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ARMATS

ARMENIAN AIR TRAFFIC SERVICES

AERONAUTICAL INFORMATION SERVICES

AIRAC

AIP AMDT 02/26

14 MAY 26

EFFECTIVE DATE: 09 JUL 26

Page	**Date**	**Page**	**Date**
Destroy the following pages **on implementation date:**		Insert the following new pages and/or charts **on implementation date:**	
	GEN		**GEN**
0.2-3/BLANK	19/FEB/2026/ BLANK	0.2-3/BLANK	09/JUL/2026/ BLANK
0.4-1/0.4-2	19/FEB/2026/19/FEB/2026	0.4-1/0.4-2	09/JUL/2026/09/JUL/2026
1.7-1/1.7-2	30/OCT/2025/07JAN/2016	1.7-1/1.7-2	09/JUL/2026/09/JUL/2026
1.7-3/ BLANK	15/JUL/2021/ BLANK	1.7-3/ BLANK	09/JUL/2026/ BLANK
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1.4-3/1.4-4	13/DEC/2012/02/JAN/2020	1.4-3/1.4-4	13/DEC/2012/09/JUL/2026
2.1-1/2.1-2	11/JUL/2024/24/MAR/2022	2.1-1/2.1-2	09/JUL/2026/09/JUL/2026
2.1-3/2.1-4	17/AUG/2017/24/MAR/2022	2.1-3/2.1-4	09/JUL/2026/09/JUL/2026
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4.4-1/4.4-2	19/FEB/2026/19/FEB/2026	4.4-1/ 4.4-2	09/JUL/2026/09/JUL/2026
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	AD		**AD**
AD 2.UDYZ-9/ AD 2.UDYZ-10	19/FEB/2026/19/FEB/2026	AD 2.UDYZ-9/ AD 2.UDYZ-10	09/JUL/2026/19/FEB/2026
AD 2.UDYZ-11/ AD 2.UDYZ-12	19/FEB/2026/19/FEB/2026	AD 2.UDYZ-11/ AD 2.UDYZ-12	19/FEB/2026/09/JUL/2026

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UDYZ AD 2.2-63 /BLANK	09/JUL/2026/ BLANK

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UDYZ AD 2.2-69 /BLANK	19/FEB/2026/ BLANK		
UDYZ AD 2.2-71 /BLANK	19/FEB/2026/ BLANK		
UDYZ AD 2.2-73 /BLANK	19/FEB/2026/ BLANK		
UDYZ AD 2.2-75 /BLANK	19/FEB/2026/ BLANK		
AD 2.UDYE-9/ AD 2.UDYE-10	08/DEC/2016/26/MAY/2016	AD 2.UDYE-9/ AD 2.UDYE-10	08/DEC/2016/09/JUL/2026
AD 2.UDYE-11/ AD 2.UDYE-12	19/FEB/2026/19/FEB/2026	AD 2.UDYE-11/ AD 2.UDYE-12	09/JUL/2026/09/JUL/2026
UDYE AD 2.2-7 /BLANK	19/FEB/2026/ BLANK	UDYE AD 2.2-7 /BLANK	09/JUL/2026/ BLANK
UDYE AD 2.2-23 /BLANK	19/FEB/2026/ BLANK	UDYE AD 2.2-23 /BLANK	09/JUL/2026/ BLANK
UDYE AD 2.2-25 /BLANK	08/AUG/2024/ BLANK	UDYE AD 2.2-25 /BLANK	09/JUL/2026/ BLANK

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AIRAC AIP AMENDMENT			
NR/Year	**Publication date**	**Effective date**	**Inserted by**
02/2019	23 MAY 2019	18 JUL 2019	
03/2019	12 SEP 2019	07 NOV 2019	
01/2020	05 DEC 2019	02 JAN 2020	
02/2020	06 MAY 2020	18 JUN 2020	
03/2020	08 OCT 2020	03 DEC 2020	
01/2021	25 FEB 2021	22 APR 2021	
02/2021	20 MAY 2021	15 JUL 2021	
03/2021	17 JUN 2021	12 AUG 2021	
01/2022	27 JAN 2022	24 MAR 2022	
02/2022	24 MAR 2022	19 MAY 2022	
03/2022	19 MAY 2022	14 JUL 2022	
01/2023	23 FEB 2023	20 APR 2023	
02/2023	20 APR 2023	15 JUN 2023	
03/2023	18 MAY 2023	13 JUL 2023	
04/2023	10 AUG 2023	05 OCT 2023	
05/2023	10 NOV 2023	28 DEC 2023	
01/2024	28 DEC 2023	22 FEB 2024	
02/2024	18 APR 2024	11 JUL 2024	
03/2024	13 JUN 2024	08 AUG 2024	
04/2024	03 OCT 2024	28 NOV 2024	
01/2025	28 NOV 2024	23 JAN 2025	
02/2025	26 DEC 2024	20 FEB 2025	
03/2025	23 JAN 2025	20 MAR 2025	
04/2025	20 MAR 2025	15 MAY 2025	
05/2025	04 SEP 2025	30 OCT 2025	
06/2025	30 OCT 2025	25 DEC 2025	
01/2026	25 DEC 2025	19 FEB 2026	
02/2026	14 MAY 2026	09 JUL 2026	

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GEN 0.4 Checklist of AIP pages

Part 1 General (GEN)

GEN 0

GEN 0.1-1	15 MAY 2025
GEN 0.1-2	26 APR 2018
GEN 0.1-3	13 DEC 2012
GEN 0.2-1	17 AUG 2017
GEN 0.2-2	28 MAR 2019
GEN 0.2-3	09 JUL 2026
GEN 0.3-1	13 DEC 2012
GEN 0.4-1	09 JUL 2026
GEN 0.4-2	09 JUL 2026
GEN 0.5-1	13 DEC 2012
GEN 0.6-1	11 JUL 2024

GEN 1

GEN 1.1-1	15 MAY 2025
GEN 1.1-2	15 MAY 2025
GEN 1.2-1	19 FEB 2026
GEN 1.2-2	19 FEB 2026
GEN 1.2-3	19 FEB 2026
GEN 1.2-4	11 JUL 2024
GEN 1.3-1	30 MAR 2017
GEN 1.3-2	30 MAR 2017
GEN 1.4-1	15 MAY 2025
GEN 1.4-2	15 MAY 2025
GEN 1.5-1	21 JUL 2016
GEN 1.5-2	21 JUL 2016
GEN 1.6-1	15 MAY 2025
GEN 1.6-2	15 MAY 2025
GEN 1.7-1	09 JUL 2026
GEN 1.7-2	09 JUL 2026
GEN 1.7-3	09 JUL 2026

