aerological station), calculated in accordance with the methodology approved by the head of the M ATCC for the development and establishment of short-term restrictions and temporary regimes;

3) description of the actions to be taken in the event of the introduction of short-term restrictions for aircraft flights in operational air traffic.

When a short-term restriction along the flight route of an aircraft in operational air traffic affects two or more responsibility areas of ATCs, the restriction shall be agreed upon by the permanent civil-military coordination group based on coordinated interaction with ATCs and ATM units.

Footnote. Paragraph 129-9 - as amended by Resolution № 994 of the Government of the Republic of Kazakhstan dated 31.12.2021 (shall be enforced ten calendar days from the date of its first official publication).

8-2. Units for flight operations and air traffic services (air traffic control)

Footnote. The Rules are supplemented by section 8-2 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

129-10. The state aviation shall have a unified coordinate system, heights, gravimetric and satellite measurements (1942 coordinate system). The origin of coordinates shall be the center of the Round Hall of the Pulkovo Observatory and the initial level of heights - the zero value of the Kronstadt Footstock in the Baltic Sea, located on the territory of the Russian Federation

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129-11. In civil aviation, for the purpose of performing flights and servicing air traffic in the airspace of the Republic of Kazakhstan in accordance with Decree of the Government of the Republic of Kazakhstan № 376 dated May 5, 2010 “On the Implementation of the World

Geodetic Coordinate System - 1984 (WGS-84)" in civil aviation of the Republic of Kazakhstan", the World Geodetic Coordinate System of 1984 (WGS-84), the average sea level (MSL) taken as the base shall be used as the reference systems in the vertical plane. The unified system of measurements of coordinates, altitudes, gravimetric and satellite measurements used in civil aviation shall be given in Annex 8 to these Rules.

129-12. The Gregorian Calendar and Coordinated Universal Time (UTC) shall be used as a time reference system in state and civil aviation.

9. Rules for Crossing the State Border of the Republic of Kazakhstan

130. When performing international flights on airways open for international flights, the air corridor of passage of the State Border of the Republic of Kazakhstan shall be the part of the airspace at the intersection of the air route with the line of the State Border of the Republic of Kazakhstan.

131. The crossing of the State Border of the Republic of Kazakhstan by aircraft outside the places of crossing it with international air routes shall be carried out along a special air corridor established by the authorized body in the field of state aviation.

132. The air corridor of passage of the State Border of the Republic of Kazakhstan shall be indicated by the geographical coordinates of the point of intersection of the axis of the air traffic services route with the line of the State Border of the Republic of Kazakhstan.

133. The basis for crossing the State Border of the Republic of Kazakhstan by foreign aircraft shall be a permit for performing an international flight issued in accordance with Article 40 of the Law of the Republic of Kazakhstan "On the Use of the Airspace of the Republic of Kazakhstan and the Activities of Aviation" and in the manner established by Chapter 7 of these Rules.

In the absence of such a permit, entry into the airspace of the Republic of Kazakhstan shall be prohibited until all issues that do not allow obtaining the specified permit are settled.

134. Coordination of the conditions for crossing the State Border of the Republic of Kazakhstan between the bodies of the internal affairs bodies of the Republic of Kazakhstan and the neighboring state shall be carried out through established communication channels.

The conditions for crossing the State Border of the Republic of Kazakhstan shall be informed to the crew of the aircraft.

The crew of the aircraft, having received the conditions for crossing the State border of the Republic of Kazakhstan, shall report to the ATS authority the actual time of crossing the State Border of the Republic of Kazakhstan and the flight level (altitude).

Footnote. Paragraph 134 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

135. Before the aircraft crosses the State Border of the Republic of Kazakhstan from the adjacent territory, but no later than 10 minutes later, the ATS authorities shall inform the air

defence forces of the flight number (call sign), flight level (altitude) and the estimated time of crossing the State Border of the Republic Kazakhstan. In the case of an aircraft departure from an aerodrome that is located directly near the State border of the Republic of Kazakhstan on the adjacent territory, information shall be transmitted upon receipt of a message about the departure of the aircraft before it crosses the State Border of the Republic of Kazakhstan.

Footnote. Paragraph 135 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

135-1. To ensure coordination between the bodies of the air defence forces and the ATS authorities, the leaders of these bodies shall approve interaction instructions.

Footnote. The Rules are supplemented by paragraph 135-1 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated 10.19.2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

136. If there are differences in separation systems adopted in the Republic of Kazakhstan and in a neighboring state, the change of level shall be completed 30 kilometers before crossing the State Border of the Republic of Kazakhstan, unless otherwise provided by international treaties (agreements) and other specified ATS authorities (ATM) are absent.

137. If an aircraft performing an international flight after crossing the State Border of the Republic of Kazakhstan cannot continue flying and the crew of the aircraft decided to proceed to the departure airport, then crossing the State Border of the Republic of Kazakhstan in the opposite direction shall be carried out along the same international air route or flight route . The ATS authority (ATM) shall inform the crew of the aircraft of the flight conditions and crossing the State Border of the Republic of Kazakhstan and shall inform the air defence authority about this.

138. Aircraft crossing of the State Border of the Republic of Kazakhstan without radio communication shall be prohibited, unless the radio communication failure occurred in flight after the aircraft crew received the conditions for crossing the State Border of the Republic of Kazakhstan. If the crew of the aircraft decides to proceed to the departure aerodrome, then crossing the State Border of the Republic of Kazakhstan in the opposite direction shall be carried out along the same international air route or flight route with the occupation of a passing echelon.

139. A forced entry into the airspace of the Republic of Kazakhstan of aircraft in the event of a natural disaster, catastrophe, accident, emergency situation on an aircraft and in other cases that threaten human life or health shall not be a violation of the rules for crossing the State Border of the Republic of Kazakhstan .

140. In the event of a forced crossing of the State Border of the Republic of Kazakhstan, the crew of the aircraft shall immediately notify the appropriate ATS authority (ATM) and shall continue to act in accordance with the instructions of this body or the instructions of the

commander of the aircraft on duty of the Armed Forces of the Republic of Kazakhstan, taken up to ascertain the fact of such a crossing. The ATS authority (ATM) shall notify the air defence body of a forced crossing of the State Border of the Republic of Kazakhstan.

141. Aircraft crossing the State Border of the Republic of Kazakhstan in violation of the established rules shall be recognized as violators of the State Border of the Republic of Kazakhstan in accordance with the Law of the Republic of Kazakhstan "On the State Border of the Republic of Kazakhstan".

9-1. Features of the use of airspace for critical missions

Footnote. The Rules are supplemented by section 9-1 in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

141-1. Particularly important flights shall be carried out in a permanently installed controlled airspace of classes A, B, C and D in accordance with the requirements established for these classes.

In all other cases, the airspace around routes on which critical flights are operated shall be designated as temporarily controlled airspace of classes A, B, C or D. The class of temporary airspace shall be determined by the ATS authority referred to in paragraph 141-2 of these Rules, based on type of critical flight (VFR and IFR) and air traffic in the area.

141-2. ATS (ATM), responsible for the provision of air traffic services in temporarily controlled airspace shall be the body (s) that provides continuous air traffic (air traffic control) services over the established upper limit of the temporarily controlled airspace.

At uncontrolled aerodromes, temporary control areas and temporary aerodrome control centers may be entered by the air navigation service provider.

Information to airspace users about the introduction of temporarily controlled airspace with an indication of its structure and applicable airspace class shall be informed in the form of NOTAM, and be also posted on information resources (website).

141-3. Temporarily controlled airspace shall include:

1) temporary dispatch zone. Temporary control zones are set up around the departure and destination aerodromes of critical flights where there are no permanent control zones. The control zone for critical missions is established up to a radius of 20 kilometers from the control point of the aerodrome and in height from the earth (water) surface to the flight level assigned for each critical mission depending on the type of aircraft and the structure of the air space around the aerodrome. The temporary dispatch zone shall be established for the period:

for departing aircraft - 20 minutes before the expected departure time of the aircraft and up to 20 minutes after the expected departure time of the aircraft;

for arriving aircraft - 20 minutes before the expected landing time of the aircraft and up to 20 minutes after the expected landing time of the aircraft.

The extension of the time of the temporary control zone shall be determined by the ATS authorities at civil (state) aerodromes, depending on the delay time of departure (arrival) of the aircraft performing a particularly important flight;

2) temporary dispatch area. A temporary dispatching area shall be established for the period of performing a particularly important flight in an uncontrolled airspace along its route . The size of the temporary dispatch area shall be determined by the size of the temporary regime of the airspace introduced to ensure the safe performance of a particularly important flight, and in other cases not less than 20 kilometers in width from the center line of the airspace and constantly from the earth (water) surface to the lower border operating dispatch area.

10. Prohibition or restriction of the use of airspace

142. If a need arises for the use of airspace by two or more users of airspace at the same time, their activity in certain areas of the airspace of the Republic of Kazakhstan shall be limited in accordance with state priorities in the use of airspace by introducing temporary regimes of using airspace or short-term restrictions.

143. The temporary regime for the use of airspace is established by the ATC Control Center within the airspace of the Republic of Kazakhstan, as well as over the adjacent waters of the seas in the areas of responsibility of the Department of Internal Affairs or ATC of the Republic of Kazakhstan and is communicated to users of the airspace by means of a NOTAM notification:

1) on the air routes of the Republic of Kazakhstan, routes and zones to ensure flights of aircraft performing particularly important flights for the transportation of the President of the Republic of Kazakhstan or heads of foreign states;

2) in the areas of exercises (all types of shooting), air parades (demonstration and demonstration flights, including mass skydiving), launching and landing of space objects, tests of aviation and rocket technology, flights with maneuvering of aircraft (groups) in horizontal and vertical planes, as well as other activities, which may pose a threat to flight safety;

3) on the routes of test (research) flights, record-setting flights, practical missile launches, as well as for test (demonstration) flights using unmanned aircraft systems;

4) in the delegated airspace defined by an international agreement.

An application for the publication of a NOTAM notice for the purpose of introducing a temporary regime for the use of airspace is sent to the NOTAM office no later than 7 days before the start of such activities in accordance with the types of aircraft traffic reports and activities related to the use of airspace provided for in Annex 3 to these Rules, with the exception of subparagraph 1) of this paragraph.

Footnote. Paragraph 143 – as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

144. Short-term restrictions over the territory of the Republic of Kazakhstan, and also over the adjacent water areas of the seas in the responsibility areas of the ATM or ATC of the Republic of Kazakhstan shall be established by ATCs in their responsibility areas, including on the airways of the Republic of Kazakhstan, for the following purposes:

1) for flights in operational air traffic;

2) to maintain activities that pose a threat to flight safety and have the status of sudden (unforeseen);

3) in the areas of exercises, all types of firing, missile launches and blasting works;

4) in special areas, previously agreed with the ATM and ATC authorities, during flights of gliders (hang gliders and paragliders);

5) in other cases specified by these Rules.

Short-term restrictions shall be communicated to airspace users through the ATS units, as well as by issuing a NOTAM notification in accordance with the types of messages on the aircraft movement and the performance of activities related to the use of airspace, provided for in Appendix 3 to these Rules.

Short-term restrictions in delegated airspace defined by international agreement shall be established and communicated to airspace users through NOTAM.

Footnote. Paragraph 144- as amended by Resolution № 994 of the Government of the Republic of Kazakhstan dated 31.12.2021 (shall be enforced ten calendar days from the date of its first official publication).

144-1. The authorized body in the field of civil aviation, in agreement with the authorized body in the field of state aviation, shall determine the procedure for using airspace over the capital and the capital's airport, including the introduction of short-term restrictions.

Short-term restrictions shall be established by the ATS center upon the submission of the MATPC over the airspace of the capital's airport in case the crew of a foreign aircraft flying to transport military units, arms and military equipment of a foreign state, or an aircraft captured in flight intends to make an unplanned and unauthorized landing at the capital's airport (except for the emergency situation on board the aircraft).

Footnote. The Rules are supplemented by paragraph 144-1 in accordance with Decree of the Government of the Republic of Kazakhstan № 1429 dated December 30, 2013 (shall be enforced upon expiry of ten calendar days after the first official publication); as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

145. Submissions for the establishment of a temporary regime shall be sent by the airspace user, proceeding from the need to carry out the activities specified in paragraph 143

of these Rules, and upon the request of the ATS (ATM centers) when submitting applications from two or more interested users in the declared area of activity.

Footnote. Paragraph 145 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

146. In order to ensure flights of aircraft performing especially important flights for the transportation of the President of the Republic of Kazakhstan or heads of foreign states, airspace shall be requested in the submissions for the establishment of temporary regimes in accordance with the standards and terms established by the Rules for the Organization and Performance of Especially Important Flights.

147. Temporary regimes and short-term restrictions on the provision of measures specified in paragraphs 143 and 144, respectively, shall be established:

1) with the complete prohibition of flights and other activities related to the use of airspace, with the exception of flights of aircraft participating in these events;

2) with a partial prohibition of flights, in which flights of aircraft through the area of operation of the temporary regime at a limited number of echelons of sections of the air routes of the Republic of Kazakhstan, the acceptance and release of aircraft at airports, and also flights for the performance of aviation operations are permitted.

The boundaries of the areas of operation of the temporary regime shall be determined in each case on the basis of the intent of the event and the air situation, taking into account the establishment of minimum restrictions on aircraft operations and other activities related to the use of airspace.

Footnote. Paragraph 147 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

148. When determining the boundaries of the area of operation of the temporary regime, the maximum deviations that can be allowed by the crew of the aircraft during the performance of tasks, or the possible maximum deviations of the material object from the calculated trajectory of movement, must be taken into account.

149. Flights of front-line aircraft through aerodrome areas (nodal control areas) of civil aviation within a radius of 30 kilometers below an altitude of 3300 meters (relative to the threshold level of the runway of the aerodrome) for the purpose of air traffic safety shall be provided with:

1) a complete prohibition of the reception and release of aircraft;

2) a partial restriction of the reception and release of aircraft in the cases provided for in paragraph 150 of these Rules.

Footnote. Paragraph 149 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

150. A partial restriction of the reception and release of aircraft shall be carried out in the following cases:

1) flights are made from joint-based aerodromes or aerodromes that are part of the nodal control area, and are carried out in accordance with the schemes defined by the aeronautical information documents or flight instructions in the area of aerodrome a (nodal control area), where provided;

2) the air traffic control body, in agreement with the air traffic control body, prepares in advance the conditions for the flight of state aircraft in the area;

3) the acceptance and release of aircraft from aerodromes not related to the intersection of occupied airspace is carried out .

Footnote. Paragraph 150 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

151. When establishing a temporary regime and short-term restrictions for ensuring flights along a group of aircraft, air space shall be allocated horizontally and vertically within the limits established by paragraphs 152 and 153 of these Rules.

152. Horizontal airspace limits when establishing a temporary regime and short-term restrictions:

1) at small and extremely small altitudes - 20 kilometers wide (10 kilometers on both sides of the route axis);

2) at medium altitudes - 40 kilometers wide (20 kilometers on both sides of the route axis) ;

3) in the stratosphere , at high altitudes, and also above the sea, outside the radar visibility of the coastline - 50 kilometers wide (25 kilometers on both sides of the route axis).

153. The allocation of vertical airspace during the establishment of a temporary regime and short-term restrictions shall be limited by the minimum number of echelons necessary to fulfill the tasks and ensure the safety of the movement of a group of aircraft.

154. The safety of flight of control targets in the training areas and on separate routes for checking the duty forces and air defense systems shall be ensured by the establishment of temporary regimes and short-term restrictions in their flight bands.

Interceptor aircraft shall be established to the boundaries of the areas of operation of the temporary regime in horizontal and vertical planes, taking into account air watch zones and maneuvers when intercepting control targets. To gather height allocated in the areas and reduce the landing, a temporary regime shall not be established.

Safety in air traffic shall be provided by command posts that directly control fighter interceptors.

155. The area and sections of the active and passive jamming routes shall be selected taking into account the safety of flights of aircraft along the airways and in the areas of aerodromes (nodal control areas).

Footnote. Paragraph 155 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

156. Application for the establishment of a temporary regime shall be directed to the MATCC at least 9 days before the start of the activity. Applications for temporary regimes from state bodies or organizations that do not contain classified information may be submitted by unclassified telegrams or unclassified mail.

Footnote. Paragraph 156- as amended by Resolution № 994 of the Government of the Republic of Kazakhstan dated 31.12.2021 (shall be enforced ten calendar days from the date of its first official publication).

157. The submission for the establishment of a temporary regime in the production of firing, rocket launches, launch of carrier rockets and the landing of spacecraft shall indicate:

1) the date (main and reserve days), the nature of the event;

2) points (indicating geographical coordinates) and geographical coordinates of the points of the boundaries of the regions of operation of the time regimes or numbers of permanent space zones;

3) the time of the beginning and end of the temporary regime;

4) prohibition flight altitude range;

5) additional information about the planned event in any form.

In permanent flight zones of state aviation, for the establishment of temporary regimes and short-term restrictions on the use of airspace, the submission shall indicate only the number of such a zone, the time and the height range of the flight prohibition.

Footnote. Paragraph 157 as amended by Decree of the Government of the Republic of Kazakhstan № 1429 dated December 30, 2013 (shall be enforced upon expiry of ten calendar days after the first official publication).

