GEN 1.5 Aircraft instruments, equipment and flight documents

1 General

Commercial air transport aircraft operating within the Republic of Armenia must adhere to the provision of ANNEX 6 of ICAO– Operation of Aircraft, Part 1 – International Commercial Air Transport – Aeroplane, Chapter 6 (Aeroplane Instruments, Equipment and Flight documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).
Note: general differences to these provisions are detailed in section GEN 1.7.

2 Special equipment to be carried

Not applicable.

3 Requirements for SSR transponder

3.1 All aircraft operating in the airspace of the Republic of Armenia shall be equipped with serviceable Secondary Surveillance Radar (SSR) transponder in accordance with the requirements of Annex 10 of ICAO, except the military fighters based in the territory of the Republic of Armenia and the aircraft operating below FL115.

3.2 Aircraft with SSR transponder temporary out of service during the flight time may continue the flight to the destination aerodrome located in the Republic of Armenia or maintain the flight planned route, provided there is acquired mutual agreement with ATC units.

3.3 Operators of aircraft not equipped with SSR transponder and carrying out special aviation work (agricultural, construction, rescue and training) or performing one-shot flight may operate only on special authorization of the General Department of Civil Aviation at the Government of the Republic of Armenia.

4 Requirements for ACAS II

4.1 All commercial aircraft operating in the airspace of the Republic of Armenia with maximum certificated take-off mass exceeding 5700 kilograms or authorized to carry more than 19 passengers and non-commercial aircraft with maximum certificated take-off mass exceeding 15000 kilograms or authorized to carry more than 30 passengers shall be equipped with Airborne Collision Avoidance System (ACAS II) in compliance with the requirements of Annex 10 of ICAO, except the military fighters based in the territory of the Republic of Armenia and the aircraft operating below FL115.

4.2 Flight operations and air traffic control procedures are carried out according to the requirements of ICAO Doc. 8168, 4444 and 7030.

4.3 Aircraft with ACAS II temporary out of service in accordance with the Minimum Equipment List (MEL) may continue flights during 10 days.

4.4 Operators of aircraft not equipped with ACAS II and carrying out special aviation work (agricultural, construction, rescue and training) or performing one-shot flight may operate only on special authorization of the General Department of Civil Aviation at the Government of the Republic of Armenia.

5 Requirements for RVSM

5.1 Except for the State aircraft, only the aircraft having obtained Reduced Vertical Separation Minimum (RVSM) approval in compliance with ICAO Doc 9574 may operate from FL290 up to FL410 (included) in the airspace of the Republic of Armenia, as described in ENR 2.1

5.2 Flight operations and air traffic control procedures are carried out according to the requirements of ICAO Doc. 8168, 4444 and 7030.

6 Requirements for RNAV

6.1 Except for the State aircraft, all aircraft carrying out IFR flights in the controlled airspace of the Republic of Armenia, except TMAs, shall have and use RNAV equipment based on all sensors meeting RNAV5 navigation specification requirements in accordance with EASA AMC 20-4.

6.2 All aircraft carrying out RNAV procedures in the controlled airspace of Yerevan and Gyumri TMAs shall have and use RNAV equipment based on GNSS sensors meeting RNAV1 navigation specification requirements in accordance with EASA AMC 20-16 (JAA TGL10).

6.3 Flight operations and air traffic control procedures are carried out according to the requirements of ICAO Docs 8168, 4444 and 7030. Aircraft not equipped appropriate RNAV require special handling by air traffic control units and in case of necessity will be vectored. (see also ENR 1.8).

6.4 All aircraft carrying out RNP approaches shall have and use RNP equipment based on GNSS sensors meeting RNP1 and RNP0,3 navigation specification requirements in accordance with EASA AMC 20-27.

© 2016 ARMATS CJSC

6.5 All aircraft carrying out APV BaroVNAV approaches shall have and use airborne VNAV equipment in accordance with EASA AMC 20-27.

7 Equipment and flight documents to be carried by all types of flights

7.1 Instrumental, radio and navigation equipment installed on civil aircraft corresponds to requirement of Chapter 6 and 7 of ANNEX 6 of ICAO.

7.2 The following documents or copies thereof shall be carried on board the aircraft during the flight:

a. Certificate of Registration of the aircraft;
b. Certificate of Airworthiness of the aircraft;
c. the original or a copy of the Noise Certificate (if applicable), including an English translation;
d. the original or a copy of the Air Operator Certificate;
e. the Aircraft Radio Licence
f. the original or a copy of the Third Party Liability Insurance Certificate(s);
g. Each flight crew member shall, on each flight, carry a valid flight crew licence with appropriate rating(s) for the purpose of the flight;
h. the current parts of the Operations Manual(OM) relevant to the duties of the crew are carried on each flight;
i. those parts of the OM which are required for the conduct of a flight are easily accessible to the crew on board the aeroplane;
j. the current Aeroplane Flight Manual(AFM);
k. Operational Flight Plan;
l. ATS flight plan(FPL);
m. NOTAM/AIS briefing documentation;
n. Meteorological information;
o. Mass and Balance documentation;
p. Notification of special loads including dangerous goods including written information to the commander;
q. Cargo manifest, passenger manifest;
r. Forms to comply with the reporting requirments of the Authority and the Operator;

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

7.4 Procedures, as prescribed in ANNEX 2 of ICAO, for pilots-in-command of intercepted aircraft.

7.5 A list of visual signals for use by intercepting and intercepted aircraft, as contained in ANNEX 2 of ICAO.

8 Equipment to be carried on all internal and on certain flights

8.1 On all flight with single-engine and that multi-engine aircraft not capable to maintain the prescribed minimum safe altitude in the event of engine failure, the following emergency equipment shall be carried.

8.2 Signalling equipment

a. An emergency locator transmitter (ELT); with frequency of 121.500 MHz.
b. Two signal flares of the day and night type;
c. A signal sheet (1x1 m) in a reflecting color;
d. A knife;
e. An electric hand torch.

8.3 Survival equipment

In accordance with ANNEX 6, Part 1.

© 2016 ARMATS CJSC