GEN 2

GEN 2.1-1	18 JUL 2019
GEN 2.1-2	15 MAY 2025
GEN 2.2-1	07 NOV 2019
GEN 2.2-2	07 DEC 2017
GEN 2.2-3	07 NOV 2019
GEN 2.2-4	07 DEC 2017
GEN 2.2-5	07 NOV 2019
GEN 2.2-6	07 NOV 2019
GEN 2.2-7	07 NOV 2019
GEN 2.3-1	13 DEC 2012
GEN 2.4-1	12 AUG 2021
GEN 2.5-1	09 JUL 2026
GEN 2.6-1	13 DEC 2012
GEN 2.6-2	13 DEC 2012
GEN 2.6-3	13 DEC 2012
GEN 2.6-4	13 DEC 2012
GEN 2.6-5	13 DEC 2012
GEN 2.7-1	13 DEC 2012
GEN 2.7-2	13 DEC 2012
GEN 2.7-3	13 DEC 2012

GEN 3

GEN 3.1-1	15 JUL 2021
GEN 3.1-2	15 JUL 2021
GEN 3.1-3	15 JUL 2021
GEN 3.1-4	11 OCT 2018
GEN 3.2-1	17 AUG 2017
GEN 3.2-2	17 AUG 2017
GEN 3.2-3	19 FEB 2026
GEN 3.2-4	17 AUG 2017
GEN 3.3-1	11 OCT 2018
GEN 3.3-2	26 APR 2018
GEN 3.4-1	15 MAY 2025
GEN 3.4-2	15 MAY 2025
GEN 3.4-3	15 JUN 2023
GEN 3.4-4	21 JUN 2018
GEN 3.4-5	21 JUN 2018
GEN 3.5-1	23 JAN 2025
GEN 3.5-2	23 JAN 2025
GEN 3.5-3	23 JAN 2025
GEN 3.5-4	23 JAN 2025
GEN 3.5-5	23 JAN 2025
GEN 3.5-6	23 JAN 2025
GEN 3.5-7	23 JAN 2025
GEN 3.5-8	23 JAN 2025
GEN 3.5-9	23 JAN 2025
GEN 3.5-10	23 JAN 2025
GEN 3.6-1	11 OCT 2018
GEN 3.6-2	26 APR 2018

GEN 4

GEN 4.1-1	13 DEC 2012
GEN 4.2-1	13 DEC 2012

Part 2 En-route (ENR)

ENR 0

ENR 0.6-1	09 JUL 2026

ENR 1

ENR 1.1-1	13 DEC 2012
ENR 1.2-1	07 NOV 2019
ENR 1.3-1	09 JUL 2026
ENR 1.3-2	09 JUL 2026
ENR 1.3-3	09 JUL 2026
ENR 1.4-1	13 DEC 2012
ENR 1.4-2	13 DEC 2012
ENR 1.4-3	13 DEC 2012
ENR 1.4-4	09 JUL 2026
ENR 1.5-1	13 DEC 2012
ENR 1.6-1	19 MAY 2022
ENR 1.6-2	11 JUL 2024
ENR 1.6-3	13 DEC 2012
ENR 1.6-4	19 MAY 2022
ENR 1.6-5	19 MAY 2022
ENR 1.7-1	13 DEC 2012
ENR 1.7-2	13 DEC 2012
ENR 1.7-3	13 DEC 2012
ENR 1.8-1	21 JUL 2016
ENR 1.9-1	13 DEC 2012
ENR 1.10-1	21 JUL 2016
ENR 1.10-2	12 DEC 2013
ENR 1.10-3	07 DEC 2017
ENR 1.11-1	12 AUG 2021
ENR 1.12-1	13 DEC 2012
ENR 1.12-2	13 DEC 2012
ENR 1.12-3	13 DEC 2012
ENR 1.13-1	20 AUG 2015
ENR 1.14-1	13 DEC 2012
ENR 1.14-2	15 MAY 2025
ENR 1.14-3	13 DEC 2012
ENR 1.14-4	13 DEC 2012
ENR 1.14-5	13 DEC 2012
ENR 1.14-6	13 DEC 2012
ENR 1.14-7	13 DEC 2012

ENR 2

ENR 2.1-1	09 JUL 2026
ENR 2.1-2	09 JUL 2026
ENR 2.1-3	09 JUL 2026
ENR 2.1-4	09 JUL 2026
ENR 2.1-5	09 JUL 2026
ENR 2.2-1	13 DEC 2012

ENR 3

ENR 3.1-1	26 JUN 2014
ENR 3.2-1	13 DEC 2012
ENR 3.3-1	11 JUL 2024
ENR 3.3-2	11 JUL 2024
ENR 3.3-3	11 JUL 2024
ENR 3.3-4	11 JUL 2024
ENR 3.3-5	11 JUL 2024
ENR 3.3-6	11 JUL 2024
ENR 3.3-7	11 JUL 2024
ENR 3.3-8	11 JUL 2024
ENR 3.3-9	11 JUL 2024
ENR 3.3-10	11 JUL 2024
ENR 3.3-11	11 JUL 2024
ENR 3.3-12	11 JUL 2024
ENR 3.3-13	11 JUL 2024
ENR 3.3-14	11 JUL 2024
ENR 3.3-15	11 JUL 2024
ENR 3.3-16	11 JUL 2024
ENR 3.3-17	11 JUL 2024
ENR 3.4-1	13 DEC 2012
ENR 3.5-1	13 DEC 2012
ENR 3.6-1	13 DEC 2012

ENR 4

ENR 4.1-1	19 FEB 2026
ENR 4.2-1	13 DEC 2012
ENR 4.3-1	13 DEC 2012
ENR 4.4-1	09 JUL 2026
ENR 4.4-2	09 JUL 2026
ENR 4.5-1	13 DEC 2012

ENR 5

ENR 5.1-1	30 OCT 2025
ENR 5.2-1	13 DEC 2012
ENR 5.3-1	13 DEC 2012
ENR 5.4-1	13 DEC 2012
ENR 5.5-1	13 DEC 2012
ENR 5.6-1	13 DEC 2012