158. The submission for the establishment of a temporary regime during exercises with the use of aviation, air parades, demonstration and test flights with military use shall indicate:

1) date of holding (main and reserve days), nature of the event;

2) points (indicating the geographical coordinates) and geographical coordinates of the points of the boundaries of the regions of operation of the time regimes;

3) the start and end time of the temporary regime;

4) the number and types of aircraft (in case of divergence in each direction);

5) flight bandwidth;

6) a reserve echelon during aviation exercises to ensure flight safety in special cases;

7) the number of trains for each route;

8) the boundaries of recruitment and decline;

9) depth of flight order (in minutes);

10) the need for a range of heights (in meters) in flight orders;

11) the military rank, surname and telephone numbers (open and closed) of the official who developed the submission for the temporary regime;

12) additional information about the planned event in any form.

Footnote. Paragraph 158 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

159. According to submissions on the establishment of temporary regimes that do not meet the requirements of the current Rules or do not ensure air traffic safety in the areas of planned activities, a temporary regime shall not be established.

160. Submissions on the establishment of temporary regimes in the MATCC shall be submitted by:

1) the main headquarters and headquarters of associations (formations) of the Armed forces of the Republic of Kazakhstan;

2) state bodies and organizations planning to conduct tests, flight research and other types of work.

161. Submissions for the establishment of temporary regimes for ensuring flights of aircraft for the transportation of the President of the Republic of Kazakhstan or the heads of foreign states shall be established in accordance with the Rules for the Organization and Support of Particularly Important Flights.

162. The safety of the use of air space during spacecraft launches and landings shall be ensured by introducing time regimes developed and introduced by the Main Air Traffic Control Center of the Republic of Kazakhstan based on submissions on the establishment of a time regime submitted by a state body or organization carrying out (providing) launch or landing spacecraft.

Footnote. Paragraph 162 as amended by Decree of the Government of the Republic of Kazakhstan № 1429 dated December 30, 2013 (shall be enforced upon expiry of ten calendar days after the first official publication).

162-1. A recommendation for the establishment of a temporary regime for ensuring space activities is submitted by a state body or organization to the head air traffic control center of the Republic of Kazakhstan at least 9 days before the scheduled date of space activities.

Recommendations for the establishment of temporary regimes received by the head air traffic control center of the Republic of Kazakhstan later than the specified dates are not considered, information about this is brought to the submitter of the recommendation.

Footnote. The Rules are supplemented by paragraph 162-1 in accordance with Decree of the Government of the Republic of Kazakhstan № 1429 dated 12.30.2013 (shall be enforced upon expiry of ten calendar days after the first official publication); as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

162-2. The submission for the establishment of a temporary regime shall indicate:

1) the date of holding (main and reserve days);

2) the geographical coordinates of the points of the boundaries of the regions of operation of the time regimes or the numbers of permanent space zones;

3) the start and end time of the temporary regime for other users of the airspace in order to ensure the safety of activities related to the use of the airspace of the Republic of Kazakhstan;

4) prohibition flight altitude range;

5) additional information on the involvement of aircraft and other aircraft involved in the provision of space activities.

Footnote. The Rules are supplemented by paragraph 162-2 in accordance with Decree of the Government of the Republic of Kazakhstan № 1429 dated December 30, 2013 (shall be enforced upon expiry of ten calendar days after the first official publication).

162-3. A temporary regime for the use of airspace shall be developed and introduced taking into account the interests of national security of the Republic of Kazakhstan.

If it is not possible to introduce a temporary regime, the Main Air Traffic Control Center shall notify the submitter of this no later than 3 days before the planned space activity.

Footnote. The Rules are supplemented by paragraph 162-3 in accordance with Decree of the Government of the Republic of Kazakhstan № 1429 dated December 30, 2013 (shall be enforced upon expiry of ten calendar days after the first official publication).

162-4. The temporary regime shall be removed by the Main Air Traffic Control Center of the Republic of Kazakhstan after the expiration of the temporary regime.

In the event of early termination of space activity, according to the information of a state body or organization, carrying out (ensuring) the launch or landing of a spacecraft, the established temporary regime may be terminated.

Footnote. The Rules are supplemented by paragraph 162-4 in accordance with Decree of the Government of the Republic of Kazakhstan № 1429 dated 12.30.2013 (shall be enforced upon expiry of ten calendar days after the first official publication).

163. When securing an urgent departure of an aircraft for the purpose of transporting the President of the Republic of Kazakhstan or the heads of foreign states and the need for its passage through the area of the current temporary regime, the ATS shall bring to the control the exercise (event) restrictions to ensure the safe passage of the aircraft.

164. In urgent cases, the temporary regime and short-term restrictions associated with the conduct of search activities, aircraft departures, to provide assistance in natural disasters, flights of aerostats that have gone out of control, aircraft departures during sudden inspections by order of the Minister of Defence of the Republic of Kazakhstan, Chief of the General Staff of the Armed Forces of the Republic of Kazakhstan and the Commanders-in-Chief of the Armed Forces of the Republic of Kazakhstan, can be installed by the MATC without submitting preliminary submissions to the temporary regime. In this case, the state bodies or

organizations organizing the events shall coordinate with the Central Internal Affairs Directorate the areas and conditions for ensuring air traffic safety in them no less than 2 hours before the start of activity.

Footnote. Paragraph 164 as amended by Decree of the Government of the Republic of Kazakhstan № 417 dated 04.30.2013.

165. In some cases, in order to achieve surprise in the air defence system checks, short-term flight restrictions can be established without submitting applications for flights. In this case, the necessary data for establishing restrictions shall be presented to the appropriate ATS center one hour before departure (depending on the complexity of the route).

Footnote. Paragraph 165 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

166. In the event of receiving two or more submissions from government bodies or organizations to provide temporary regimes for events that coincide in place and time, the ATS Central Committee, with the permission of the Chief of the General Staff of the Armed Forces of the Republic of Kazakhstan, shall transfer these events for a period of not more than two days, based on priority tasks to be solved.

Footnote. Paragraph 166 as amended by Decree the Government of the Republic of Kazakhstan № 417 dated 04.30.2013.

167. Draft provisional regimes shall be developed by the MATC with the participation of the MATPC as it relates to proposals for prohibitions of aircraft flights on sections of the air routes of the Republic of Kazakhstan, in aerodrome areas (nodal control areas) and in the implementation of aviation operations, as well as proposals for the allocation of direct routes air routes of the Republic of Kazakhstan, bypass routes, additional flight levels (altitudes).

The temporary regime approved by the Air Traffic Control Department of the Air Traffic Control shall be brought to the notice of the Air Traffic Control Station of the Air Traffic Control Department, air traffic services and air traffic control authorities.

Footnote. Paragraph 167 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication); as amended by Resolution № 994 of the Government of the Republic of Kazakhstan dated 31.12.2021 (shall be enforced ten calendar days from the date of its first official publication).

168. The ATS center shall bring to the notice of the ATS authority installed short-term restrictions and prohibitions.

The ATS Center, jontly with the ATS authority, shall develop proposals on prohibitions of aircraft flights on sections of the air routes of the Republic of Kazakhstan, in areas of aerodromes (nodal control areas) and on the implementation of aviation work, as well as proposals on the allocation of routes for straightening the air routes of the Republic of Kazakhstan, bypass routes additional flight levels (altitudes).

Footnote. Paragraph 168 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

168-1. When planning events (exercises, air parades, exhibitions, demonstration and test flights) involving complete closure of airfields, the event organizer shall send an application to the MATCC to establish a temporary regime for the use of airspace within 60 calendar days before its introduction and no later than 7 days in case of emergency.

The MATCC shall notify the operators of the airfields of the Republic of Kazakhstan providing regular flights about the planned restrictions.

Footnote. The Rules shall be supplemented by Paragraph 168 -1 pursuant to by Resolution № 994 of the Government of the Republic of Kazakhstan dated 31.12.2021 (shall be enforced ten calendar days from the date of its first official publication).

169. The temporary regime shall be removed by the ATS after the expiration of the temporary regime or before the end of its operation in connection with the termination of activities for which the temporary regime and restrictions are established, according to the report of the event manager.

The removal of short-term restrictions before the expiration of the set time of their operation shall be carried out by air traffic control centers, which introduced these restrictions

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Footnote. Paragraph 169 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

11. Ensuring compliance with the requirements of these Rules

170. The MATPC, the MATCC and the ATS (ATM) authorities shall immediately notify the authorized bodies in the field of aviation in case of violation of the procedure for using the airspace of the Republic of Kazakhstan.

171. Authorized bodies in the field of civil and state aviation, ATS authorities (ATM), in accordance with their competence, shall take all necessary measures to prevent and (or) stop and (or) suppress violations of these rules, and users who have violated the airspace use of airspace, shall be obliged to stop the violation at their own expense and (or) on their own.

172. If the aircraft deviates from the established flight plan, the ATS authority (ATM) shall immediately take the following measures:

1) use all available means to establish communication with the aircraft crew and determine the location of the aircraft deviating from the established flight plan;

2) inform adjacent ATS authorities (ATM), in the area of responsibility of which the aircraft may have entered or may enter as a result of deviation.

173. When the location of the aircraft is established, the ATS authority (ATM) shall inform the aircraft crew of its location and the corrective actions to be performed.

174. An aircraft that violated the State Border of the Republic of Kazakhstan in airspace or committed another violation of the procedure for using the airspace of the Republic of Kazakhstan shall be recognized as an intruder aircraft and be subject to forced landing, if it does not comply with the requirements of the ATS authorities and (or) air traffic management authorities.

An intruder aircraft that has received a landing order must immediately land at the designated place.

174-1. Air traffic service authorities, upon written request of the competent state authorities submitted before or during the flight of a foreign aircraft through the airspace of the Republic of Kazakhstan, submit this requirement to the crew of a foreign aircraft about landing at the airfield of the Republic of Kazakhstan, with the exception of the capital airport, for inspection if there is information about the presence on board of an undeclared specific product in accordance with the legislation of the Republic of Kazakhstan. This requirement must be compatible with the requirements of the Convention on International Civil Aviation (paragraph (b) of article 3 bis).

In case of non-compliance with this requirement by the crew of a foreign aircraft, the air traffic services authorities shall communicate information to the air traffic control authorities in order to use the applicable norms of international law, including the provisions of paragraph (a) of article 3 bis of the Convention on International Civil Aviation.

In the context of this provision, an acceptable airfield for landing will be an international airfield that meets the requirements of the commander of a foreign civil aircraft for safe landing.

Footnote. The Rules were supplemented by paragraph 174-1 in accordance with the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

175. When violations of the procedure for using airspace are identified, the designated structural units of the authorized body in the field of state aviation shall give a “Mode” signal, indicating a request to stop the violation of the procedure for using the airspace of the Republic of Kazakhstan regarding flight operations. ATS authorities (ATM) shall be notified of this decision, which inform the aircraft crew of the corrective actions that must be performed.

176. In exceptional cases, in case of violation of the State Border of the Republic of Kazakhstan or in case of violation by the aircraft violator of the requirements of the ATS authorities and (or) air traffic control authorities or in the case of the use of weapons and military equipment of the Armed Forces of the Republic of Kazakhstan regarding the aircraft violator, as well as when the airspace of unidentified aircraft and other material objects, the designated structural units of the authorized body in the field of state aviation shall give the signal "Carpet”, signifying the requirement to immediately land or withdraw from this area all aircraft in the air, with the exception of aircraft involved in the fight against intruder aircraft

and performing search and rescue tasks. The first requirement shall be the immediate boarding or withdrawal of all aircraft in the air from this area, with the exception of aircraft involved in the fight against intruder aircraft and performing search and rescue tasks.

The ATS (ATM) authorities that take measures to remove aircraft (their landing) from a dangerous area shall be notified of this decision.

177. In case the crew of the violating aircraft does not comply with the command of the ATS authority (ATM) to terminate the violation of the procedure for using airspace, such information shall be immediately reported to the authorized body in the field of state aviation.

The authorized body in the field of state aviation shall apply measures to the violating aircraft in accordance with the Rules for the use of weapons and military equipment on aircraft violating the airspace of the Republic of Kazakhstan, approved by the Government of the Republic of Kazakhstan.

Footnote. Paragraph 177 as amended by Decree of the Government of the Republic of Kazakhstan № 569 dated 01.08.2019 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

11-1. Civil Aircraft Interception

Footnote. The Rules are supplemented by section 11-1 in accordance with Decree of the Government of the Republic of Kazakhstan № 569 dated 01.08.2019 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

177-1. To ensure the safety of civilian aircraft in the airspace of the Republic of Kazakhstan, the following principles shall be adopted:

1) interception of civil aircraft is undertaken only as a last resort;

2) interception, in case of its implementation, is limited to identification of aircraft, if:

there is no need to return it to the line of the given path;

take him outside the airspace of the state;

to send away from the restricted area, the restricted area of silt flights and the dangerous zone; or order this aircraft to land at the designated aerodrome.

3) civil aircraft are not subject to interception for educational purposes;

4) if it is possible to establish radio communications to the intercepted civilian aircraft, an indication with respect to the direction of flight and relevant information shall be transmitted by radio telephone;

5) in cases where it is required from the intercepted aircraft to land on the territory to be flown, the aerodrome indicated for landing is suitable for ensuring the safe landing of this type of aircraft.

177-2. To eliminate or reduce the dangerous consequences associated with the interception, all possible measures shall be taken to ensure coordination between the crews and the relevant ATS authorities for which:

1) flight crew members need to know the order of actions performed during interception;

2) aircraft commanders establish communication at a frequency of 121.5 MHz with an interceptor aircraft and perform actions related to interception rules;

3) air traffic control (ATS) controllers need to know the procedures to be taken to ensure the safety of flights of other aircraft;

4) pilots of intercepted state-owned aircraft need to know the general restrictions on the flight performance of civil aircraft and the likelihood that an emergency or emergency situation may arise on board a intercepted civil aircraft due to technical difficulties or unlawful interference;

5) command posts that directly control fighter-interceptors (hereinafter referred to as command posts) and aircraft commanders (pilots) with the potential to intercept are given clear and clear instructions on how to intercept, the direction of flight of intercepted aircraft, and actions to attitude to intercepted civil aircraft by visual signals, radio communications, the need to refrain from using weapons;

6) ATS (ATM) authorities, command posts and an intercepting aircraft of state aviation are equipped with radiotelephone equipment providing them with the possibility of establishing communication with intercepted aircraft at an emergency frequency of 121.5 MHz, using SSR (secondary surveillance radar) means for identifying the airborne missile control system of the Air Defence Forces of the Republic of Kazakhstan (ADF RK) of civil aircraft in those areas where they can be intercepted. Such tools shall provide recognition of discrete four-digit codes № 7500, 7600 and 7700 in mode "A".

177-3. In exceptional cases, when the intercepted civil aircraft is required to land on the flown territory, the following conditions shall be met:

1) the specified aerodrome is suitable for the safe landing of this type of aircraft, especially in cases where the aerodrome, as a rule, is not used by civil aircraft;

2) the surrounding area of the aerodrome zone is suitable for circular flight, approach and departure to the second circle;

3) the intercepted aircraft has a sufficient supply (balance) of fuel to proceed to the landing aerodrome;

4) the specified aerodrome is described in the collection of aeronautical information of the Republic of Kazakhstan;

5) all the information necessary to perform a safe approach and landing of an intercepted aircraft is transmitted to him on board by radio on all available channels.

177-4. Upon receipt by the ATS authority (ATM) of information on the implementation in its area of responsibility for intercepting an aircraft, based on these conditions, the following measures shall be taken:

1) makes attempts to establish two-way communication with the intercepted aircraft using all available means, including the emergency radio frequency of 121.5 MHz, if such communication has not yet been established;

2) inform the crew of the intercepted aircraft about the interception;

3) establishes contact with a command post that supports two-way communication with an intercepting aircraft and provides it with available information about the intercepted aircraft;

4) relay, as necessary, communications between an intercepting aircraft or command post and an intercepted aircraft;

5) in close cooperation with the command post, take the necessary measures to ensure the safety of the intercepted aircraft.

177-5. Intercepted aircraft commander shall:

1) follow the instructions of the intercepting aircraft (specified in Annex 8-1 to these Rules), interpreting the meaning of the visual signals, and responds to them in accordance with the requirements of the interceptor;

2) notify, if possible, the appropriate ATS authority (ATM);

3) establish radio communication with an intercepting aircraft or the corresponding command post by transmitting a general call signal at an emergency frequency of 121.5 MHz;

4) provide his call sign;

5) report on the purpose of the flight;

6) if communication is not established, attempt to establish communication by repeated calls in radiotelephone mode at a frequency of 243 MHz;

7) when requesting assistance from the maritime services, establish communication at frequencies of 500 kHz or 2182 and 8364 kHz in radiotelephone mode;

8) if there is an SSR transponder on board, dial the code 7700 in mode “A”, unless other instructions are given by the appropriate ATS authority (ATM).

177-6. If the instructions received by radio from any sources contradict the instructions of the intercepting aircraft given by visual signals, the intercepted aircraft shall immediately seek clarification, continuing to carry out the instructions visually transmitted by the interceptor.

177-7. The crews of interceptors and intercepted aircraft shall adhere to the rules of visual signals, understand them and pay special attention to any signals given by the intercepted aircraft , indicating that it is in an emergency.

177-8. If contact is made with the interceptor and communication in a common language is impossible, an attempt shall be made to transmit the basic information and confirm acceptance of the instructions by using phrases repeated twice specified in Annex 8-1 to these Rules.

12. Investigation and registration of violations of the procedure for using the airspace of the Republic of Kazakhstan

178. Investigation and registration of violations of the procedure for using the airspace of the Republic of Kazakhstan shall be carried out by authorized bodies in the fields of civil and state aviation within their competence.

Records of violations of airspace use procedures shall be recorded in special journals.

179. For each case of violation of the procedure for using the airspace of the Republic of Kazakhstan, an investigation shall be conducted with the aim of establishing the causes of violations and developing recommendations for their prevention.

180. Investigation of violations of the procedure for the use of the airspace of the Republic of Kazakhstan shall be conducted by a commission established by a decision of an authorized body in the field of civil aviation or an authorized body in the field of state aviation.

Investigations into violations of the procedure for the use of the airspace of the Republic of Kazakhstan involving aircraft of various types of aviation, except for ALAS, shall be conducted by a commission established by a joint decision of the authorized bodies in the fields of civil and state aviation.

Investigation of violations of the procedure for the use of airspace in the Republic of Kazakhstan:

in case of using UAS related to civil aviation, the investigation shall be conducted by an authorized body in the field of civil aviation;

in case of using UAS related to state aviation, the authorized body in the field of state aviation shall investigate violations of the procedure for use of airspace of the Republic of Kazakhstan.

Footnote. Paragraph 180 as amended by the Decree of the Government of the Republic of Kazakhstan dated 09.12.2024 № 1042 (shall be effective ten calendar days after the date of its first official publication).

181. The commission shall include representatives of the authorized civil aviation authority or the authorized state aviation authority, the authorized civil aviation organization, ATS (ATM) bodies and the aircraft operator (aircraft operating organization) that committed the violation of the procedure for the use of airspace.

Footnote. Paragraph 181 as amended by the Decree of the Government of the Republic of Kazakhstan dated 09.12.2024 № 1042 (shall be effective ten calendar days after the date of its first official publication).

182. An investigation into violations of the procedure for using airspace shall be carried out within a period not exceeding two months from the date of its accounting.

183. A report shall be drawn up based on the results of an investigation into violations of the procedure for using airspace.

The report shall contain:

1) factual information about the violation of the procedure for using airspace;

2) analysis of the reasons that led to the violation of the procedure for using airspace;

3) recommendations on preventing violation of the procedure for using the airspace or reducing its consequences.

The report shall be signed by the members of the commission and approved by the head of the relevant authorized body in the field of aviation (in the case of the creation of a joint

commission, by the heads of the authorized bodies in the field of aviation). In case of disagreement with the results, the member of the commission shall have the right to express a separate opinion in writing, which shall be attached to the report in a separate Annex. In case of refusal to affix a signature to the report by the commission member, the commission shall make the corresponding mark in the report.

184. If the results of the report contain signs of an administrative offense, administrative penalties shall be applied to violators of the procedure for using airspace by the authorized body in the field of civil aviation (authorized body in the field of state aviation) in accordance with the legislation of the Republic of Kazakhstan on administrative offenses.

185. After clarifying the reasons for the violation of the procedure for using the airspace of the Republic of Kazakhstan, permission for further flight of the aircraft (carrying out activities related to the use of airspace) shall be granted by officials of authorized bodies in the field of civil or state aviation.

Footnote. Paragraph 185 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

186. Based on the results of investigations regarding violations of the procedure for using the airspace of the Republic of Kazakhstan, interested state bodies shall develop measures to prevent the recurrence of violations of the procedure for using airspace.

Annex 1
to the Rules for the Use
of Airspace of the
Republic of Kazakhstan

Index Assignment System for ATS Route Designation

Footnote. Annex 1 is excluded in accordance with Decree of the Government of the Republic of Kazakhstan № 650 dated 10.19.2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication

Annex 2
to the Rules for the Use
of Airspace of the
Republic of Kazakhstan

Footnote. Annex 2 as amended by Decree of the Government of the Republic of Kazakhstan № 650 dated October 19, 2017 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

Table 1

Airspace classes, service provided, and flight requirements

Airspace class	Applicable Flight Rules	Separation	Service	Radio Requirements	The need for dispatch clearance

1	2	3	4	5	6
A	on IFR	All aircraft	Dispatching service	Permanent Two-Way Radio	Yes
B	on IFR	All aircraft	Dispatching service	Permanent Two-Way Radio	Yes
	on VFR	All aircraft	Dispatching service	Permanent Two-Way Radio	Yes
C	on IFR	IFR relative to IFR; IFR relative to VFR	Dispatching service	Permanent Two-Way Radio	Yes
	on VFR	VFR relative to IFR	Dispatching service VFR/VFR traffic information (collision avoidance recommendation upon request)	Permanent Two-Way Radio	Yes
D	on IFR	IFR relative to IFR	Dispatching service VFR traffic information (collision avoidance recommendation upon request)	Permanent Two-Way Radio	Yes
	on VFR	Not carried out	Information about the movement of IFR/VFR and VFR/VFR (on request recommendations for prevention of collision)	Permanent Two-Way Radio	Yes
E	on IFR	IFR relative to IFR	Dispatching service and, as far as possible, information on the movement of the VFR	Permanent Two-Way Radio	Yes
	on VFR	Not carried out	Wherever possible, traffic information	No, except for RMZ zones	Not
G	on IFR	Not carried out	Flight Information Service	Permanent Two-Way Radio	not
	on VFR	Not carried out	Flight Information Service	No, except for RMZ zones	not

Note: the requirements in each class of airspace to limit the speed, visibility in flight and the distance to the clouds shall be determined by the rules of operations in the relevant areas of aviation.

Annex 3
to the Rules for the Use
of Airspace of the
Republic of Kazakhstan

Types of messages on the movement of aircraft and the activities related to the use of airspace

Footnote. Annex 3 as amended by the Decree of the Government of the Republic of Kazakhstan dated 09.12.2024 № 1042 (shall be effective ten calendar days after the date of its first official publication).

The name of the message	Series of urgency when submitting messages over the fixed-line aviation network	The deadline for submitting	Who informs	Who is informed	
				on domestic flights in the Republic of Kazakhstan	on international flights outside the Republic of Kazakhstan
2	3	4	5	6	7
Messages from the user (operator) (or his authorized representative) or the commander of the aircraft					
RPL - Repetitive Flight plan (RPL - Repetitive Flight plan)	KK	no later than 15 calendar days before the start of the flight	the user (operator) of the aircraft or his authorized representative	1) CC ATP	1) CC ATP
CHG - change (Change or Modification - CHG). A permanent change message is transmitted when it is necessary to make any change to the basic flight plan data (RPL) contained in the previously transmitted RPL data	KK	no later than 7 calendar days before the start of the flight	the user or his authorized representative	1) CC ATP; 2) briefing of the departure airfield	1) CC ATP; 2) briefing of the departure airfield
FPL (Filed flight plan - FPL) - the filed flight plan for irregular flights; regular scheduled flights; additional and postponed from		at least 60 minutes and no more than 120 hours before departure time according to the		1) Briefing;	1) Briefing;

the previous day according to the schedule; flights for aviation work; flights in uncontrolled airspace; flights in the border zone	FF	schedule (plan); for flights via IFPS - no later than 3 hours	the user or his authorized representative, or a commander of the aircraft	2) CC ATP (when filing a flight plan via the CC ATP internet resource)	2) CC ATP (when filing a flight plan via the CC ATP internet resource)
FPL (Filed flight plan - FPL) - flight plan for guided balloon and airship flights		at least 3 hours before departure time		1) Briefing	1) Briefing
DLA - delay (Delay - DLA). The message is transmitted when the departure of the aircraft for which the basic flight plan data (FPL) was transmitted is delayed by more than 30 minutes from the estimated departure time according to the schedule (plan)	FF	no later than 30 minutes before the departure time of the aircraft according to the schedule (plan) with an expected delay of 30 minutes or more	the user or his authorized representative	1) Briefing; 2) CC ATP (when filing a flight plan via the CC ATP internet resource)	1) Briefing; 2) CC ATP (when filing a flight plan via the CC ATP internet resource)
CHG - change (Change or Modification - CHG). A message is transmitted when a one-time change is required to the basic flight plan data contained in previously transmitted FPL data. The message is sent to those recipients of the basic flight plan data to which the change applies. Relevant modified basic	FF	no later than 30 minutes before the estimated departure time of the aircraft according to the schedule (plan). specified in the flight plan (FPL)	the user or his authorized representative	1) Briefing; 2) CC ATP (when filing a flight plan via the CC ATP internet resource)	1) Briefing; 2) CC ATP (when filing a flight plan via the

flight plan data is provided to those parties to whom the changes apply, but who have not previously received such information					CC ATP internet resource)
CNL - cancel (Cancel - CNL). The message is transmitted in the event that a flight is canceled, in respect of which the basic flight plan data (FPL) was previously distributed	FF	no later than the scheduled departure time of the aircraft	the user or his authorized representative	1) Briefing; 2) CC ATP (when filing a flight plan via the CC ATP internet resource)	1) Briefing; 2) CC ATP (when filing a flight plan via the CC ATP internet resource)
S P L - supplementary flight plan (Supplementary flight plan - SPL) . The message is transmitted when a request for additional information (RQS) is received, in addition to the one that has already been transmitted in the CPL or FPL message	FF	when a request is received	the user or his authorized representative	1) Briefing	1) Briefing
FPL of AFIL type - flight plan from the aircraft board (AFIL)	FF	no later than 10 minutes before the flight over the CRP to the airway	operator (commander) of the aircraft	1) ACC (ARTCC), TCC (ATZSA) at the location of the aircraft; 2) MDP at the place of location	1) ACC (ARTCC), TCC (ATZSA) at the location of the aircraft; 2) MDP at the place of location

DEP – departure of the aircraft (Departure - DEP) . The message is transmitted in relation to an aircraft for which the basic data of the FPL flight plan was previously distributed, which took off from an uncontrolled airfield or site in uncontrolled airspace	FF	no later than 5 minutes after departure	the user or his authorized representative	1) The body of		

				the air defense forces	
ARR - arrival (Arrival - ARR). The message is transmitted when the aircraft has landed at an uncontrolled airfield, a site in uncontrolled airspace	FF	no later than 5 minutes after landing	the user or his authorized representative	1) The body of the air defense forces	
ALR - alerting (Alerting - ALR). An emergency notification message is transmitted when it is considered that the aircraft is in an emergency position.		immediately upon receipt of information, establishing the fact	the user or his authorized representative, or a commander of the aircraft or according to other reliable sources		
Distress phase - DETRESFA	CC			1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident) ; 4) to the ATS authority at the location of the aircraft	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident) ; 4) to the ATS authority at the location of the aircraft
Alert phase - ALERFA	CC			1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident) ; 4) to the ATS authority at the	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident) ; 4) to the ATS authority at the

				location of the aircraft	location of the aircraft
Uncertainty phase - INCERFA	CC			1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident) ; 4) to the ATS authority at the location of the aircraft	1) RCC; 2) to the authorized body (organization) in the field of civil aviation 3) The body of the air defense forces (only in case of an aviation accident) ; 4) to the ATS authority at the location of the aircraft
“Briefing” messages					
ALR - alerting (Alerting - ALR). An emergency notification message is transmitted when the ATS authority considers that the aircraft is in an emergency position. It is indicated in one of three phases:	CC				
Distress phase - DETRESFA	CC			1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident in the controlled airspace); 4) CC ATC for the state aircraft; 5) to the ATS authority at the location of the aircraft	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident in the controlled airspace); 4) CC ATC for the state aircraft; 5) to the ATS authority at the location of the aircraft
				1) RCC;	1) RCC;

Alert phase - ALERFA	CC	immediately upon receipt of information, establishing the fact	briefing or according to other reliable sources	2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident in the controlled airspace); 4) CC ATC for the state aircraft; 5) to the ATS authority at the location of the aircraft	2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident in the controlled airspace); 4) CC ATC for the state aircraft; 5) to the ATS authority at the location of the aircraft
Uncertainty phase - INCERFA	CC			1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident in the controlled airspace); 4) CC ATC for the state aircraft; 5) to the ATS authority at the location of the aircraft	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident in the controlled airspace); 4) CC ATC for the state aircraft; 5) to the ATS authority at the location of the aircraft

	Communication failure (Radio communication failure - RCF), it is				1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) ACC (ARTCC) for	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) ACC (ARTCC) for the flight route and alternate airfields in the Republic of Kazakhstan;

2.2.	transmitted when the ATS authority becomes aware that there is a radio communication failure on an aircraft flying in its area	CC	immediately upon receipt of the message	briefing or according to other reliable sources	the flight route and alternate airfields; 4) MDP (FIC) for the route; 5) briefing of landing airfields for the flight route and alternate airfields; 6) CC ATC for the state aircraft; 7) The body of the air defense forces in the controlled airspace	4) MDP (FIC) for the route in the Republic of Kazakhstan; 5) briefing of landing airfields for the flight route and alternate airfields in the Republic of Kazakhstan; 6) CC ATC for the state aircraft; 7) The body of the air defense forces in the controlled airspace
2.3.	ANV - ANV-an act of unlawful interference in the activities of civil aviation	CC	immediately upon receipt of information, establishing the fact	briefing or according to other reliable sources	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces in the controlled airspace; 4) CC ATC; 5) to the ATS authority at the location of the aircraft	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces in the controlled airspace; 4) CC ATC; 5) to the ATS authority at the location of the aircraft
2.4.	ANP - ANP - violation of the procedure for the use of airspace	CC	immediately upon receipt of information, establishing the fact	briefing or according to other reliable sources	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces in the controlled airspace; 4) CC ATC; 5) to the ATS authority at the	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces in the controlled airspace; 4) CC ATC; 5) to the ATS authority at the

					location of the aircraft	location of the aircraft
	FPL (Filed flight plan FPL) - the filed flight plan for irregular flights; regular scheduled flights; additional and postponed from the previous day according to the schedule; flights for aviation work; flights in uncontrolled airspace; flights in the border zone		at least 60 minutes and no more than 120 hours before departure time according to the schedule (plan); for flights via IFPS - no later than 3 hours.			
					1) CC ATP; 2) briefing of the airfield of the first landing; 3) Airport TC of the airport of departure and first landing; 4) The body of the air defense forces to controlled	1) CC ATP; 2) briefing of the airfield of the first landing in the Republic of Kazakhstan; 3) Airport TC of the airport of departure and first landing in the Republic of Kazakhstan; 4) The body of the air defense forces when flying to controlled airfields in the controlled airspace; 5) CC ATC (for flights in the border zone, flights in uncontrolled

2.5.	FPL (Filed flight plan - FPL) - flight plan for guided balloon and airship flights	FF	at least three	briefing of the departure airfield BC	airfields in the controlled airspace; 5) CC ATC (for flights in the border zone, flights in uncontrolled airspace, State aviation aircraft, with the exception of flights of controlled balloons and airships); 6) MDP (FIC) for the flight route ıto the landing point; 7) ACC (ARTCC) to the point of the first landing	airspace, State aviation aircraft, with the exception of flights of controlled balloons and airships); 6) MDP (FIC) on the flight route to the first landing point in the Republic of Kazakhstan; 7) ACC (ARTCC) to the point of the first landing in the Republic of Kazakhstan; 8) To the addresses according to the AIP of the states along the flight route (with the exception of those included in the IFPS zone)

			hours before departure			
When submitting the FPL flight plan more than 24 hours in advance, the DATE/and date of departure of the aircraft are indicated in field 18 "Other information", for example, DATE/220716, where 22 is the year, 07 is the month, 16 is the day of the month.						
2.6.	DLA - delay (Delay - DLA). The message is transmitted when the departure of the aircraft for which the basic flight plan data (FPL) was transmitted is delayed by more than 30 minutes from the estimated departure time according to the schedule (plan)	FF	no later than the departure time of the aircraft according to the schedule (plan) with an expected delay of 30 minutes or more	briefing of the departure airfield BC	1) CC ATP; 2) briefing of landing airfields on the flight route; 3) Airport TC of the airports of departure and landing; 4) CC ATC for the state aircraft; 5) The body of the air defense forces to controlled airfields in the controlled airspace; 6) ACC (ARTCC) on the flight route	1) CC ATP; 2) briefing of landing airfields on the flight route in the Republic of Kazakhstan; 3) Airport TC of the airports of departure and landing of the Republic of Kazakhstan; 4) CC ATC for the state aircraft; 5) The body of the air defense forces to controlled airfields in the controlled airspace in the Republic of Kazakhstan; 6) ACC (ARTCC) on the flight route ; 7) To the addresses according to the AIP of the states along the flight route (with the exception of those included in the IFPS zone)
	CHG - change (Change or Modification - CHG). The message is transmitted when it is necessary to					1) CC ATP; 2) briefing of landing