ENR 6

ENR 6-1	09 JUL 2026
ENR 6.3	10 JUN 2004
ENR 6.5	13 DEC 2012
ENR 6.7	09 JUL 2026
ENR 6.9	09 JUL 2026
ENR 6.10	09 JUL 2026

Part 3 Aerodromes (AD)

AD 0

AD 0.6-1	20 MAR 2025
AD 0.6-2	28 NOV 2024

AD 1

AD 1.1-1	11 OCT 2018
AD 1.1-2	11 JUL 2024
AD 1.2-1	13 DEC 2012
AD 1.2-2	15 JUL 2021
AD 1.3-1	12 AUG 2021
AD 1.4-1	13 DEC 2012
AD 1.5-1	12 AUG 2021

AD 2

AD 2.UDYZ-1	11 JUL 2024
AD 2.UDYZ-2	30 OCT 2025
AD 2.UDYZ-3	30 OCT 2025
AD 2.UDYZ-4	06 DEC 2018
AD 2.UDYZ-5	20 MAR 2025
AD 2.UDYZ-6	30 OCT 2025
AD 2.UDYZ-7	24 MAR 2022
AD 2.UDYZ-8	19 FEB 2026
AD 2.UDYZ-9	09 JUL 2026
AD 2.UDYZ-10	19 FEB 2026
AD 2.UDYZ-11	19 FEB 2026
AD 2.UDYZ-12	09 JUL 2026
AD 2.UDYZ-13	09 JUL 2026
UDYZ AD 2.2-1	30 OCT 2025
UDYZ AD 2.2-3	30 OCT 2025
UDYZ AD 2.2-5	30 OCT 2025
UDYZ AD 2.2-7	11 JUL 2024
UDYZ AD 2.2-9	09 JUL 2026
UDYZ AD 2.2-11	26 APR 2018
UDYZ AD 2.2-13	30 OCT 2025
UDYZ AD 2.2-15	09 JUL 2026
UDYZ AD 2.2-17	09 JUL 2026
UDYZ AD 2.2-19	09 JUL 2026
UDYZ AD 2.2-21	09 JUL 2026
UDYZ AD 2.2-23	09 JUL 2026
UDYZ AD 2.2-25	09 JUL 2026
UDYZ AD 2.2-27	09 JUL 2026
UDYZ AD 2.2-29	09 JUL 2026

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UDYZ AD 2.2-31	09 JUL 2026
UDYZ AD 2.2-33	09 JUL 2026
UDYZ AD 2.2-35	09 JUL 2026
UDYZ AD 2.2-37	09 JUL 2026
UDYZ AD 2.2-39	09 JUL 2026
UDYZ AD 2.2-41	09 JUL 2026
UDYZ AD 2.2-43	09 JUL 2026
UDYZ AD 2.2-45	09 JUL 2026
UDYZ AD 2.2-47	09 JUL 2026
UDYZ AD 2.2-49	09 JUL 2026
UDYZ AD 2.2-51	09 JUL 2026
UDYZ AD 2.2-53	09 JUL 2026
UDYZ AD 2.2-55	09 JUL 2026
UDYZ AD 2.2-57	09 JUL 2026
UDYZ AD 2.2-59	09 JUL 2026
UDYZ AD 2.2-61	09 JUL 2026
UDYZ AD 2.2-63	09 JUL 2026
AD 2.UDYE-1	11 JUL 2024
AD 2.UDYE-2	18 JUN 2020
AD 2.UDYE-3	12 DEC 2013
AD 2.UDYE-4	12 DEC 2013
AD 2.UDYE-5	12 DEC 2013
AD 2.UDYE-6	12 DEC 2013
AD 2.UDYE-7	26 MAY 2016
AD 2.UDYE-8	30 OCT 2025
AD 2.UDYE-9	08 DEC 2016
AD 2.UDYE-10	09 JUL 2026
AD 2.UDYE-11	09 JUL 2026
AD 2.UDYE-12	09 JUL 2026
UDYE AD 2.2-1	11 JUL 2024
UDYE AD 2.2-3	30 OCT 2025
UDYE AD 2.2-5	30 OCT 2025
UDYE AD 2.2-7	09 JUL 2026
UDYE AD 2.2-9	11 JUL 2024
UDYE AD 2.2-11	11 JUL 2024
UDYE AD 2.2-13	26 MAY 2016
UDYE AD 2.2-15	19 FEB 2026
UDYE AD 2.2-17	19 FEB 2026
UDYE AD 2.2-19	19 FEB 2026
UDYE AD 2.2-21	19 FEB 2026
UDYE AD 2.2-23	09 JUL 2026
UDYE AD 2.2-25	09 JUL 2026
UDYE AD 2.2-27	08 AUG 2024
AD 2.UDSG-1	11 JUL 2024
AD 2.UDSG-2	03 DEC 2020
AD 2.UDSG-3	18 JUL 2019
AD 2.UDSG-4	15 MAY 2025
AD 2.UDSG-5	15 JUN 2023
AD 2.UDSG-6	11 JUL 2024
AD 2.UDSG-7	30 OCT 2025
AD 2.UDSG-8	30 OCT 2025
AD 2.UDSG-9	15 MAY 2025
UDSG AD 2.2-1	11 JUL 2024
UDSG AD 2.2-3	11 JUL 2024
UDSG AD 2.2-5	15 MAY 2025
UDSG AD 2.2-7	11 JUL 2024
UDSG AD 2.2-9	15 JUN 2023
UDSG AD 2.2-11	11 JUL 2024
UDSG AD 2.2-13	11 JUL 2024
UDSG AD 2.2-15	11 JUL 2024
UDSG AD 2.2-17	26 APR 2018
UDSG AD 2.2-19	11 JUL 2024
UDSG AD 2.2-21	11 JUL 2024
UDSG AD 2.2-23	11 JUL 2024
UDSG AD 2.2-25	26 APR 2018
UDSG AD 2.2-27	11 JUL 2024
UDSG AD 2.2-29	11 JUL 2024
UDSG AD 2.2-31	24 MAR 2022
UDSG AD 2.2-33	11 JUL 2024
UDSG AD 2.2-35	11 JUL 2024
UDSG AD 2.2-37	11 JUL 2024
UDSG AD 2.2-39	11 JUL 2024
UDSG AD 2.2-41	24 MAR 2022
UDSG AD 2.2-43	11 JUL 2024
UDSG AD 2.2-45	11 JUL 2024
UDSG AD 2.2-47	15 JUN 2023
UDSG AD 2.2-49	11 JUL 2024
UDSG AD 2.2-51	11 JUL 2024