2.7.	make any one-time change to the basic flight plan data (FPL) contained in the previously transmitted data. The message is sent to those recipients of the basic flight plan data to which this change applies. The relevant modified basic flight plan data (FPL) is provided to the three parties to whom these changes relate, but who have not previously received such information. CNL - cancel (Cancel - CNL) . The message is transmitted in the event that a flight is canceled for which the basic flight plan data (RPL or FPL) was previously distributed	FF	no later than 30 minutes before the departure of the aircraft according to the schedule (plan) or earlier than the scheduled time of DLA	briefing of the departure airfield	1) CC ATP; 2) briefing of landing airfields on the flight route; 3) Airport TC of the airports of departure and landing; 4) CC ATC for the state aircraft; 5) The body of the air defense forces to controlled airfields in the controlled airspace; 6) ACC (ARTCC) on the flight route	airfields on the flight route in the Republic of Kazakhstan; 3) Airport TC of the airports of departure and landing of the Republic of Kazakhstan; 4) CC ATC for the state aircraft; 5) The body of the air defense forces to controlled airfields in the controlled airspace; 6) ACC (ARTCC) on the flight route ; 7) To the addresses according to the AIP of the states along the flight route (with the exception of those included in the IFPS zone)
					1) CC ATP; 2) ACC (ARTCC) for the flight route and alternate	1) CC ATP; 2) ACC (ARTCC) for the flight route and alternate airfields to the point of the first landing in the Republic of Kazakhstan; 3) MDP (FIC) on the flight route to the

2.8.	DEP - departure of aircraft (Departure - DEP). The message is transmitted in relation to the aircraft for which the basic flight plan data (FPL or RPL) was previously distributed	FF	no later than 5 minutes after departure BC	briefing of the departure airfield	airfields to the point of the first landing; 3) MDP (FIC) on the flight route to the first landing point; 4) briefing of the airfield of the first landing on the flight route; 5) The body of the air defense forces in the controlled airspace	first landing point in the Republic of Kazakhstan; 4) briefing of the airfield of the first landing on the flight route in the Republic of Kazakhstan; 5) The body of the air defense forces in the controlled airspace 6) To the addresses according to the AIP of the states along the flight route (with the exception of those included in the IFPS zone)
2.9.	ARR - arrival (Arrival - ARR) . The message is transmitted when the aircraft has landed at the destination airfield, alternate or other airfield	GG	no later than 5 minutes after landing of the aircraft	briefing of the landing airfield	1) CC ATP; 2) briefing of departure and intermediate landing airfields; 3) The body of the air defense forces to controlled airfields in the controlled airspace	1) CC ATP; 2) briefing of departure and intermediate landing airfields; 3) The body of the air defense forces to controlled airfields in the controlled airspace in the Republic of Kazakhstan
	CPL - current flight plan (Current flight plan - CPL).				1) CC ATP; 2) ACC (ARTCC) on the flight route ; 3) MDP (FIC) on the flight route;	1) CC ATP; 2) ACC (ARTCC) on the flight route in the Republic of Kazakhstan; 3) MDP (FIC) on the flight route in the Republic of Kazakhstan;

2.10.	The flight plan, including possible changes (departure of the aircraft to a reserve airfield in the airfield area), due to subsequent dispatching permits	FF	no later than 3 minutes after the start of the maneuver	briefing	4) The body of the air defense forces to controlled airfields in the controlled airspace; 5) briefing, Airport TC of the airports of departure and landing; 6) briefing, Airport TC of airports, where the aircraft is sent	4) The body of the air defense forces to controlled airfields in the controlled airspace; 5) briefing, Airport TC of the airports of departure and landing in the Republic of Kazakhstan; 6) of the airport, where the aircraft is sent outside the Republic of Kazakhstan
2.11.	ACM – a message of approach capacity of control centers (sectors)	FF	if the throughput standards change within 10 minutes	briefing	1) ACC (related ATS authority); 2) NOTAM-office	1) ACC (related ATS authority) in the Republic of Kazakhstan; 2) NOTAM-office
3.	Messages of ACC (ARTCC)					
3.1.	EST - estimate data (Estimate - EST). In the case when the basic flight plan data (FPL) is presented, the EST message is transmitted by each ACC or flight information center following on the ACC flight route or flight information center	FF	no later than 10 minutes, but not earlier than 30 before the passage of the ATS transmission point	ACC (ARTCC)	1) ACC (ARTCC) on the flight route	1) To the ATS authority of the neighboring state
	CDN - coordination (Coordination - CDN). The message is					

3.2.	transmitted by the receiving authority to the transmitting authority during the coordination dialogue, when the first one proposes a change to the coordination-related data contained in the previously received CPL or EST message	FF	no later than 10 minutes before the passage of the ATS transmission point	ACC (ARTCC)	1) ACC (ARTCC) on the flight route	1) To the ATS authority of the neighboring state
3.3.	RQP - request flight plan (Request flight plan - RQP). The message is transmitted when the ATS authority intends to receive flight plan data (FPL) upon receipt of a message about an aircraft for which no relevant basic flight plan data has previously been received	FF	upon receipt of an aircraft report (EST) for which no relevant basic flight plan data has previously been received	ACC (ARTCC)	1) CC ATP; 2) CC ATC for the state aircraft; 3) briefing; 4) MDP (FIC) on the flight route	1) CC ATP; 2) CC ATC for the state aircraft; 3) briefing; 4) MDP (FIC) on the flight route in the Republic of Kazakhstan; 5) an ATFM authority of a foreign state
	CPL - current flight plan (Current flight plan - CPL). The flight plan, including possible changes (departure of the aircraft to the alternate airfield at the ATSA), due to subsequent dispatching permits. The				1) CC ATP; 2) ACC (ARTCC) on	1) CC ATP; 2) ACC (ARTCC) on the flight route in the Republic of Kazakhstan; 3) The body of the air defense

3.4.	message is transmitted well in advance of the estimated time of flight by this aircraft over the control transfer point, at which control of its movement passes to another ATS authority, or if the relevant ATS authority does not prescribe a different time period	FF	no later than 3 minutes after the start of the maneuver	ACC (ARTCC)	the flight route; 3)The body of the air defense forces in the controlled airspace; 4) briefing; 5) CC ATC for the state aircraft.	forces при полетах in the controlled airspace in the Republic of Kazakhstan; 4) briefing; 5) CC ATC for the state aircraft; 6) to the ATS authority of the neighboring state
	ALR - alerting (Alerting - ALR). An emergency notification message is transmitted when the ATS authority considers that the aircraft is in an emergency position. It is indicated in one of three phases:	CC				
	Distress phase - DETRESFA	CC			1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident in the controlled airspace);	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident in the controlled airspace);

3.5.			immediately upon receipt of information, establishing the fact	ACC (ARTCC)	4) CC ATC for the state aircraft; 5) CC ATP	4) CC ATC for the state aircraft; 5) CC ATP
	Alert phase - ALERFA	CC			1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident in the controlled airspace); 4) CC ATC for the state aircraft; 5) CC ATP	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident in the controlled airspace); 4) CC ATC for the state aircraft; 5) CC ATP
	Uncertainty phase - INCERFA	CC			1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident in the controlled airspace); 4) CC ATC for the state aircraft; 5) CC ATP	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces (only in case of an aviation accident in the controlled airspace); 4) CC ATC for the state aircraft; 5) CC ATP
					1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces in the

3.6.	ANV - ANV- an act of unlawful interference in the activities of civil aviation	CC	immediately upon receipt of information, establishing the fact	ACC (ARTCC)	forces in the controlled airspace; 4) ATC Area Centre; 5) ACC (ARTCC) on the flight route ; 6) MDP (FIC) on the flight route; 7) briefing of the landing airfield; 8) CC ATP	controlled airspace; 4) ATC Area Centre; 5) To the ATS authority of the neighboring state on the flight route; 6) MDP (FIC) on the flight route in the Republic of Kazakhstan; 7) briefing of the landing airfield; 8) CC ATP
3.7.	ANP - ANP - violation of the procedure for the use of airspace	CC	immediately upon establishing the fact	ACC (ARTCC)	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces in the controlled airspace; 4) ATC Area Centre; 5) ACC (ARTCC) on the flight route ; 6) MDP (FIC) on the flight route; 7) CC ATP	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) The body of the air defense forces in the controlled airspace; 4) ATC Area Centre; 5) ACC (ARTCC) on the flight route in the Republic of Kazakhstan; 6) MDP (FIC) on the flight route in the Republic of Kazakhstan; 7) CC ATP
	RCF - radio communicatio				1) RCC; 2) to the authorized body (organization) in the field of civil aviation;	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) ACC (ARTCC) for the flight route

3.8.	n failure (Radio communicatio n failure - RCF), it is transmitted in the event that the ATS authority becomes aware that there is a communicatio n failure on an aircraft flying in its area of responsibility	CC	immediately upon receipt of the message	ACC (ARTCC)	3) ACC (ARTCC) for the flight route and alternate airfields; 4) MDP (FIC) for the route; 5) briefing of landing airfields for the flight route and alternate airfields; 6) ATC Area Centre; 7) The body of the air defense forces in the controlled airspace; 8) CC ATP	and alternate airfields in the Republic of Kazakhstan; 4) MDP (FIC) for the route in the Republic of Kazakhstan; 5) briefing of landing airfields for the flight route and alternate airfields in the Republic of Kazakhstan; 6) ATC Area Centre; 7) The body of the air defense forces in the controlled airspace; 8) CC ATP
3.9.	FLI – flight over the State border, the ATSA и CRP border when performing the letter "A"	FF	no later than 3 minutes after the CRP flight	ACC (ARTCC or the ATS authority, in the area of responsibility of which the State border is located)	1) CC ATP; 2) ATC Area Centre	1) CC ATP; 2) The body of the air defense forces (flight over the State border); 3) CC ATC
3.10.	RJM-KO - short-term restrictions on the use of airspace	GG	immediately upon receipt from ATC authority	ACC (ARTCC)	1) CC ATP; 2) briefing; 3) ACC (ARTCC); 4) MDP	1) CC ATP; 2) briefing in the Republic of Kazakhstan; 3) ACC (ARTCC) in the Republic of Kazakhstan; 4) MDP in the Republic of Kazakhstan
3.11.	RJI-KO - the cancellation of short-term restrictions on the use of airspace	GG	immediately upon receipt from ATC authority	ACC (ARTCC)	1) CC ATP; 2) briefing; 3) ACC (ARTCC); 4) MDP	1) CC ATP; 2) briefing in the Republic of Kazakhstan; 3) ACC (ARTCC) in the Republic of Kazakhstan;

						4) MDP in the Republic of Kazakhstan
4.	Messages of CC ATP					
4.1.	PLN - statements of plans for the use of airspace for the upcoming and current days	GG	For the next day - no later than 21.00 local time. For the current day – immediately upon changing the current plan	CC ATP	1) ACC (ARTCC) on the flight route ; 2) briefing of departure and landing airfields; 3) The body of the air defense forces; 4) MDP on the flight route; 5) CC ATC	1) ACC (ARTCC) on the flight route in the Republic of Kazakhstan; 2) briefing of departure and landing airfields in the Republic of Kazakhstan; 3) The body of the air defense forces; 4) MDP on the flight routes in the Republic of Kazakhstan; 5) CC ATC
4.2.	PPN – REJ – the filed flight plan is not included in the airspace utilization plan	GG	no later than 30 minutes after receiving the flight plan	CC ATP	1) To the authorized body (organization) in the field of civil aviation; 2) briefing of the departure airfield, filed the flight plan; 3) CC ATC; 4) the operator of the aircraft	1) To the authorized body (organization) in the field of civil aviation; 2) briefing of the departure airfield, filed the flight plan; 3) CC ATC; 4) the operator of the aircraft
4.3.		GG	On the eve of the flight day - upon receipt of an instruction from the authorized body in the field of civil aviation, received one day before the flight;	CC ATP	1) the operator of the aircraft of the Republic of Kazakhstan; 2) ACC (ARTCC) on the flight route ; 3) MDP (FIC) on the flight route; 4) CC ATC;	1) the operator of the aircraft of the Republic of Kazakhstan; 2) ACC (ARTCC) on the flight route in the Republic of Kazakhstan; 3) MDP (FIC) on the flight route in the Republic of Kazakhstan; 4) CC ATC;

	ULS – performance of letter flights		Immediately - upon receipt of an instruction from the authorized body in the field of civil aviation on the day of departure		5) briefing of departure and landing airfields on the flight route и запасным; 6) Airport TC of the airports of departure and landing	5) briefing of departure and landing airfields on the flight route and alternate airfields in the Republic of Kazakhstan; 6) Airport TC of the airports of departure and landing in the Republic of Kazakhstan
4.4.	RJM-VR - temporary regime for the use of airspace	DD	immediately after receiving information about the establishment from the CC ATC	CC ATP	1) ACC (ARTCC); 2) NOTAM-office; 3) briefing; 4) MDP (FIC)	1) ACC (ARTCC) in the Republic of Kazakhstan; 2) NOTAM-office; 3) briefing in the Republic of Kazakhstan; 4) MDP (FIC) in the Republic of Kazakhstan
4.5.	RJI-VR - cancellation of the temporary regime for the use of airspace	DD	immediately after receiving the cancellation information from CC ATC	CC ATP	1) ACC (ARTCC); 2) NOTAM-office; 3) briefing; 4) MDP (FIC)	1) ACC (ARTCC) in the Republic of Kazakhstan; 2) NOTAM-office; 3) briefing in the Republic of Kazakhstan; 4) MDP (FIC) in the Republic of Kazakhstan
5.	Messages of CC ATC					
5.1.	RJM-VR - temporary regime for the use of airspace	DD	immediately after setting the regime	CC ATC	1) CC ATP	1)CC ATP
5.2.	RJI-VR - cancellation of the temporary regime for the use of airspace	DD	immediately after removing the regime	CC ATC	1) CC ATP	1) CC ATP

5.3.	PPN – non-approval of the flight plan (FPL).).	GG	no later than 30 minutes after receiving the flight plan	CC ATC	1) the ATC authority; 2) AFC (commanders of air force units)	1) the ATC authority; 2)AFC (commanders of air force units)
6.	Messages of ATC centers					
6.1.	RJM - short-term restriction on the use of airspace: when flying in operational air traffic in controlled airspace in the presence of ATC Joint Unit;	GG	immediately upon the establishment of a short-term restriction	ATC center	1) ACC (ARTCC).	1)ACC (ARTCC).
	During flights in operational air traffic in the controlled airspace in the absence of an ATC Joint Unit, or in uncontrolled airspace;		immediately upon the establishment of a short-term restriction		1) ACC (ARTCC); 2) NOTAM-office.	1) ACC (ARTCC); 2) NOTAM-office.
	to ensure activities that pose a threat to flight safety and have the status of a sudden (unforeseen) event);		immediately upon the establishment of a short-term restriction;		1) ACC (ARTCC); 2) NOTAM-office	1) ACC (ARTCC); 2) NOTAM-office
	during exercises, all types of shooting, missile launches and blasting operations (within the established range (flight restriction zone);		no later than 12 hours before the start of such activity (if less than 12 hours, then in agreement with the ATS authority);		1) ACC (ARTCC); 2) NOTAM-office	1) ACC (ARTCC); 2) NOTAM-office

	when flying in special areas of gliders (hang-gliders and paragliders);		no later than 12 hours before the start of such activity ;		1) ACC (ARTCC); 2) NOTAM-office	1) ACC (ARTCC); 2) NOTAM-office
	in other cases, established by these Rules		immediately upon the establishment of a short-term restriction		1) ACC (ARTCC); 2) NOTAM-office	1) ACC (ARTCC); 2) NOTAM-office
6.2.	R J I – cancellation of short-term restrictions on the use of airspace	DD	immediately upon the cancellation of a short-term restriction	ATC center	1) ACC (ARTCC); 2) NOTAM-office	1) ACC (ARTCC); 2) NOTAM-office
7.	Applications from airspace users (operators) for the use of airspace					
7.1.	Applications for the use of airspace by unguided balloons, when launching balloon probes	DD	at least 24 hours before the start of the flight	The user of the airspace	1) CC ATC; 2) ATC center	1) CC ATC; 2) ATC center
7.2.	Applications for the use of airspace during firing by military units, missile launches, and blasting operations (within the established range)	DD	at least 24 hours before the start of the activity	The user of the airspace	1) CC ATC; 2) ATC center	1) CC ATC; 2) ATC center
7.3.	Applications for the use of airspace during blasting operations (individuals and legal entities)	DD	at least 9 days before the start of the activity, except in cases where the application requires clarification	The user of the airspace	1) CC ATC; 2) ATC center	1) CC ATC; 2) ATC center
7.4.	Applications for the use of airspace during missile launches (within the declared	DD	at least 9 days before the start of the activity, except in cases where the application	The user of the airspace	1) CC ATC; 2) ATC center	

	volume of airspace beyond the area of the range)		requires clarification			1) CC ATC; 2) ATC center
7.5.	Applications for the use of airspace for flights in special areas of gliders (hang-gliders and paragliders)	DD	at least 24 hours before the start of the activity	The user of the airspace	1) CC ATC; 2) ATC center	1) CC ATC; 2) ATC center
7.6.	Applications for the use of airspace by unmanned aircraft systems	DD	at least 24 hours before the start of the activity	operator	CC ATC or the nearest ATC center	CC ATC or the nearest ATC center
8.	Messages of Airport Traffic Control (Airport TC)					
8.1.	ALR - alerting (Alerting - ALR - initial notification of aircraft damage, emergencies on the ground, as well as any aircraft safety information, to the crew and passengers)	CC	immediately upon receipt of information, establishing the fact	ATC	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) CC ATC for the state aircraft	1) RCC; 2) to the authorized body (organization) in the field of civil aviation; 3) CC ATC for the state aircraft

Note: The location of the competent authorities of the Republic of Kazakhstan, work schedule and contact details are published in the collection of aeronautical information of the Republic of Kazakhstan.

Decoding abbreviations:

ACC – Area Control Centre;

ARTCC – Air Route Traffic Control Centre;

Airport TC – Airport Traffic Control

ATZSA – Airdrome Traffic Zone Supervisory Area;

TCC – Terminal Control Centre;

CC ATP – Control Centre of Air Traffic Planning

ATC Area Centre – Area Centre of Air Traffic Control;

CC ATC – Control Centre of Air Traffic Control;

ATC Joint Unit – joint Unit of Air Traffic Control;

ATSA – Air Traffic Service Area (ACC – Air Control Centre);
CRP – Compulsory Reporting Point;
FIC – Flight Information Centre;
RCC– Rescue Coordination Centre.

Annex 3-1 to the
Rules for the Use
of Airspace of the
Republic of Kazakhstan

The procedure for establishing the boundaries of airspace zones for unmanned aircraft flights within the administrative boundaries of cities of republican and regional significance

Footnote. The Rules are supplemented by Annex 3-1 in accordance with the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

1. This procedure applies to the following state bodies and subordinate organizations:

1) the authorized body in the field of state aviation in terms of establishing airspace zones for flights of unmanned aircraft;

2) local executive bodies of cities of republican and regional significance in terms of providing information on the administrative boundaries of cities;

3) an air navigation service provider, which is a state–owned enterprise subordinate to the authorized body in the field of civil aviation (hereinafter referred to as the ANO supplier), regarding the publication in the collection of air navigation information of the Republic of Kazakhstan of information on airspace zones for flights of unmanned aircraft and drawing the boundaries of these zones on air navigation maps.

2. At the initial establishment of airspace zones for flights of unmanned aircraft, local executive bodies of cities of republican and regional significance, based on a request from the CC ATC of the authorized body in the field of state aviation, provide information on administrative boundaries in the specified format and an appropriate map with marked administrative boundaries.

3. When changing the administrative boundaries of cities of republican and regional significance, local executive bodies submit information on the changes in the prescribed format within 10 working days after the entry into force of the above changes and the corresponding map with the changed borders.

4. The information received is checked by the CC ATC of the authorized body in the field of state aviation together with representatives of the ANO supplier for sufficiency and

integrity. If information is identified that does not meet the established criteria, a request is sent to the local executive body from the CC ATC of the authorized body in the field of state aviation for amendments indicating the identified comments.

5. Based on the analysis of the information received and the absence of comments from the CC ATC of the authorized body in the field of state aviation, special zones for flights of unmanned aircraft within the administrative boundaries of cities of republican and regional significance are established.

6. The ANO supplier, based on the information received from the ATC Control Center, processes data on airspace zones for flights of unmanned aircraft and publishes them in the relevant sections of the collection of aeronautical information of the Republic of Kazakhstan and on aeronautical maps in accordance with the established AIRAC deadlines.

7. Format of information presentation by local executive authorities of cities of republican and regional significance:

1.	Name of the state body	Specify the name of the executive body of the cities of republican or regional significance.
2.	The name of the settlement	Specify the name of the city of republican or regional significance.
3.	Geographical coordinates of administrative borders*	Specify the geographical coordinates in degrees, minutes and seconds with an accuracy of 100 meters in the system according to the World Geodetic coordinate system 1984 (WGS-84).
4.	Map scale	Specify the scale of the attached map with the administrative boundaries
5.	Full name, position	Full name of the head of the executive body that provided the information
6.	Signature	
7.	Date	

* Geographical coordinates can be provided electronically.

Annex 3-2 to the
Rules for the Use
of Airspace of the
Republic of Kazakhstan

The procedure for establishing flight restriction zones for unmanned aircraft in the airspace of the Republic of Kazakhstan

Footnote. The Rules are supplemented by Annex 3-2 in accordance with the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

1. The flight restriction zones of unmanned aircraft are established by the head air traffic control center (hereinafter – the ATC Control Center) of the authorized body in the field of state aviation in accordance with the procedure established by this annex.

2. Permanent UAV flight restriction zones

2.1. The basis for the establishment of a permanent zone of restriction of flights of unmanned aircraft (hereinafter – UAV) is the decision of a specially created interdepartmental Commission for the review of applications and the establishment of zones of restriction of flights of unmanned aircraft (hereinafter – the Commission), headed by the authorized body in the field of state aviation. The task of the Commission is to review requests submitted by government agencies for the establishment of restricted areas for flights of unmanned aircraft and inclusion in the register of permanent restricted areas of UAVs. This register is published on the Internet resource of the air navigation service provider, which is a state enterprise subordinate to the authorized body in the field of civil aviation (hereinafter referred to as the ANO supplier), and the Internet resource of the authorized organization in the field of civil aviation.

2.2. The Commission consists of representatives of the following state bodies and subordinate organizations:

CC ATC of the authorized body in the field of state aviation;

authorized body in the field of civil aviation;

authorized organization in the field of civil aviation;

The National Security Committee of the Republic of Kazakhstan;

The State Security Services of the Republic of Kazakhstan;

Ministry of Internal Affairs of the Republic of Kazakhstan;

an air navigation service provider that is a state-owned enterprise subordinate to an authorized body in the field of civil aviation.

2.3. The activities of the Commission are carried out on the basis of the regulations on the Commission approved by the authorized body in the field of state aviation and agreed with the state bodies and subordinate organizations specified in paragraph 2.2 of this annex.

2.4. The Commission considers the following cases of establishment of UAV flight restriction zones:

1) permanent UAV flight restriction zones established over objects subject to state protection specified in the Rules for determining objects subject to state protection approved by the resolution of the Government of the Republic of Kazakhstan dated October 7, 2011 № 1151;

2) permanent zones of restriction of UAV flights over facilities of the Ministry of Defense of the Republic of Kazakhstan, the National Security Committee of the Republic of Kazakhstan, the State Security Service of the Republic of Kazakhstan and the penal enforcement system of the Ministry of Internal Affairs of the Republic of Kazakhstan;

3) permanent UAV flight restriction zones in the vicinity of controlled airfields of state or civil aviation, as well as joint-base airfields.

2.5. A request for the establishment of a permanent UAV flight restriction zone established over an object subject to state protection specified in the Rules for determining objects subject to state protection approved by the resolution of the Government of the Republic of Kazakhstan dated October 7, 2011 № 1151, shall be submitted by the state body responsible for the protection of the object in the form specified in paragraph 3 of this annex.

2.6. A request for the establishment of a permanent UAV flight restriction zone over facilities of the Ministry of Defense of the Republic of Kazakhstan, the National Security Committee of the Republic of Kazakhstan, the State Security Service of the Republic of Kazakhstan and the penal enforcement system of the Ministry of Internal Affairs of the Republic of Kazakhstan is submitted by the relevant state body in the form specified in paragraph 3 of this annex.

2.7. A request for the establishment of a permanent flight restriction zone for UAVs in the vicinity of a controlled airfield of state or civil aviation, as well as a co-based airfield, is submitted by the ATS /ATC authority at this aerodrome, after agreement with the aerodrome operator in accordance with the form specified in paragraph 4 of this annex.

2.8. In order to ensure a comprehensive and coordinated approach, requests for the establishment of permanent UAV flight restriction zones are submitted before May 31 of the reporting year.

2.9. The request is considered by the Commission within 30 working days (from June 1 of the reporting year). Based on the results of the review by the Commission, additional and clarifying information may be requested.

2.10. If the requested information is not provided, the Commission has the right to reasonably refuse to establish a flight restriction zone for UAVs.

2.11. If the objects over which the UAV flight restriction zones are established are located in close proximity to each other, then in this case one UAV flight restriction zone may be established covering the corresponding objects.

2.12. The UAV flight restriction zone can be set in the form of a circle with a certain radius from the center of the object or a polygon with known angular coordinates.

2.13. When establishing the boundaries of the UAV flight restriction zone, the airspace above the protected area of the facility and the buffer zone are taken into account. Within the framework of these Rules, a protected area is understood to be the site of an object on which buildings, premises with systems, equipment, devices and materials are located, which individually or collectively may be the object of unauthorized action, surrounded by physical barriers that are constantly guarded and monitored, access to which is limited and controlled. The buffer zone is an area of airspace located outside the protected area at a distance of no more than 300 meters from the outer boundaries of the protected area. In some cases, the buffer zone may not be installed.

2.14. After consideration, the Commission approves the register of permanent flight restriction zones for unmanned aircraft in the format provided in paragraph 5 of this annex and sends it to the CC ATC for the establishment of these zones, as well as to the address of the ANO supplier and the authorized organization in the field of civil aviation for further publication on the Internet resources of these organizations.

3. Request form for the establishment of a permanent UAV flight restriction zone established over an object subject to state protection specified in the Rules for determining objects subject to state protection approved by the resolution of the Government of the Republic of Kazakhstan dated October 7, 2011 № 1151, or over objects of the Ministry of Defense of the Republic of Kazakhstan, the National Security Committee of the Republic of Kazakhstan, the State Security Service of the Republic of Kazakhstan and the penal enforcement system of the Ministry of Internal Affairs of the Republic of Kazakhstan:

1.	The initiator of the request	Specify the state body responsible for the protection of the object subject to state protection and in whose interests the UAV flight restriction zone is established; specify the structural unit of the Ministry of Internal Affairs of the Republic of Kazakhstan, which is responsible for the protected facility of the penal enforcement system and in whose interests the UAV flight restriction zone is established; specify the structural unit of the Ministry of Defense of the Republic of Kazakhstan, the National Security Committee of the Republic of Kazakhstan, the State Security Service of the Republic of Kazakhstan, in whose interests the UAV flight restriction zone is established.
2.	Name of the object	Specify the name of the object.
3.	Geographical coordinates of the object	Specify geographical coordinates in degrees, minutes and seconds according to the World Geodetic coordinate system 1984 (WGS-84)
4.	Geographical coordinates of the protected area	Geographical coordinates in degrees, minutes and seconds according to the World Geodetic coordinate system 1984 (WGS-84) for the center of the object when setting the restriction zone in the form of a circle; geographical coordinates in degrees, minutes and seconds according to the World Geodetic coordinate

		system 1984 (WGS-84) of the angles of the polygon when setting the restriction zone in the shape of a polygon.
5.	Buffer zone	yes/no If "yes", then the size of the buffer zone is indicated in meters, but not more than 300 meters.
6.	Vertical boundaries of the zone	Specify the planned vertical boundaries. When planning to establish vertical boundaries above 200 meters from the earth's surface, provide a justification.
7.	Contact information	Specify the contact details of the state body in whose interests the UAV flight restriction zone was established (phone number and e-mail address). It is used to apply to legal entities and individuals operating unmanned aircraft systems and obtain permission, if necessary, to use the flight restriction zone of unmanned aircraft.
8.	Full name,	Full name of the head of the structural unit of the state body
9.	position	
10.	Signature	

4. A request form for the establishment of a permanent UAV flight restriction zone in the vicinity of a controlled state or civil aviation airfield, as well as a co-based airfield:

1.	The initiator of the request	Specify the air traffic service authority for a civil aviation airfield or a co-located airfield belonging to civil aviation, which is the applicant and provides air traffic control services. Specify the air traffic control authority (v/h) for the aerodrome of state aviation or a joint-based aerodrome belonging to state aviation, which is the applicant.
2.	Name of the airfield	Specify the name of the airfield.
3.	Geographical coordinates of the object	Specify the geographical coordinates of the KTA in degrees, minutes and seconds according to the World Geodetic coordinate system 1984 (WGS-84)
4.		Geographical coordinates in degrees, minutes and seconds according to the World Geodetic coordinate

	Geographical coordinates of the zone boundaries*	system 1984 (WGS-84) of the corners of the polygon.
5.	Vertical boundaries of the zone*	Specify the planned vertical boundaries.
6.	Contact information	Specify the contact details of the ATS/ATC authority in whose interests the UAV flight restriction zone was established (phone number and e-mail address). It is used to apply to legal entities and individuals operating unmanned aircraft systems and obtain permission, if necessary, to use the flight restriction zone of unmanned aircraft.
8.	Full name, position	Full name of the head of the organization or the commander of the military unit that submitted the request.
9.	Signature	
10.	Full name, position	Full name of the head of the aerodrome operator organization
11.	Signature	
12.	Date	

*Note: When establishing UAV flight restriction zones in the vicinity of controlled airfields, 8 km of the final approach area for all operating runways from the ground surface to the glide path entrance height, as well as airspace with a radius of 4 km from the KTA from the ground surface to the glide path entrance height, are subject to protection from UAV penetration. The width of the UAV flight restriction zone is set at 2 km in both directions along the continuation of the runway centerline.

5. The form of the register of permanent flight restriction zones for unmanned aircraft:

№	Designation of the UAV flight restriction zone	Horizontal borders	Vertical borders	The body in whose interests the UAV flight restriction zone has been established	Contact information
1.					

6. Establishment of UAV flight restriction zones limited by a time period

The flight restriction zones of aircraft with a limited time period are established by the ATC Control Center on the basis of a request from government agencies.

UAV flight restriction zones with a limited time period may be established for no more than 2 (two) hours with the possibility of a one-time extension for a period of no more than 4 (four) hours.

1.	Name of the State body	Specify the state body that is the applicant

2.	Name of the object	Specify the name of the object
3.	Geographical coordinates of the object	Geographical coordinates in degrees, minutes and seconds according to the World Geodetic coordinate system 1984 (WGS-84)
4.	Geographical coordinates of the planned UAV flight restriction zone	Geographical coordinates in degrees, minutes and seconds according to the World Geodetic coordinate system 1984 (WGS-84) for the center of the object when setting the restriction zone in the shape of a circle; geographical coordinates in degrees, minutes and seconds according to the World Geodetic coordinate system 1984 (WGS-84) of the angles of the polygon when setting the restriction zone in the shape of a polygon.
5.	Vertical boundaries of the zone	Specify the planned vertical boundaries.
6.	Time of action	Specify the time of action according to Astana time
7.	Full or partial restriction of aircraft flights	Specify the criteria for restricting UAV flights
8.	Justification	To provide a detailed justification for the need to establish a UAV flight restriction zone.
9.	Contact information	Specify the contact details of the state body in whose interests the UAV flight restriction zone was established (phone number and e-mail address). It is used to apply for legal entities and individuals operating unmanned aircraft systems and obtain permission, if necessary, to use the flight restriction zone of unmanned aircraft.
10.	Full name, position	Full name of the head of the structural unit of the state body
11.	Signature	
12.	Date	

Annex 4
to the Rules for the Use
of Airspace of the
Republic of Kazakhstan

The name of the goals and flight letters and their symbols

Footnote. Annex 4 as amended by Decree of the Government of the Republic of Kazakhstan № 1429 dated December 30, 2013 (shall be enforced upon expiry of ten calendar days after the first official publication).

humanitarian relief flights	HUM
flights to provide medical assistance to the population at the request of health authorities	HOSP
flights for emergency evacuation of people whose life is threatened for medical reasons	MEDEVAC
search and rescue flights	SAR
flights with the status of “head of state”	HEAD
specially declared by state authorities flights without the status of “head of state”	STATE
secret security flights transmitted in flight plans for ATM (ATS) bodies	PROTECTED
aircraft in dedicated airspace	ALTRV
flight of an exempted atfm aircraft	ATFMX
fire fighting operations	FFR
flying around radio engineering and lighting equipment	FLTCK
flight of an aircraft carrying dangerous goods	HAZMAT
flight in the area of responsibility of the military ATS	MARSA
flight in airspace rvsm aircraft not equipped for flying with rvsm	NONRVSM
test flight	01
flying around aircraft	02
aerial work	03
training flight	04
letter "A"	A
letter "OK"	OK
letter "PC"	PC

Note. Symbols 01, 02, 03, 04, A , OK, PC shall be used only for flights within the Republic of Kazakhstan.

Annex 5
to the Rules for the Use
of Airspace of the
Republic of Kazakhstan

Navigation specifications and their symbols in terms of flight

Footnote. The Rules are supplemented by Annex 5 in accordance with Decree of the Government of the Republic of Kazakhstan № 1429 dated December 30, 2013 (shall be enforced upon expiry of ten calendar days after the first official publication).