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GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

1. ANNEX 1 — PERSONNEL LICENSING, FOURTEENTH EDITION, JULY 2022,

Chapter 1.	Definitions and General Rules Concerning Licences
1.2.4.1	The term 'medical certificate' is used in lieu of 'medical assessment'.
1.2.5.2.6	No deferral possible for reasons of distance.
Chapter 2.	Licences and Ratings for Pilots
2.1.10	The applicable requirements state as follows: Pilots aged 60-64 may act as pilots in command in the single-pilots international CAT operations of aircraft other than airplanes and helicopters.
2.3	Additional category of pilot – Light Aircraft Pilot License (LAPL) issued in accordance with Armenian Air Crew Regulation No 3-N dated 11.02.2022, with subsequent amendments.
2.7	Additional category of instrument rating – Basic Instrument Rating (BIR) – issued in accordance with Armenian Air Crew Regulation No 3-N dated 11.02.2022, with subsequent amendments.
Chapter 4.	Licences and Ratings for Personnel other than Flight Crew Members
4.4.1.3	The unit endorsement course duration is not established by Ministry of Territorial Administration and Infrastructure of the Republic of Armenia Order N 10-N dated 24.03.2025
4.5.1	The list of ratings is slightly different: a) aerodrome control visual; b) aerodrome control instrument; c) approach control procedural; d) approach control surveillance; e) area control procedural; f) area control surveillance.
4.5.2.2.1	The unit endorsement course duration is not established by the endorsement course(s).
4.5.2.2.2	The validity period of unit endorsements for initial issue and renewal shall commence not later than 30 days from the date on which the assessment has been successfully completed.
4.5.3.1	Some ratings are slightly different; however, they are all covered by Ministry of Territorial Administration and Infrastructure of the Republic of Armenia Order N 10-N dated 24.03.2025.
4.5.3.3	Holders of an instructor endorsement shall be authorized to provide on- the-job training and supervision at a working position for areas covered by a valid unit endorsement.
4.5.3.4	Although the concept of “invalidation of a rating” as implemented or not implemented requirements, the holder of an air traffic controller licence is not allowed to exercise the privileges of a rating after a period of absence of more than 90 days or if the revalidation of the unit endorsement fails due to the non-availability of the minimum number of working hours.
Chapter 5.	Specifications for Personnel Licences
5.1.2	No corresponding provisions on the material of the licence in Part-66.
Chapter 6.	Medical Provisions for Licensing
6.3.1.2	No examinations are allowed to be omitted.
6.5.2.6.1	Annual ECGs required after age 40.

2. ANNEX 2 — RULES OF THE AIR, ELEVENTH EDITION, JULY 2024

NIL

AIR TRAFFIC MANAGEMENT (DOC 4444 ATM)

NIL

REGIONAL SUPPLEMENTARY PROCEDURES (Doc 7030)

NIL

3. ANNEX 3 — METEROLOGICAL SERVICES FOR INTERNATIONAL AIR NAVIGATION, EIGHTEENTH EDITION

NIL

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4. ANNEX 4 — AERONAUTICAL CHARTS, ELEVENTH EDITION	
Chapter 4	Aerodrome obstacle chart – ICAO. Type B Not applicable
Chapter 5.	Aerodrome Terrain and Obstacles Chart-ICAO (Electronic). This chart is not yet produced.
Chapter 16.	World aeronautical chart – ICAO. The chart 1:500000 is published. The chart 1:1000000 is not applicable.
Chapter 18.	Aeronautical navigation chart – ICAO small scale.
.	Not applicable
Chapter 19.	Plotting chart – ICAO. The EN-ROUTE chart is published. Plotting chart is not applicable.
5. ANNEX 5 — UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, FIFTH EDITION JULY 2010	
NIL	
6. ANNEX 6 — OPERATION OF AIRCRAFT, TWELFTH EDITION, JULY 2022	
NIL	
7. ANNEX 7 — AIRCRAFT NATIONALITY AND REGISTRATION MARKS, SIXTH EDITION	
8. ANNEX 8 — AIRWORTHINESS OF AIRCRAFT, ELEVENTH EDITION	
NIL	
9. ANNEX 9 — FACILITATION, THIRTEENTH EDITION	
NIL	
10. ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS, EIGHTH EDITION, JULY 2023	
NIL	
11. ANNEX 11 — AIR TRAFFIC SERVICES, THIRTEENTH EDITION	
NIL	
12. ANNEX 12 — SEARCH AND RESCUE, EIGHTH EDITION	
Chapter 3	Cooperation
3.1.1	There are no signed contracts with the Azerbaijan and Turkey.
13. ANNEX 13 — AIRCRAFT ACCIDENT INVESTIGATION, TENTH EDITION	
Chapter 6	Final Report
5.27	The requirement for sending of an expert to the State of Occurrence when the State is a State having suffered fatalities or serious injuries to its citizens is in process of development for inclusion into the applicable regulation.
6.2	The requirement is in process of development for inclusion into the applicable regulation.
6.3.2	The requirement for sending of draft final report: a) Through the State of the Operator to the air operator and b) Through the State of Design and State of Manufacture to the organizations responsible for the type design and the final assembly of the aircraft is in process of development for inclusion into the applicable regulation.
6.4	The requirement for sending of final report to any State having suffered fatalities or serious injuries to its citizens and any State which provided relevant information, significant facilities or experts is in process of development for inclusion into the applicable regulation.