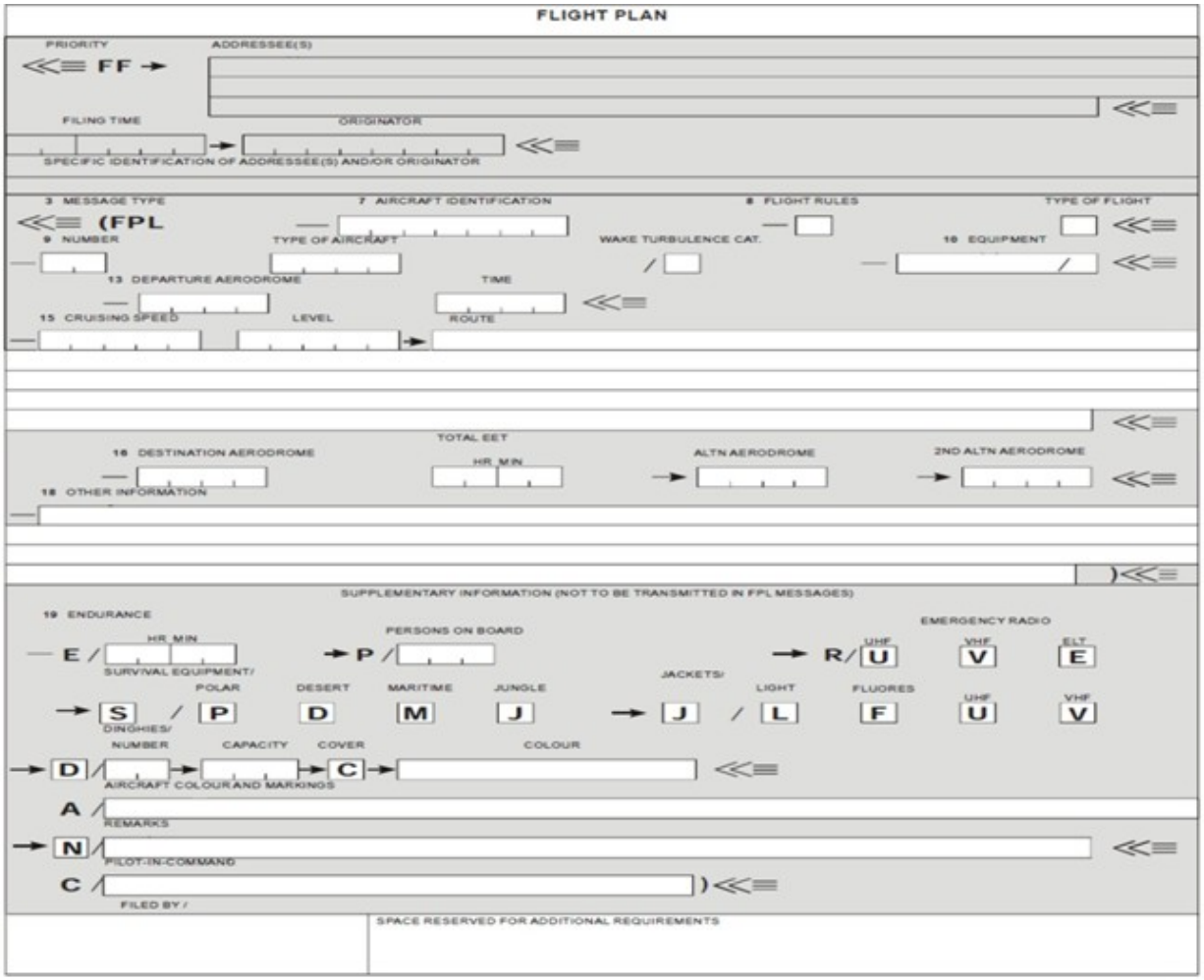
Name of specification	Flight Plan Symbol
RNAV Specifications	
RNAV 10 (RNP 10)	A1

RNAV 5, all permitted sensors	B1
RNAV 5, GNSS	B2
RNAV 5, DME / DME	B3
RNAV 5, VOR / DME	B4
RNAV 5, INS or IRS	B5
RNAV 5, LORAN C	B6
RNAV 2, all permitted sensors	C1
RNAV 2, GNSS	C2
RNAV 2, DME / DME	C3
RNAV 2, DME / DME / IRU	C4
RNAV 1, all permitted sensors	D1
RNAV 1, GNSS	D2
RNAV 1, DME / DME	D3
RNAV 1, DME / DME / IRU	D4
RNP Specifications	
RNP 4	L1
Basic RNP 1, all enabled sensors	O1
Basic RNP 1, GNSS	O2
Basic RNP 1, DME / DME	O3
Basic RNP 1, DME / DME / IRU	O4
RNP APCH	S1
RNP APCH C BARO-VNAV	S2
RNP AR APCH c RF	T1
RNP AR APCH without RF	T2

Annex 6
to the Rules for the Use
of Airspace of the
Republic of Kazakhstan

Sample Flight Plan Form (FPL)*

Footnote. The rules are supplemented by Appendix 6 in accordance with the decree of the Government of the Republic of Kazakhstan № 1429 dated December 30, 2013 (shall be enforced upon expiry of ten calendar days after the first official publication); as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).



* Note:

1. Filling out the flight plan form

A sample flight plan form is provided in Annex 6 and consists of specially designated numbered fields.

General requirements for completing the flight form:

1) strictly adhere to the prescribed formats and method of data notation;

2) enter data into the first designated space. If there is additional space, leave the blank spaces of the form clean;

3) indicate the time in four digits in UTC (Coordinated Universal Time);

4) enter the estimated elapsed time in the form of four digits (hours and minutes);

5) the address part of fields 1-2 is filled in by ATS services.

When taking off and landing from landing sites located in the immediate vicinity of the airfield, the flight plan indicates the symbol of such an airfield.

2. Entering ATS data

Fill in fields 7-19 in accordance with the requirements below:

Field 7. Aircraft identification code (maximum 7 characters)

Enter one of the following aircraft identification codes, consisting of no more than 7 alphanumeric characters and not containing hyphens or symbols:

1) the ICAO code of aircraft operators, followed by an identification code (when using this combination as a radiotelephone call sign for communication with the ATS authority);

2) the national sign and registration number of the aircraft (when using the specified combination as a radiotelephone call sign for communication with the ATS authority or if the aircraft is not equipped with radio communication devices).

Field 8. Rules and type of flight (1 or 2 characters)

Flight rules

Enter one of the following letters to indicate the category of applicable flight rules:

I – if it is planned that the entire flight will be performed according to the IFR;

V – if it is planned that the entire flight will be performed by PVP;

Y – if the flight is initially performed according to the IFR, and then the flight rules are changed one or more times;

Z – if the flight is initially performed using PVP, and then the flight rules will be changed one or more times.

In field 15, specify the point or points where it is planned to change the flight rules.

Type of flight

Enter one of the following letters to indicate the type of flight:

S – for regular air service;

N – for irregular air transportation;

G – for general aviation;

M – for military aircraft flights;

X – for any other categories not listed above.

In field 18, after the STS index, indicate the flight status that requires special attention from the ATS authority, and the reason after the RMK index.

Field 9. Number and type of aircraft, and category of track turbulence

Quantity of aircraft (1 or 2 characters)

Enter the number of aircraft, if there is more than one.

Aircraft type (2-4 characters)

Enter the appropriate symbol specified in ICAO Doc 8643 "Aircraft type symbols", or, if such a symbol is not defined, or when flying in formation of more than one type of aircraft, insert ZZZZ and in field 18 specify (quantity and) type(s) of aircraft after the group of characters TYP.

Track turbulence category (1 character)

Enter one of the following letters after a long slash to indicate the turbulence category of the aircraft track:

J – superheavy, to indicate the type of aircraft defined as such in Doc 8643 "Symbols of aircraft types";

H – heavy, to indicate the type of aircraft with a maximum certified take-off weight of 136,000 kg or more, except for the types of aircraft listed in Doc 8643 in the Superheavy category (J);

M – medium, to indicate the type of aircraft with a maximum certified take-off weight of less than 136,000 kg, but more than 7,000 kg;

L – light, to indicate the type of aircraft with a maximum certified take-off weight of 7000 kg or less.

Field 10. Equipment and capabilities of the aircraft and crew

The capabilities include the following elements:

1) availability of appropriate serviceable equipment on board the aircraft;

2) equipment and capabilities corresponding to the qualifications of the flight crew.

Radio communications, navigation aids, landing aids and capabilities

Enter one of the following letters:

N – in the absence of on-board communications, navigation and landing aids for en-route flight, or if this equipment does not work;

S – if standard on-board communications, navigation or landing aids are available for en-route flights and they are in good condition. Standard equipment includes a VHF radiotelephone, VOR and ILS and (or) insert one or more of the following letters to indicate available and serviceable communications, navigation, landing aids and capabilities:

A – GBAS–based landing system;

B - LPV (APV with SBAS);

C – LORAN C;

D – DME;

E1 – FMC WPR ACARS;

E2 – D-FIS ACARS;

E3 – PDC ACARS;

F – ADF;

G – GNSS (additionally, in field 18 after the NAV index/ specify the types of external GNSS add-on);

H – HF radiotelephone;

I – Inertial navigation;

J1 – Mode 2 VDL for ATN-based CPDLC (see note 3);

J2 – HFDL for CPDLC based on FANS 1/A;

J3 – VDL mode A for CPDLC based on FANS 1/A;

J4 – VDL Mode 2 for CPDLC based on FANS 1/A;

J5 – SATCOM (INMARSAT) for CPDLC based on FANS 1A;

J6 – SATCOM (MTCAT) for CPDLC based on FANS 1/A;

J7 – SATCOM (Iridium) for CPDLC based on FANS 1A;

K – MLS;

L – ILS;

M1 – SATCOM Radiotelephone (RTF) for ATC (INMARSAT);

M2 – Radiotelephone communication (RTF) for ATC (MTSAT);

M3 – Radiotelephone communication (RTF) for ATC (Iridium);

O – VOR;

P1-P9 – reserved for RSR;

R – approved for PBN (additionally, in field 18 after the PBN/ group of signs, the symbols of the navigation specifications are indicated in accordance with Annex 5 to these Rules);

T – TACAN;

U – UHF radiotelephone;

V – VHF radiotelephone;

W – approved for RVSM.

X – approved for MNPS;

Y – VHF radiotelephone with 8.33 kHz channel spacing;

Z – other on-board equipment or other capabilities (additionally, in field 18, specify the other on-board equipment used after the corresponding group of signs COM/, NAV/ and/or DAT).

Information on navigation characteristics is provided to the ATS authority for the purpose of issuing a permit and setting a route.

Surveillance equipment and its capabilities

Insert the letter N in the absence or malfunction of on-board surveillance equipment for this flight route, or insert one or more of the following identifiers, consisting of no more than 20 characters, to indicate serviceable on-board equipment and/or surveillance capabilities.

WORL of modes A and C:

A – Transponder – mode A (4 digits – 4096 codes);

C – Transponder – mode A (4 digits – 4096 codes) and mode C;

WORL of S mode:

E-transponder – mode S with the ability to transmit the aircraft identification index, barometric altitude data and an extended self-generated signal (ADS-B);

H – transponder – mode S with the ability to transmit the aircraft identification index, barometric altitude data and the possibility of advanced surveillance;

I – transponder – mode S with the ability to transmit the aircraft identification index, but without transmitting barometric altitude data;

L – transponder – mode S with the ability to transmit the aircraft identification index, barometric altitude data, extended self-generated signal (ADS-B) and the possibility of advanced surveillance;

P – transponder – mode S with the ability to transmit barometric altitude data, but without transmitting the aircraft identification index;

S – transponder – mode S with the ability to transmit the aircraft identification index and barometric altitude data;

X – transponder – mode S, without the possibility of transmitting the aircraft identification index and barometric altitude data.

Broadcast Automatic Dependent Surveillance (ADS-B):

B1 – ADS-B with ADS-B "out" capability at a dedicated frequency of 1090 MHz;

B2 – ADS-B with ADS-B "out" and "in" capabilities at a dedicated frequency of 1090 MHz;

U1 – ADS-B "out" capabilities when using UAT;

U2 – ADS-B "out" and "in" capabilities when using UAT;

V1 – ADS-B "out" capabilities when using VDL mode 4;

V2 – ADS-B "out" and "in" capabilities when using VDL mode 4.

Contract Automatic Dependent Surveillance (ADS-C):

D1 – ADS-C with FANS 1/A capabilities;

G1 – ADS-C with ATN capabilities.

Alphanumeric characters not specified above are reserved.

Additional monitoring applications should be indicated in field 18 after the SUR/ sign group.

Field 13. Airfield and departure time (8 characters)

Enter the four-letter ICAO index for the location of the departure airfield specified in the document "Location indicators (indexes)" (Doc 7910).

If the location index is not assigned, enter ZZZZ and in field 18 indicate the name of the airfield or location after the previous group of signs DEP/, or the first point on the route, or a marker beacon after the previous group of signs DEP, if the aircraft did not take off from the airfield.

Upon receipt of the flight plan from the aircraft during the flight, enter AFIL and in field 18 indicate the four-letter ICAO index for the location of the ATS authority from which data on the additional flight plan can be obtained, after the previous group of signs DEP/.

Enter the estimated pad removal time (EOBT) in the flight plan submitted before departure or in the flight plan received from the aircraft during the flight, the actual or estimated time of flight over the first point on the route to which this flight plan relates.

Field 15. Route

Insert:

1) Cruising speed (maximum 5 characters)

Specify the true airspeed for the first or the entire cruising section of the flight, expressed at the operator's choice:

in kilometers per hour – the letter K followed by four digits;

in knots – the letter N followed by four digits;

through the true Mach number, with an accuracy of hundredths – the letter M followed by three digits.

2) Cruising level (maximum 5 characters)

Specify the planned cruising level for the first or the entire section of the planned route as follows:

flight level, expressed as the letter F, followed by three digits;

flight level in tens of meters, expressed with the letter S followed by four digits;

the absolute height in hundreds of feet, expressed using the letter A followed by three digits;

the absolute height in tens of meters, expressed using the letter M followed by four digits;

for uncontrolled VFR flights, the letters VFR.

3) Route (including changes in speed, flight level and/or flight rules)

Flights on established ATS routes

If the departure aerodrome is located on or connected to the ATS route, enter the index of the first ATS route or, if the departure aerodrome is not located on or connected to the ATS route, enter the letters DCT followed by an indication of the junction point of the first ATS route, followed by the ATS route index. Then specify each point at which it is planned to start changing the speed and/or flight level, or it is planned to change the ATS route, and/or change the flight rules.

If you plan to switch from the lower to the upper ATS route and the routes are located in the same direction, you do not need to enter data about the transition point.

Specify the index of the next point on the ATS route (if a flight is planned in the area of the airfield (ATS route point) – re-specify the name of the airfield (ATS route point), or the letters DCT, if the flight to the next point will take place outside the established route, except when both points are defined by geographical coordinates.

Insert the letters DCT between subsequent points, if both points are not defined by geographical coordinates or bearing and distance.

Flights below the lower level and when performing aviation work

The following coded indexes are used in field 15:

When planning flights below the lower level or for aviation work, the FPL fields are filled in in accordance with the requirements of Annex 2 of ICAO DOS 4444 in Russian using the Cyrillic alphabet.

When filling in the "Cruising level" section of field 15 of the FPL form, when the flight is supposed to be performed in a controlled airspace at true altitude, the flight altitude is expressed by the letter "I" followed by three digits corresponding to the true altitude, in an uncontrolled airspace indicate "VFR".

When filling in the "Route" section of field 15 of the FPL form, it is necessary to specify the geographical name (name) of the route point corresponding to the names used on the

maps of visual flights M 1:500 000, followed by its geographical coordinates with an accuracy of minutes.

If the route point does not have a geographical name, its geographical coordinates are indicated with an accuracy of ten seconds.

When filling in field 18, to indicate EET when it is planned to perform a flight for aviation work and it is not possible to calculate ETO at the planning stage, instead of the increasing time, a special designation "0000" (four zeros) is used. If the flight passes through several FIRs, the entry point to the adjacent FIR is indicated by the geographical coordinates of the point at which the flight route crosses the border between FIRs.

For flight routes with duration of more than one hour, indicate points (points) along the route that are remote from each other, as a rule, for no more than 30 minutes of flight time.

When landing at intermediate airfields (sites), when the arrival time is not defined and is indicated as "0", in the "route" section of field 15, after the slash vertical line, indicate the approximate parking time.

ATS route (2-7 characters)

The coded index assigned to the route or section of the route (if necessary, when flying in the area of the airfield - the coded index assigned to the standard departure or arrival route).

The main point (2-11 characters)

An encoded index (2-5 characters) assigned to a point or, if no encoded index is assigned, one of the following paths is used:

1) degrees only (7 characters):

2 digits indicating latitude in degrees followed by the letter N (north) or S (south), followed by three digits indicating longitude in degrees, followed by the letter E (east) or W (west).

2) degrees and minutes (11 characters):

4 digits indicating latitude in degrees, as well as tens and units of minutes, followed by the letter N (indicating northern latitude) or S (southern latitude), followed by 5 digits indicating longitude in degrees, as well as tens and units of minutes, followed by the letter E (east longitude) or W (west longitude).

3) Bearing and distance from the main point:

The designation of the main point, followed by the bearing from this point in the form of three digits indicating degrees relative to the magnetic meridian, followed by the distance from the point in the form of three digits indicating nautical miles.

Change of speed and level (maximum 21 characters)

After specifying the point at which it is planned to start changing the speed (5% of the true airspeed or 0.01 Mach number or more) or changing the level, specify the incline, cruising speed and cruising level.

Flight rules change (maximum 3 characters)

After specifying the point where the flight rules are planned to be changed, specify one of the following designations:

VFR – for switching from IFR to VFR;

IFR – for the transition from VFR to IFR.

Climb in cruising mode (maximum 28 characters)

Specify the letter followed by a dividing slash; the point at which it is planned to begin climbing in cruising mode, followed by a dividing slash; the speed that must be maintained during climbing in cruising mode, followed by two levels defining the atmospheric layer occupied during climbing in cruising mode, or the level, above which it is planned to continue climbing in cruising mode, accompanied by the letters PLUS, without an interval between them.

Field 16. Destination airfield and total estimated elapsed time, alternate destination airfield(s).

The destination airfield and the total estimated elapsed time (8 characters).

Enter the four-letter ICAO index for the location of the destination airfield specified in the document "Location indicators (indexes)" of the ICAO document (Doc 7910) or, if the location index is not assigned, insert ZZZZ and indicate in field 18 the name or location of the airfield with the preceding group of signs DEST/; without an interval, specify the total estimated elapsed time.

With respect to the flight plan received from the aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which this flight plan relates to the final destination specified in the flight plan.

Alternate airfield(s) of the destination

Enter the four-letter ICAO index(s) of the location of no more than two alternate airfields of the destination indicated in the document "Location indicators (indexes)" of ICAO document (Doc 7910), separating them with an interval, or if the location index was not prescribed to the alternate airfield(s) of the destination insert the designation ZZZZ and indicate in field 18 the name and location of the alternate airfield(s) of the destination with the preceding group of ALTN/ signs.

Field 18. Other information

Insert:

0 (zero) in the absence of other information;

other necessary information in the following sequence (in the form of an appropriate index) (if applicable):

STS/ – objectives and symbols (letters) of flights requiring special treatment by ATS authorities, which are specified in Annex 4 to these Rules.

Other information requiring special treatment by ATS authorities is indicated after the STS/ index.

PBN/ – indicates RNAV and/or RNP capabilities. Includes all the descriptors listed below related to this flight (no more than 8 elements or a total of no more than 16 characters) specified in Annex 5 to these Rules.

NAV/ – basic information about navigation equipment, except as specified in PBN/, concerning the GNSS add-on.

COM/ – specify the types of communication applications or capabilities not specified in field 10.

DAT/ – specify the types of data applications or capabilities not specified in field 10.

SUR/ – specify the types of surveillance applications or capabilities not specified in field 10.

DEP/ – the name and location of the departure airfield, if ZZZZ is entered in field 13, or the ATS authority from which data on the additional flight plan can be obtained, if AFIL is entered in field 13. For airfields not specified in aeronautical information documents, indicate their location with 4 digits indicating latitude in degrees and tens and units of minutes followed by the letter N (north) or S (south), followed by five digits indicating longitude in degrees and tens and units of minutes, followed by the letter E (east) or W (west).

DEST/ – name and location of the destination airfield, if ZZZZ is inserted in field 16. For airfields not listed in the relevant aeronautical information collection, specify their location.

DOF/ – date of departure of the aircraft in a six-digit format (YYMMDD, where YY is the year, MM is the month and DD is the day).

REG/ – national and registration mark of the aircraft, if they differ from the aircraft identification index in field 7.

EET/ – the main points or indices of the FIR boundaries and the increasing estimated elapsed time from the moment of takeoff to such points or FIR boundaries.

SEL/ is the SELCAL code for aircraft with the appropriate equipment.

TYP/ – type(s) of aircraft, in front of which, if necessary, the quantity of aircraft is indicated without an interval, and with an interval – if ZZZZ is entered in field 9.

CODE/ – the address of the aircraft (expressed in the form of an alphanumeric code of 6 hexadecimal numbers).

DLE/ - delay or waiting on the route; specify the main point(s) on the route where the delay is expected, followed by the duration of the delay in hours and minutes, using a four–digit time format (hhmm).

OPR/ – the ICAO index or the name of the operator, if they differ from the aircraft identification index in field 7.

ORGN/ – the eight-letter AFTN address of the originator or other relevant contact information, if it is not possible to immediately identify the originator of the flight plan.

PER/ – flight technical data of the aircraft, indicated by one letter, defined in volume I " Rules of flight operations" of the document "Rules of Air Navigation Services. Aircraft operations" (PANSOPS, Doc 8168), if prescribed by the relevant ATS authority.

ALTN/ is the name of the alternate airfield(s) of the destination, if ZZZZ is inserted in field 16. For airfields not listed in the relevant aeronautical information collection, specify the location.

RALT/ is a four–letter index(s) of the alternate aerodrome(s) on the route indicated in the document "Location indicators (indexes)" (Doc 7910), or the name(s) of the alternate aerodrome(s) on the route, if the index is not assigned. For airfields not listed in the relevant aeronautical information collection, specify their location.

TALT/ is the four–letter index(s) of the alternate airfield at takeoff, defined in the document "Location indicators (indexes)" (Doc 7910), or the name of the alternate airfield at takeoff, if the index is not assigned. For airfields not listed in the relevant aeronautical information collection.

RIF/ – information about the route leading to the revised (modified) destination airfield, followed by the four-letter aerodrome location index adopted by ICAO. To use the revised route, it is necessary to obtain a new flight control permit.

RMK/ – any other comments in plain text that are necessary for the purposes of ATS.

The use of other indexes in field 18 is not allowed.

Field 19. Additional information

Fuel supply

After E/ – enter a group of four digits indicating the fuel reserve for flight time in hours and minutes.

Number of persons on board

After P/ – indicate the total number of persons (passengers and crew) on board. Insert the letters TBN (subject to notification) if the total number of persons is unknown by the time the flight plan is submitted.

Emergency rescue equipment

R/ – (radio equipment). Delete the letter U if there is no VHF connection at 243.0 MHz. Delete the letter V if there is no VHF connection at 121.5 MHz. Delete the letter E if the on-board emergency beacon (ELT) is missing.

S/ – (rescue equipment). Delete all indexes if there is no rescue equipment on board. Delete the letter P if there is no polar rescue equipment on board. Delete the letter D if there is no desert rescue equipment on board. Delete the letter M if there is no marine rescue equipment on board. Delete the letter J if there is no rescue equipment intended for the jungle on board.

J/ – (life jackets). Delete all indexes if there are no life jackets on board. Delete the letter L if the life jackets are not equipped with a light source. Delete the letter F if the life jackets do not have a fluorescent coating. Delete the letter U or the letter V, as in the R/above field to indicate the radio equipment of life jackets, if they are equipped with radio equipment.

D/ – (boats) (number). Delete the indexes D and C if there are no rescue boats on board or indicate the number of rescue boats on board;

(capacity) – indicate the total capacity (number of seats) of all lifeboats on board;

(close) – delete the C index if the boats are open;

(color) – indicate the color of the boats, if they are on board.

A/ (color and signs of the aircraft) – indicate the color of the aircraft and its main signs.

N/ (notes) – delete the index N if there are no notes or indicate other rescue equipment available on board and make other notes concerning rescue equipment.

C/ (pilot) – indicate the name of the aircraft commander.

3. Information about the person submitting the flight plan

Specify the government agency, individual or legal entity that submitted the flight plan.

4. Acceptance of the flight plan

In the absence of a message about the non-approval of the flight plan (FPL) within 30 minutes after the transmission of the flight plan message (FPL) means the acceptance of the CC ATP flight plan (CC ATC).

5. Transmission of a message regarding the submitted flight plan (FPL)

To correct obvious errors regarding the format and (or) omissions.

The following items are passed, unless otherwise provided:

1) the items indicated in the shaded lines preceding field 3;

2) items starting with the << sign

≡

(FPL field 3: all characters and data specified in the unshaded graphs before the sign)<<

≡

at the end of field 18.

The items filled in in field 19 are sent only at the request of the ATS authority.

3) The end of the message signal - the letter N is repeated four times.

Annex 7 to the Rules
for the use of the airspace
of the Republic of Kazakhstan

Sample form of a recurring flight plan (RPL) *

Footnote. The Rules are supplemented by Appendix 7 in accordance with the Decree of the Government of the Republic of Kazakhstan dated 30.12.2013 № 1429 (effective after ten calendar days after the first official publication); as amended by the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

LIST OF RECURRING FLIGHT PLANS		

A. the user										B. Addressee(s)			C. Departure airfield(s)		
H	I	J	K							L	M	N	O		
+	Valid from	Valid until	Days of flights							Identification index of aircraft (i. 7)	Type of aircraft и the turbulence category of the track (i. 9)	Airfield and departure time (i. 13)	Route (i. 15) Cruising		
-	YYMMDD	YYMMDD	1	2	3	4	5	6	7				speed	level	route

Continuation of the table

LIST OF RECURRING FLIGHT PLANS		
D Date	E Serial number N	F Page
G. Adidtional data (i. 19) B:		
P	Q	
Destination airfield and total estimated elapsed time (i. 16)	Notes	

* Notes:

1. Filling out the Recurring Flight Plan (RPL) form

List only the flight plans that will be performed according to the IFR. (Flight Rules I in the form of FPL). It is assumed that all aircraft operate regular flights (flight type S in FPL format), otherwise make an appropriate explanation in column Q (notes). It is assumed that all aircraft flying in accordance with the RPL are equipped with transponders using 4096 codes in modes A and C. Otherwise, make an appropriate explanation in column Q (notes).

List flight plans in alphabetical order according to the location indexes of departure airfields.

List the flight plans for each departure airfield in chronological order according to the estimated time of pad removal.

In all cases, specify the time expressed in four digits UTC (coordinated Universal Time). In all cases, indicate the estimated elapsed time in four digits (hours and minutes).

Enter data on a separate line for each flight section with one or more stops.

To designate pages by specifying the page number and the total number of pages submitted.

Use additional lines (besides the first one) for any RPL in cases where the spaces allocated on the same line in columns O and Q are insufficient.

2. Flight cancellation

Put a minus sign in column H before the cancelled flight data contained in all other columns.

Make a subsequent entry marked with a plus sign in column H and the date of the last flight in column J, leaving unchanged the data on the canceled flight in all other columns.

3. Changing flight data

To make a cancellation in accordance with the procedure specified in paragraph 1.2.

Make a third entry containing the data of the new flight plan(s) with the data changed as necessary in the appropriate columns, including new data related to the validity period of the plan(s) in columns I and J.

4. Entering RPL data

Fill in columns A–Q in accordance with the following requirements:

Column A (the user) – specify the name of the user;

Column B (addressee(s)) – indicate the name(s) of the institution(s) designated by the state for the application of the recurring flight plans in relation to FIRs related to this flight route;

Column C (departure airfield(s)) – insert the index(s) of the location of the departure airfield(s);

Column D (date) – indicate on each page of the submitted list by means of a group of 6 digits the date (year, month, day) of the list submission;

Column E (serial number) – indicate the serial number of the submitted list (2 digits), including the last two digits of the year, a dash and the serial number of the list submission for the specified year (starting each new year with the number 1);

Column F (page) – specify the page number and the total number of pages submitted;

Column G (additional data B) – indicate the name and relevant contact information of the authority that has the information provided in accordance with field 19 of the flight plan (FPL);

Column H (entry type) – insert a minus sign (-) for each flight plan to be removed from the list. Insert a plus sign (+) for each initial list and, in subsequent submissions, for each flight plan not listed in the previous submission.

Note. For any flight plan that remains unchanged since the previous submission, no information is required in this column;

Column I (valid from) – specify the date (year, month, day) on which the start of this flight is scheduled;

Column J (valid until) – specify the date (year, month, day) on which the completion of the flight listed is scheduled, or UFN (until further notice), if the validity period is unknown;

Column K. (flight days) – insert the number corresponding to the day of the week in the appropriate sub–column:

Monday - 1;

Tuesday – 2;

Wednesday – 3;

Thursday – 4;

Friday – 5;

Saturday – 6;

Sunday – 7.

Insert 0 for each day in the appropriate column when no flight is planned.

Column L (aircraft identification code (paragraph 7 of the ICAO flight plan)) – Insert the identification code of the aircraft used for this flight;

Column M (aircraft type and turbulence category (paragraph 9 of the ICAO flight plan)) – insert the appropriate ICAO symbol specified in ICAO document Doc 8643 "Aircraft Type Symbols".

Insert the appropriate indexes H, M or L:

J – superheavy, to indicate the type of aircraft defined as such in Doc 8643 "Symbols of aircraft types";

H – heavy, to indicate the type of aircraft with a maximum certified take-off weight of 136,000 kg or more, except for the types of aircraft listed in Doc 8643 in the Superheavy category (J);

M – medium, for indicating the type of aircraft with a maximum certified takeoff weight of less than 136,000 kg, but more than 7,000 kg;

L – light, to specify the type of aircraft with a maximum certified take-off weight of 7000 kg or less.

Column N (airfield and departure time (field 13 of the ICAO flight plan)) – insert the location index of the departure airfield. Insert the pad removal time, i.e. the estimated time when the aircraft will start moving associated with departure.

Column O (route (field 15 of the ICAO flight plan)):

1) Cruising speed – indicate the true airspeed for the first or entire cruising section of the flight.

2) Cruising level – specify the planned cruising level for the first or the entire section of the flight along the route.

3) Route – insert data about the entire route.

Column P (destination airfield and total estimated elapsed time (field 16 of the flight plan)) – insert the location index of the destination airfield. Specify the total estimated elapsed time .

Column Q (notes) – enter data that require special attention from the ATS authorities (field 18 of the flight plan).

Annex 7-1 to the Rules
for the use of the airspace
of the Republic of Kazakhstan

Application form for the use of airspace for flights using unmanned aircraft systems

Footnote. The Rules are supplemented by Annex 7-1 in accordance with the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

№	Information	Designations	Descriptive part
1.	Type of message	UASRQT – (6 character space) An application for the use of airspace by unmanned aircraft systems.	6 characters
2.	Registration or registration number of an unmanned aircraft (side number) / serial number	Example: Q2M0044	7 characters - Latin letters The registration or registration number obtained during registration or registration with an authorized organization in the field of civil aviation / authorized body in the field of state aviation is entered. For the UAVs of experimental aviation, the last 7 (seven) digits of the serial number are indicated.
3.	Type of aviation and purpose of flight	1) C, M, E 2) AW, PR, DM, TR, GR, SP, TS, HZ	1 character Type of aviation: C – for UAS operators (users) of civil aviation; M – for operators (users) of state aviation; E – for operators (users) of experimental aviation. 2 characters The purpose of the flight: For civil aviation, one of the following flight purposes can be used: AW – aviation work; PR – for personal purposes; DM – demonstration flight; TR – training flight; GR – group flight; One of the following flight purposes can be used for state aviation: AW – aviation work; SP – special flight; DM – demonstration flight; TR – training flight; GR – group flight; TS – test flight;

			HZ – transportation of dangerous goods. For operators of experimental aircraft, one of the following flight purposes can be used: TS – test flight.
4.	Type of flight and type of control channel (communication lines of UAV - PDP)	1) V or BV; 2) R or BR;	2 characters Flight type: V - when flying aircraft within line of sight (NLOS) ; BV – when performing flights beyond the line of sight (BVLOS). Type of control channel (U A V - P D P communication lines): R – when performing UAV flights within radio visibility (RLOS); BR – when performing UAV flights beyond radio visibility (BRLOS). Note: Flights using unmanned civil and experimental aviation systems beyond the line of sight (BVLOS) and the type of control beyond radio visibility (BRLOS) are prohibited.
5.	The type of construction of the unmanned aircraft system and the number of UAVs	1) A, H, M and X 2) 1….1000	1) 1 character The following designation is used to indicate the type of construction: A – airplane; H – helicopter; M – multirotor; X - hybrid. 2) 4 characters The number of unmanned aircraft (AF) included in one unmanned aviation system (UAS) is indicated, or - the number of unmanned aviation systems (UAS) with one unmanned aircraft (UAV) of one operator when flying within the framework of one mission.

6.	Maximum take-off mass (MTOM)	0….9999	4 characters The maximum take-off mass is indicated: - for all UAVs with an MTOM of less than 0.25 kg, 0 is indicated; - for all UAVs with an MTOM of 0.25 kg or more up to 1 kg, 1 is indicated; - for all UAVs with an MTOM of 1 kg or more, up to 9999 kg, a MTOM is indicated, rounded up to an integer.
7.	Coordinates of the departure point	Geographical coordinates	Degrees and minutes (11 characters): 4 digits indicating latitude in degrees, as well as tens and units of minutes, followed by the letter N (indicating north latitude) or S (south latitude), followed by 5 digits indicating longitude in degrees, as well as tens and units of minutes, followed by the letter E (east longitude) or W (west longitude).
8.	Coordinates of the landing site	Geographical coordinates	Degrees and minutes (11 characters): 4 digits indicating latitude in degrees, as well as tens and units of minutes, followed by the letter N (indicating north latitude) or S (south latitude), followed by 5 digits indicating longitude in degrees, as well as tens and units of minutes, followed by the letter E (east longitude) or W (west longitude).
9.		Geographical coordinates	The number of characters is unlimited. When performing a flight/ flights along the route, the geographical coordinates of the starting point of the route, the turning points of the route and the point of arrival are indicated. If it is planned to fly on several routes, each route is

	Location of the flight/ flights		indicated separately, indicating the route number . When performing aviation work in an area bounded by coordinates, the geographical coordinates of the area (rectangle coordinates or radius) are indicated.
10.	Maximum altitude and speed during flight	1) True height; 2) km/h	1) 5 characters The maximum altitude of the planned flight relative to the earth's surface (true altitude) is indicated in tens of meters, expressed by the letter M followed by four digits; 2) 4 characters The maximum ground speed during the planned flight is indicated in kilometers per hour, expressed by the letter K followed by three digits.
11.	Date / planned start and end time of flights	Calendar date and local time	6 characters/4 characters – 4 characters The date of the planned flight is indicated in a six–digit format (DDMMYY, where DD is the day, MM is the month, YY is the year), followed by a slash "/" and the local flight start time, expressed in four digits, followed by a dash and the flight end time, expressed in four digits (0100-0500).
12.	Additional information	The text field	the UAS model, the user (full name - if an individual, the name of the operator – if a legal entity), the full name of the external UAS pilot/operator, the number of the permit for aviation operations using UAS or the number of the permit to fly over densely populated areas of cities or towns or the number of the UAS operator certificate of category 1, serial number

			UAV, the number and type of payload equipment, flight features, contact number

Annex 7-2
to the Rules for the use
of the airspace of the
Republic of Kazakhstan

Meteorological minima for flights using unmanned aircraft systems, depending on the terrain and type of flight

Footnote. The Rules are supplemented by Annex 7-2 in accordance with the resolution of the Government of the Republic of Kazakhstan dated 13.04.2023 № 294 (effective ten calendar days after the date of its first official publication).