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14. ANNEX 14 — AERODROMES, SIXTH EDITION NIL	
15. ANNEX 15 — AERONAUTICAL INFORMATION SERVICES, SIXTEENTH EDITION Chapter 5 5.2.5	Aeronautical Information Products And Services e) Aerodrome Terrain and Obstacles Chart-ICAO (Electronic) This chart is not yet produced.
16. ANNEX 16 — ENVIRONMENTAL PROTECTION, SEVENTH EDITION NIL	
17. ANNEX 17 — SECURITY — SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE, NINTH EDITION NIL	
18. ANNEX 18 — THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, FOURTH EDITION NIL	
← 19. ANNEX 19 — SAFETY MANAGEMENT, SECOND EDITION, JULY 2016 NIL	

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GEN 2.5 List of Radio Navigation Aids

ID	Station name	Facility	Purpose	Station name	Facility	ID	Purpose
AND	ANDRANIK[1]	NDB	E	ANDRANIK[1]	NDB	AND	E
SAX	SISIAN	VOR/DME	E	SISIAN	VOR/DME	SAX	E
FH	YEREVAN "Erebuni"	NDB	A	YEREVAN "Erebuni"	NDB	FH	A
GRM	GYUMRI	DVOR/DME	AE	GYUMRI	DVOR/DME	GRM	AE
IZR	YEREVAN	ILSDME	A	YEREVAN	ILSDME	IZR	A
IGM	GYUMRI	ILS/DME	A	GYUMRI	ILS/DME	IGM	A
ZVR	ZVARTNOTS	DVOR/DME	AE	ZVARTNOTS	DVOR/DME	ZVR	AE
Y	YEREVAN "Erebuni"	LMM	A	YEREVAN "Erebuni"	LMM	Y	A
YN	YEREVAN "Erebuni"	LOM	A	YEREVAN "Erebuni"	LOM	YN	A

[1] On request

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ENR 0.6 Table of Contents to Part 2

ENR 1 General Rules and Procedures

ENR 1.1 General rules ..... ENR 1.1-1
ENR 1.2 Visual flight rules ..... ENR 1.2-1
ENR 1.3 Instrument flight rules ..... ENR 1.3-1
ENR 1.4 ATS airspace classification ..... ENR 1.4-1
ENR 1.5 Holding, approach and departure procedures ..... ENR 1.5-1
ENR 1.6 Radar services and procedures ..... ENR 1.6-1
ENR 1.7 Altimeter setting procedures ..... ENR 1.7-1
ENR 1.8 Regional supplementary procedures ..... ENR 1.8-1
ENR 1.9 Air traffic flow management ..... ENR 1.9-1
ENR 1.10 Flight planning (Restriction, limitation or advisory information) ..... ENR 1.10-1
ENR 1.11 Addressing of flight plan messages ..... ENR 1.11-1
ENR 1.12 Interception of civil aircraft ..... ENR 1.12-1
ENR 1.13 Unlawful interference ..... ENR 1.13-1
ENR 1.14 Air traffic incidents ..... ENR 1.14-1

ENR 2 Air Traffic Services Airspace

ENR 2.1 FIR, UIR, TMA AND CTA ..... ENR 2.1-1
ENR 2.2 Other regulated airspaces ..... ENR 2.2-1

ENR 3 ATS Routes

ENR 3.1 Lower ATS routes ..... ENR 3.1-1
ENR 3.2 Upper ATS routes ..... ENR 3.2-1
ENR 3.3 Area navigation routes (RNAV) ..... ENR 3.3-1
ENR 3.4 Helicopter routes ..... ENR 3.4-1
ENR 3.5 Other routes ..... ENR 3.5-1
ENR 3.6 En-route holding ..... ENR 3.6-1

ENR 4 Radio Navigation Aids/Systems

ENR 4.1 Radio navigation aids - en-route ..... ENR 4.1-1
ENR 4.2 Special navigation systems ..... ENR 4.2-1
ENR 4.3 Global navigation satellite system (GNSS) ..... ENR 4.3-1
ENR 4.4 Name-code designations for significant points ..... ENR 4.4-1
ENR 4.5 Aeronautical ground lights - en-route ..... ENR 4.5-1

ENR 5 Navigation Warnings

ENR 5.1 Prohibited, restricted and danger areas ..... ENR 5.1-1
ENR 5.2 Military exercise and training areas ..... ENR 5.2-1
ENR 5.3 Other activities of a dangerous nature ..... ENR 5.3-1
ENR 5.4 Air navigation obstacles - en-route ..... ENR 5.4-1
ENR 5.5 Aerial sporting and recreational activities ..... ENR 5.5-1
ENR 5.6 Bird migration and areas with sensitive fauna ..... ENR 5.6-1

ENR 6 En-Route Charts ..... ENR 6-1

Note: The following sections in this chapter are intentionally left blank: ENR 0.1, ENR 0.2, ENR 0.3, ENR 0.4, ENR 0.5.

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ENR 1.3 Instrument flight rules

1 Rules applicable to all IFR flights

1.1 Aircraft equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.2 Minimum levels

Except when necessary for take-off or landing, or except when authorized by the appropriate Authority, an IFR flight shall be flown at a level which is not below the minimum flight altitude determined by the appropriate Authority or, where no such minimum flight altitude has been established – at a level which is at least 2000 ft above the highest obstacle located within 8 km of the estimated position of the aircraft.
Note: The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.

1.3 Change from IFR flight to VFR flight

1.3.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicates there to the changes to be made to its current flight plan.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

2 Rules applicable to IFR flights within controlled airspace

2.1 IFR flights shall comply with the provisions of ICAO Annex 2 paragraph 3.6 when operated in controlled airspace unless otherwise prescribed by the ATS of Armenia.

2.2 An IFR flights operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorised to employ cruising techniques, between two levels or above a level, selected from the Tables of cruising levels in Appendix 3 a) of ICAO Annex 2.

3 Rules applicable to IFR flights outside controlled airspace

3.1 Communications

An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with 3.3.1.2 c) or d) of *ICAO Annex 2* shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

3.2 Position reports

An IFR flight operating outside controlled airspace and required by the appropriate ATS authority to:

- submit a flight plan, and
- maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service

shall report position as specified in 3.6.3 of *ICAO Annex 2* for controlled flights.

4 Free route airspace general procedures

4.1 Area of application

4.1.1 FRA within the lateral limits of Yerevan FIR is available H24 from Lowest Available Level (LAL) to FL660, where the Lowest Available Level (LAL) is the lowest cruising level allowed for FRA operations within Yerevan FIR. LAL is determined in accordance with the item 4.2.1.7.

4.1.2 FRASC encompasses the FRAs within Tbilisi FIR and Yerevan FIR. For Cross-Border operations planning within FRASC see item 4.2.4.