The area	Minimum meteorological conditions of the UAS flight			
	Height above the highest point of the relief, m (ft)		Visibility, m	
	Type of flight			
	VLOS	BVLOS	VLOS	BVLOS
Flat and hilly (water surface)	300 (1000)	300 (1000)	2000	5000
Mountainous (altitude up to 2000 m above sea level)	300 (1000)	400 (1300)	2000	5000
Mountainous (altitude 2000 m or more above sea level)	300 (1000)	700 (2300)	5000	8000

* If it becomes necessary to perform flights using unmanned aircraft systems without observing the established meteorological minimums, these flights are performed only if short-term restrictions are imposed by air traffic control centers in accordance with paragraph 144 of these Rules.

Annex 8
to the Rules for the Use
of Airspace of the
Republic of Kazakhstan

Units used for flight support and operations

Footnote. The Rules are supplemented by Annex 8 in accordance with Decree of the Government of the Republic of Kazakhstan dated October 19, 2017 № 650 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

№ s/o	Value	The basic unit of measurement	Alternative unit not included in the SI system (designation)
1	2	3	4

Direction / Space / Time			
1	Absolute height	meters (m)	foot
2	Square	square meter (m^2)	
3	Great distance	kilometer (km)	m. mile
4	Short distance	meters (m)	
5	Excess	meters (m)	foot
6	Duration	hours and minutes (h and min)	
7	Relative height	meters (m)	foot
8	Latitude	degree, minute, second (o " ')	
9	Length	meters (m)	
10	Longitude	degree, minute, second (o " ')	
11	Flat angle (decimal fractions of a degree are used if necessary)	degree (o)	
12	Runway length	meters (m)	
13	Runway visibility	meters (m)	
14	Tank capacity (aircraft)	liters (l)	
15	Time	second, minute, hour, day, week, month, year	
16	Visibility	meters (m), kilometers (km)	
17	Volume	cubic meter (m^3)	
18	Direction of the wind	expressed in true degrees; for landing and take-off, the wind direction is expressed in magnetic degrees	
2. Units expressing masses			
1	Cargo capacity	kilogram (kg)	
2	Cargo density	kilogram per cubic meter (kg / m^3)	
3	Density (mass density)	kilogram per cubic meter (kg / m^3)	
4	Fuel reserve (gravimetric)	kilogram (kg)	
5	Gas density	kilogram per cubic meter (kg / m^3)	
6	Total weight or payload	kilogram (kg)	
7	Lifting devices	kilogram (kg)	
8	Linear density	kilogram per meter (kg / m)	

9	Fluid density	kilogram per cubic meter (kg / m^3)	
10	Weight	kilogram (kg)	
11	Moment of inertia	kilogram - meter squared ($kg * m^2$)	
12	Moment of momentum (angular momentum)	kilogram - meter squared per second ($kg * m^2 / s$)	
13	Amount of motion (momentum)	kilogram - meter squared per second ($kg * m^2 / s$)	
3. Units expressing force			
1	Air pressure (total)	kilopascal (kPa)	millimeters of mercury (mmHg), millibars (Mbar)
2	Altimeter setting	hectopascal (hPa)	millimeters of mercury (mmHg), millibars (Mbar)
3	Atmosphere pressure	hectopascal (hPa)	millimeters of mercury (mmHg), millibars (Mbar)
4	Bending moment	kilonewton per meter (kN * m)	
5	Force	newton	
6	Fuel pressure	kilopascal (kPa)	kilogram per square meter (kg / cm^2)
7	Hydraulic pressure	kilopascal (kPa)	
8	Elastic modulus	megapascal (MPa)	
9	Pressure	kilopascal (kPa)	
10	Voltage	megapascal (MPa)	
11	Surface tension	meganewton per meter (mN / m)	
12	Thrust	kilonewton (kN)	kg
13	Torque	newton - meter (N * m)	
14	Underpressure	Pascal (Pa)	
4. Mechanics			
1	Airspeed	kilometer per hour (km / h)	bonds
2	Angular acceleration	radian per second squared (rad / s^2)	
3	Angular velocity	radian per second (rad / s)	
4	Energy or work	joule (j)	
5	Equivalent shaft power	kilowatt (kW)	
6	Frequency	hertz (Hz)	
7	Ground speed	kilometer per hour (km / h)	bonds
8	Shock load	joule per square meter (J / m^2)	
9	Kinetic energy absorbed by the brakes	megajoule (MJ)	

10	Linear acceleration	meter per second squared (m / s^2)	
11	Power	kilowatt (kW)	
12	Balancing speed	degree per second (o / s)	
13	Shaft power	kilowatt (kW)	
14	Speed	meter per second (m / s)	
15	Vertical speed	meter per second (m / s)	
16	Wind speed	kilometer per hour	
5. Consumption			
1	Air flow through the engine	kilogram per second (kg / s)	
2	Engine water supply	kilogram per hour (kg / h)	
3	Fuel consumption (specific): Piston engines Turboprop engines Jet engines	kilogram per kilowatt hour (kg / (kW * h)) kilogram per kilowatt hour (kg / (kW * h)) kilogram per kilonewton-hour (kg / (kN * h))	
4	Fuel consumption	kilogram per hour (kg / h)	
5	Tank filling speed (gravimetric)	kilogram per minute (kg / min)	
6	Gas consumption	kilogram per second (kg / s)	
7	Fluid flow rate (gravimetric)	gram per second (g / s)	
8	Fluid flow rate (volumetric)	liter per second (l / s)	
9	Mass flow	kilogram per second (kg / s)	
10	Oil Consumption: Gas Turbine Engines Piston engines (specific)	kilogram per hour (kg / h) gram per kilowatt hour (g / (kW * h)	
11	Oil supply	gram per second (g / s)	
12	Pump performance	liter per minute (l / min)	
13	Fan airflow	cubic meter per minute (m^3 / min)	
14	Viscosity (dynamic)	pascal second (Pa * s)	
15	Viscosity (kinematic)	square meter per second (m^2 / s)	
6. Thermodynamics			
1	Heat transfer coefficient	Watt per square meter – Kelvin (W / (m^2 * K)	

2	Heat flow per unit area	joule per square meter (J / m^2)	
3	Heat flow rate	watt (watts)	
4	Humidity (absolute)	gram per kilogram (g / kg)	
5	Linear expansion coefficient	degree Celsius minus the first degree (^{about} S-1)	
6	Quantity of heat	joule (j)	
7	Temperature	degree Celsius (^{about} C)	
7. Electricity and magnetism			
1	Electric capacity	farad (F)	
2	Electrical conductivity	siemens (S)	
3	Electrical conductivity	siemens per meter (S/ m)	
4	Current density	amperes per square meter (A / m^2)	
5	Amperage	ampere (A)	
6	Surface density of the electric field	coulomb per square meter (C / m^2)	
7	Electrical voltage	volt (V)	
8	Electromotive force	volt (V)	
9	Magnetic field strength	ampere per meter (A / m)	
10	Magnetic flux	Weber (Wb)	
eleven	Magnetic flux density	Tesla (T)	
12	Power	watt (watts)	
thirteen	Amount of electricity	coulomb (C)	
14	Electrical resistance	Ohm (ohm)	
8. Light and associated electromagnetic radiation			
1	Illumination	lux (lx)	
2	Brightness	candelas per square meter (cd / m^2)	
3	Luminosity	lumen per square meter (lm / m^2)	
4	Light flow	lumens (lm)	
5	The power of light	candela (cd)	
6	Light energy	lumen - second (lm * s)	
7	Radiant energy	joule (j)	
8	Wavelength	meter (m)	
9. Acoustics			
1	Frequency	hertz (Hz)	
2	Mass density	kilogram per cubic meter (kg / m^3)	
3	Noise level	decibel (dB)	
4	Period, Periodic Interval	second (s)	

5	Sound intensity	watts per square meter (W / m^2)	
6	Sound power	watt (watts)	
7	Sound pressure	Pascal (Pa)	
8	Sound level	decibel (dB)	
9	Static pressure (instantaneous)	Pascal (Pa)	
10	Sound speed	meter per second (m / s)	
eleven	Volumetric speed (instantaneous)	cubic meter per second (m^3 / s)	
12	Wavelength	meter (m)	
10. Nuclear physics and ionizing radiation			
1	Absorbed dose	gray (Gy)	
2	Absorbed dose rate	gray per second (Gy /s)	
3	Radioisotope activity	becquerel (Bq)	
4	Equivalent dose	Sievert (St)	
5	Radiation exposure	coulomb per kilogram (C / kg)	
6	Degree of exposure	coulomb per kilogram-second (C / kg * s)	

Notes:

1) Visibility less than 5 km may be expressed in meters.

2) In some cases, the value of the airspeed in the form of the M - Mach number shall be applied.

3) In the Annexes to the Convention on International Civil Aviation, 1 knot = 0.5 m / s shall be used to express wind speed.

4) The decibel (dB) is a relative value that may be used as a unit to express the sound pressure level and sound power level . When using this unit, the initial level shall be specified

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Annex 8-1
to the Rules for the Use
of Airspace of the
Republic of Kazakhstan

Footnote. The Rules are supplemented by Annex 8-1 in accordance with Decree of the Government of the Republic of Kazakhstan dated 01.08.2019 № 569 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

1. Phrases and their meanings used in interception:

Phrases used by interceptor		Phrases used by intercepted aircraft	
Phrase	Value	Phrase	Value
Callsign	Please inform your call sign	Callsign	My callsign (callsign)

Follow	Follow me	Wilco	I understand you, will comply
		Cannot	Unable to make
Descend	Get down to landing	Repeat	Repeat your direction
		Am lost	I am lost
You land	Take this airdrome	Mayday	Suffer distress
		Hi jack	Captured
Proceed	Follow your course	Land (place name) Land (point name)	Request clearance to land (name of the point)
		Descend	Need to letdown
Note: 1. The required callsign shall be the callsign used to establish communication with the ATs authority and shall correspond to the aircraft identification index included in the flight plan. 2. Conditions may not always be suitable for the use of the phrase “HIGH JACK”.			

2. Signals used in interception:

1) Signals from an intercepting aircraft and responses from an intercepted aircraft:

Series	Aircraft Interception Signals	Value	Intercepted aircraft responses	Value
1.	Day or night - wiggling from wing to wing and blinking of air navigation lights (and landing lights for helicopters) at irregular intervals, being slightly higher in front and, as a rule, to the left of the intercepted aircraft (or to the right if the intercepted aircraft is helicopter), and, after confirming the acceptance of the signal, a slow turn in the horizontal plane, as a rule, to the left (or to the right, in case of interception of the helicopter) to reach the desired course. Note 1.— Meteorological conditions or terrain may require the intercepting aircraft to change its location and lapel direction indicated in series 1. Note 2.	You are intercepted. Follow me.	Day and night - rocking the aircraft and flashing air navigation lights at	Will comply. Wilco

	If the intercepted aircraft does not have time to follow the intercepting aircraft with an udne, then the intercepting aircraft performs a series of maneuvers according to the scheme with two 180 -degree turns (hippodrome), swinging from wing to wing of the aircraft (creating alternately left and right rolls) each time it flies past an intercepted aircraft .		irregular intervals and following the intercepting aircraft.	
2.	Day or night - a sharp separation from the intercepted aircraft by turning 90 degrees or more with a climb without crossing the track line of the intercepted aircraft.	Follow your course.	Day or night - wiggle from wing to wing.	Will comply. Wilco
3.	Day or night - landing gear release (if possible), inclusion of landing lights and flight over the runway, which should be used, or, if the intercepted aircraft is a helicopter , flight over the helicopter landing pad. In the case of helicopters, the intercepting helicopter performs a landing approach with the transition to hover mode near the landing site.	Land at this aerodrome.	Day or night - the landing gear release (if possible), the inclusion of landing lights and following an intercepted aircraft and, if after landing the runway to be used , or a helicopter landing pad, the landing conditions are considered safe, the landing begins.	Will comply. Wilco

2) Signals from an intercepted aircraft and responses from an intercepting aircraft:

Series	Aircraft Intercepted Signals	Value	Intercepting aircraft responses	Value
	Day or night — landing gear cleaning (if possible) and flashing of landing			

4.	lights when flying over the runway to be used or a helicopter landing pad at an altitude of more than 300 meters (1000 feet), but not higher than 600 meters (2000 feet) (for helicopters at an altitude of more than 50 meters (170 feet), but not higher than 100 meters (330 feet) above the level of the aerodrome, and the continuation of the flight in a circle above the runway, which should be used , or a helicopter landing pad. If it is not possible to blink, the landing lights blink by any on-board lights.	The airport you specified is unsuitable.	Day or night — if it is advisable for the intercepted aircraft to follow the intercepting aircraft to the alternate aerodrome, the intercepting aircraft removes the landing gear (if possible) and uses Series 1 signals for intercepting aircraft.	Will comply. Wilco, follow me.
5.	Day or night - the regular on and off of all onboard lights, but in such a way as to distinguish them from flashing lights.	Unable to comply.	Day or Night — Series 2 signals are used for intercepting aircraft.	Roger That
6.	Day or night - blinking all the side lights at irregular intervals.	In distress.	Day or Night - Series 2 signals are used for intercepting aircraft.	Roger That

3. Maneuvering when intercepting:

1) In order to avoid creating a danger to an intercepted civil aircraft, the restrictions related to the flight performance of civil aircraft shall be taken into account, as wel as the need to avoid flying in such close proximity to the intercepted aircraft, in which there may be a danger of collision, and the need to avoid crossing the flight path of the aircraft or performing any other maneuver in such a way that turbulence in the wake can be dangerous cially in cases where the intercepted aircraft is classified as a light aircraft.

2) An intercepted aircraft equipped with an airborne collision avoidance system (ACAS) may perceive the intercepting aircraft as a threat of collision and, thus, begin to evade the ACS maneuver in response to a recommendation to resolve the ACAS collision threat. Such a maneuver may be misunderstood by an interceptor in a ship of air as a manifestation of unfriendly intentions. In this regard, it shall be important that pilots of intercepting aircraft equipped with a secondary survey radar (SSR) transponder suppress the transmission of

barometric altitude information (in mode C responses or in AC field of mode S answers) within a distance of at least 37 kilometers (20 sea miles) from an intercepted aircraft. This prevents the ACAS from issuing intercepted aircraft recommendations for resolving the threat of collision with respect to the intercepting aircraft, but this ACAS continues to provide advisory information on air traffic.

4. Maneuvering for visual recognition

For visual identification of a civilian aircraft by intercepting aircraft, the following maneuvering method shall be recommended:

Phase I

An intercepting aircraft shall approach the intercepted aircraft from the rear hemisphere. The lead aircraft of the intercepting unit or a single intercepting aircraft, as a rule, should occupy a position on the left side, slightly above and in front of the intercepted aircraft, being within the field of view of the pilot of the intercepted aircraft, and initially at a distance of not closer than 300 meters from the aircraft vessel. Any other aircraft participating in the interception should remain at a sufficient distance from the intercepted aircraft, preferably above and behind this vessel. After establishing the speed and position, the aircraft shall, as necessary, proceed to phase II of the interception rules.

Phase II

The lead intercepting aircraft or a single intercepting aircraft shall be careful to approach the intercepted in the airborne aircraft at the same level, but not coming closer than is absolutely necessary to obtain the required information. The leading aircraft of the intercepting unit or a single intercepting aircraft shall be careful not to disturb the crew or passengers of the intercepted aircraft, constantly bearing in mind that maneuvers that are considered normal for the intercepting aircraft may be considered by passengers and civilian air crews ships as dangerous.

Any other aircraft involved in interception shall remain at a sufficient distance from the intercepted aircraft. After the recognition is completed, the intercepting aircraft shall leave the area of proximity to the intercepted aircraft, as provided for in phase III.

Phase III

The leading aircraft of the intercepting unit or a single intercepting aircraft shall be carefully turned away from the intercepted aircraft in a gentle dive. Any other aircraft involved in interception shall remain at a sufficient distance from the intercepted aircraft and then join their leader.

5. Maneuvering to indicate the direction of flight:

1) if, after performing the maneuvers to identify the aircraft mentioned above in phase I and phase II, there is a need to intervene in the further flight of the intercepted aircraft, the leading aircraft of the intercepting unit or a single intercepting aircraft should, as a rule, take a position to the left of the intercepted aircraft, slightly above and in front of it, in order to allow the latter's commander to see the visual signals given;

2) it is necessary that the commander of the intercepting aircraft makes sure that the commander of the intercepted aircraft is aware of the interception and confirms the signals given. If repeated attempts to attract the attention of the commander of an intercepted aircraft by using series 1 signals are unsuccessful, other methods of signaling for this purpose can be used, including, as a last resort, the visual effect produced by afterburner, provided that it does not there is no danger to the intercepted aircraft;

3) it is assumed that meteorological conditions or terrain may in some cases lead to the necessity of a leading aircraft occupying an intercepting unit or a single intercepting aircraft from a position on the right side, slightly higher and ahead of the intercepted aircraft. In this case, the commander of the intercepting aircraft must take all necessary measures to ensure that his aircraft is clearly visible at any time to the commander of the intercepted aircraft.