4.2 Flight Procedures

4.2.1 General

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4.2.1.1 For FRA operations within Yerevan FIR the requirements of RNAV 5 specification for en-route operations are applied to all IFR flights other than state aircraft. State ACFT not approved for RNAV 5 or any other ACFT with loss of RNAV 5 capability shall inform ATC and should expect routing via conventional navigation aids or vectoring until the ACFT is capable of resuming its own navigation. The aircraft equipment requirements as published in GEN 1.5.

4.2.1.2 Within FRA, airspace users are able to plan user-preferred trajectories through the use of significant points with 5LNC included in ENR 4.4 under special conditions and rules laid down in AIP and RAD (see also ENR 1.10, item 4).

4.2.1.3 Within FRA, significant points are considered as FRA Horizontal Entry (E), FRA Horizontal Exit (X), FRA Intermediate (I), FRA Arrival (A) and FRA Departure (D) points. FRA relevance of each significant point is indicated in the column “Remarks” in ENR 4.4.

4.2.1.4 For flight planning of route portions between FRA relevant points “DCT” shall be used in accordance with ICAO DOC 4444 PANS-ATM.

4.2.1.5 Within FRA there is no restriction on the maximum DCT distance.

4.2.1.6 The use of unpublished points, defined by geographical coordinates or by bearing and distance are not allowed.

4.2.1.7 For determination of the lowest cruising level to be planned on a DCT segment within the limits of Yerevan FIR, ENR 6.13 shall be referred with depicted Lowest Available Levels (LALs) for FRA operations. Flight plans will be rejected by IFPS if requested cruising level at any DCT segment is detected to be lower than LAL.

4.2.2 Overflying traffic.
4.2.2.1 Within FRA, traffic overflying Yerevan FIR shall plan DCT between FRA Horizontal Entry, FRA Horizontal Exit and FRA Intermediate points. There is no restriction on the number of FRA Intermediate points used.

4.2.2.2 Availability of DCT segments within the FRA are affected by restrictions described in paragraph 4.2.4.

← 4.2.3 Access to/from Terminal Airspace
4.2.3.1 Flights departing from an airport located within Yerevan FIR where standard instrument departure procedures (SIDs) are published eligible for FRA operations only via FRA Departure (D) connecting points.

4.2.3.2 Flights arriving at an airport located within Yerevan FIR where standard instrument arrival procedures (STARs) are published eligible for FRA operations only via FRA Arrival (A) connecting points.

4.2.3.4 If there are no SIDs/STARs published flights departing from or arriving at an airport located within Yerevan FIR may plan DCT from/to that airport in vertical limits of FRA to relevant FRA Horizontal Exit or FRA Horizontal Entry point.

4.2.4 Cross-Border Applications
4.2.4.1 Planning DCT across Yerevan FIR borders (cross-border DCTs) are allowed only within FRASC. Entry and exit to/from FRASC shall be planned over the published FRA Horizontal Entry and FRA Horizontal Exit points only.

4.2.4.2 Planning DCT segments that are partially outside the lateral limits of FRASC (multiple re-entries segments) are not allowed.

4.2.4.3 Planning DCT segments closer than 2.5 NM of the FRASC boundary is not allowed.

4.2.4.4 Exception from the rules in items 4.2.4.1 - 4.2.4.3 published in RAD.

4.3 Airspace Reservation - Special Areas

4.3.1 Re-routing Special Areas
4.3.1.1 Within Yerevan FIR FRA adjusted to be as much as possible outside of any Prohibited (P), Restricted (R) and Dangerous (D) areas above FRA LAL exist in Yerevan FIR.

4.3.2 Promulgation of route extension
4.3.2.1 Occasionally tactical radar vectoring might be applied in order to ensure additional safety margin between temporary unpublished area boundaries and aircraft trajectories. The expected route extension in these cases is 10NM or less.

4.4 Flight Planning

4.4.1 General
4.4.1.1 For speed or flight level change inside FRASC, on FPL Item 15, operators shall use only the FRA intermediate points as described in ENR 4.4. There is no restriction on the number of FRA intermediate points used within FRASC.

4.4.1.2 The use of unpublished points defined by geographical coordinates or by bearing and distance in Item 15 of the flight plan not allowed.

4.4.2 ATS Route Network
4.4.2.1 The ATS route network within Yerevan FIR will remain available.

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4.4.3 Flight Level Orientation Scheme

4.4.3.1 Cruising levels must be planned in accordance with the information provided in the column “Remarks/Usage” in ENR 4.4. The direction of cruising levels (EVEN or ODD) must be chosen depending on the direction of flight level required over the FRA entry and FRA exit points as described in the following tables:

Direction of Cruising levels within Yerevan FIR and FRASC		
FLs over FRA entry point	FLs over FRA exit point	FLs inside FRA
EVEN	EVEN	EVEN FLs for all DCT segments
ODD	ODD	ODD FLs for all DCT segments
EVEN	ODD	A change from EVEN to ODD FLs must be planned inside FRA
ODD	EVEN	A change from ODD to EVEN FLs must be planned inside FRA

Note: ODD is the direction of IFR cruising levels with a magnetic track between 000° and 179° while EVEN is the direction of IFR cruising levels with a magnetic track between 180° and 359° as described in the table of cruising levels in ENR 1.7.

4.4.3.2 Cruising levels must also be planned in accordance with Flight Level Orientation Scheme of adjacent ATS route network and/or FRA.

4.5 Route Availability Document

4.5.1 All FRA exceptions and restrictions, if any will be published via RAD promulgated in accordance with ENR 1.10.

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Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to an ATC clearance
F	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service	Not applicable	250 KT IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	8 KM at and above FL 100 AMSL 5 KM below 10000ft MSLAMSL 1 500 M horizontal; 300 M vertical distance from cloud At and below 3000ft MLS AMSL or 1000ft above terrain whichever is higher – 5 KM, clear of cloud and in sight of ground or water 3 KM, clear of cloud and in sight of ground or water	250 KT IAS below 3 050 M (10 000 FT) AMSL 250 KT IAS 140 KT IAS	No	No
G	IFR	Nil	Flight information service	Not applicable	250 KT IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	8 KM at and above FL 100 AMSL 5 KM below FL 100 AMSL 1 500 M horizontal; 300 M vertical distance from cloud At and below 900 M AMSL or 300 M above terrain whichever is higher – 5 KM, clear of cloud and in sight of ground or water See note c	250 KT IAS below 3 050 M (10 000 FT) AMSL 250 KT IAS 140 KT IAS	Normally no radio communication requirement. However parts of the airspace, designated Traffic Information Areas (TIZ or TIA), has a requirement for continuous two-way radio communication. No requirement for clearance. See note c	No

Note:

a. Classes A, B, D, E, F are not used in Yerevan FIR.
b. Before crossing the Armenian border it is necessary to establish two-way radio communication and to obtain ATC clearance.
c. VFR flight may be permitted under conditions when flight visibility is less than 5 km: Helicopters may be operated in flight visibility 3000m at speeds that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

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YEREVAN FIR CLASSES

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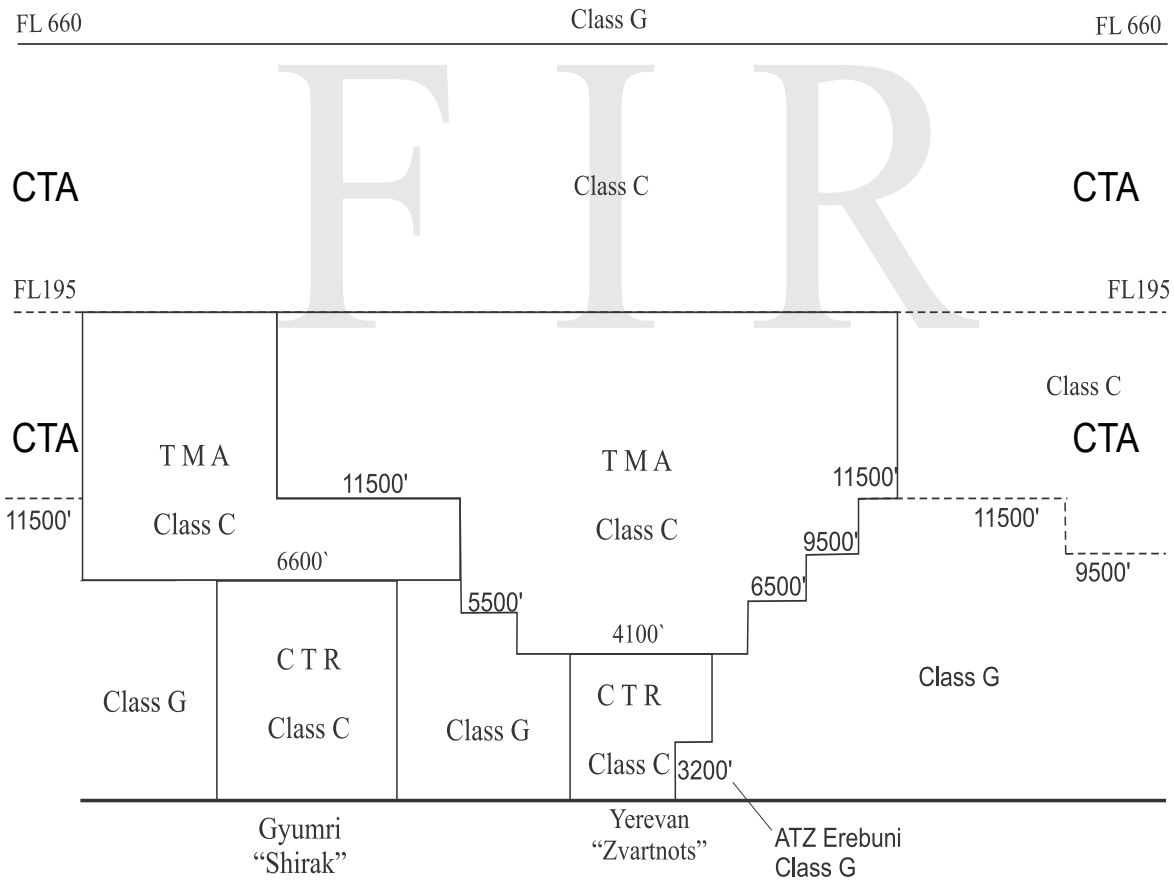

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ENR 2 Air Traffic Services Airspace

ENR 2.1 FIR, UIR, TMA AND CTA

1 FIR

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
Yerevan FIR (UDDD FIR) Along the state border with Georgia Thence along the former administrative border between Armenia and Azerbaijan Thence along the state border with Iran Thence along the former administrative border between Armenia and Azerbaijan (Nakhichevan) Thence along the state border with Turkey to state border with Georgia. FL660 / 9500 FT / 11500 FT AMSL Class of airspace: C 9500 FT / 11500 FT AMSL / GND Class of airspace: G	YerevanACC	Yerevan Control EN H24	127.600 MHZ (Primary) 124.550 MHZ (Primary) 130.200 MHZ (Secondary) 128.950 MHZ (Secondary) 121.500 MHZ/Emergency FREQ	VDF AVBL VDF AVBL
		Yerevan Radio EN HJ	21997 KHZ/Sub-regional network	A3E
	Yerevan FIC	Yerevan Information EN HJ	129.700 MHZ North 133.600 MHZ South-Est 121.500 MHZ/Emergency FREQ	VDF AVBL

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2 CTA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
Yerevan CTA (UDDD CTA)	YerevanACC	Yerevan Control EN H24	127.600 MHZ (Primary) 130.200 MHZ (Secondary) 121.500 MHZ/Emergency FREQ	VDF AVBL VDF AVBL Decision on the splitting of the CTA into the UPPER and LOWER sectors and the duration of their operation is made by the ATS unit
PART 1 (UDDD CTA1) Along the state border with Georgia till 411356N 0442108E then along the state border with Georgia Thence along the former administrative border between Armenia and Azerbaijan till 410058N 0451328E then along the former administrative border between Armenia and Azerbaijan Thence along the state border with Iran Thence along the former administrative border between Armenia and Azerbaijan (Nakhichevan) Thence along the state border with Turkey to state border with Georgia. FL660 / 11500 FT AMSL Class of airspace: C		Yerevan Control EN HO	124.550 MHZ (Primary) 128.950 MHZ (Secondary) 121.500 MHZ/Emergency FREQ	The upper limit of the UPPER Sector is FL660. The lower limit of the UPPER Sector is established on ATS unit decision and can be: from FL315 to FL385
PART 2 (UDDD CTA2) 411356N 0442108E then along the state border with Georgia Thence along the former administrative border between Armenia and Azerbaijan till 410058N 0451328E to 410058N 0442115E to 411356N 0442108E 11500 FT AMSL / 9500 FT AMSL Class of airspace: C		Yerevan Control EN H24	127.600 MHZ (Primary) 130.200 MHZ (Secondary) 121.500 MHZ/Emergency FREQ	The upper limit of the LOWER Sector is established on ATS unit decision and can be: from FL315 to FL385. The lower limit of the LOWER Sector is 9500 FT or 11500 FT AGL whichever is higher

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3 TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
Yerevan TMA (UDYZ TMA)	Yerevan APP	Yerevan Approach EN H24	126.000 MHZ 121.500 MHZ/Emergency FREQ	VDF AVBL VDF AVBL
PART 1 (UDYZ TMA1) 400145N 0440433E - Arc 15NM radius centred at EREVA - 401841N 0440706E- 401841N 0443657E - Arc 15NM radius centred at EREVA - 395534N 0443125E - Then along state border with Türkiye to 400145N 0440433E FL195 / 4100 FT AMSL Class of airspace: C				
PART 2 (UDYZ TMA2) 402308N 0435328E - 402308N 0444334E - Arc 22NM radius centred at EREVA - 395008N 0443552E - then along state border with Türkiye to 395534N 0443125E - Arc 15NM radius centred at EREVA - 401841N 0443657E - 401841N 0440706E - 402308N 0435328E FL195 6500 FT AMSL Class of airspace: C				
PART 3 (UDYZ TMA3) 402308N 0435328E - 401841N 0440706E - Arc 15NM radius centred at EREVA - 400145N 0440433E - then along state border with Türkiye to 402308N 0433635E - 402308N 0435328E FL195 5500 FT AMSL Class of airspace: C				

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Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
PART 4 (UDYZ TMA4) 402308N 0435328E - 403130N 0441156E - 403203N 0445717E - 395906N 0445903E - 400250N 0444904E - Arc 22NM radius centred at EREVA - 402308N 0444334E - 402308N 0435328E FL195 / 11500 FT AMSL Class of airspace: C				
PART 5 (UDYZ TMA5) 395008N 0443552E - Arc 22NM radius centred at EREVA - 400250N 0444904E - 395906N 0445903E - 395650N 0445910E - 394250N 0444612E - then along state border with Türkiye to 395008N 0443552E FL195 / 9500FT AMSL Class of airspace: C				

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Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
Gyumri TMA (UDSG TMA)	Gyumri TWR	Gyumri Tower EN H24	127.700 MHZ 121.500 MHZ/Emergency FREQ	VDF AVBL VDF AVBL
PART 1 (UDSG TMA1) 410805N 0434713E - 410407N 0441340E - 403941N 0441400E - 403130N 0441156E - 404346N 0435050E - 405024N 0434106E - then along state border with Türkiye, then along state border with Georgia to 410805N 0434713E FL195 / 6600 AMSL Class of airspace: C				
PART 2 (UDSG TMA2) 405024N 0434106E - 404346N 0435050E - 403130N 0441156E - 402308N 0435328E - 402308N 0433635E - then along state border with Türkiye to 405024N 0434106E 11500 FT AMSL / 6600 FT AMSL Class of airspace: C				

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ENR 4.4 Name-code designations for significant points

Name-code designator	Co-ordinates	ATS route or other route	Remark/Usage
1	2	3	4
ADANO	394000N 0455000E	N77 (RNAV 5), N82 (RNAV 5), T920 (RNAV 5), T925 (RNAV 5)	FRA (I) Compulsory
ADILA	395948N 0452942E	M54 (RNAV 5), N82 (RNAV 5), N996 (RNAV 5)	FRA (I) On-Request
AMGIK	410438N 0435538E		FRA (I)
ASMIK	403941N 0441400E	T916 (RNAV 5)	FRA (IAD) On-Request
BERDO	405923BN 0441124E		FRA (I)
DEKIT	400800N 0451534E	N449 (RNAV 5), T919 (RNAV 5)	FRA (I) On-Request
EDULO	395040N 0445319E		FRA (IA) On-Request
EREVA	400850N 0442201E		FRA (I) On-Request
ELSIV	403752N 0452214E	P130 (RNAV 5)	FRA (EX) Compulsory
EVGED	402539N 0435902E		FRA (ID) On-Request
FODEC	402025N 0433537E		FRA (A) Compulsory
GOGOL	400755N 0445957E	N449 (RNAV 5), T925 (RNAV 5)	FRA (I) On-Request
IMFIS	400359N 0442907E		FRA (I) On-Request
GOSIS	395650N 0445910E	T919 (RNAV 5), T920 (RNAV 5)	FRA (AD)
IDRUS	405802N 0435904E		FRA (I)
INDUR	400656N 0433953E	N161 (RNAV 5), N449 (RNAV 5)	FRA (EX) Compulsory
INGIG	400350N 0440215E		FRA (I) On-Request
IRLAN	393041N 0452638E	N996 (RNAV 5)	FRA (EX) Compulsory
KOSFI	400050N 0445855E		FRA (ID) On-Request
ISNUC	400930N 0434625E		FRA (I)
LEZUF	401344N 0442922E		FRA (IA) On-Request
LODAC	402308N 0434346E		FRA (I) On-Request
LUMIK	400200N 0444037E		FRA (EX)
MAGRI	385408N 0462300E	N77 (RNAV 5)	FRA (EX) Compulsory
MATAL	404607N 0453008E	M11 (RNAV 5), P567 (RNAV 5), T916 (RNAV 5)	FRA (I) Compulsory
MIXDU	401349N 0440207E		FRA (I) On-Request
NEGAN	394518N 0450036E	L125 (RNAV 5), T919 (RNAV 5)	FRA (EX) Compulsory
OGEVI	410805N 0434713E	L125 (RNAV 5), N77 (RNAV 5), T918 (RNAV 5)	FRA (I) Compulsory

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Name-code designator	Co-ordinates	ATS route or other route	Terminal Area
1	2	3	4
PEMAN	402328N 0453832E	N161 (RNAV 5), N996 (RNAV 5), T919 (RNAV 5)	FRA (EX) Compulsory
REBGI	401436N 0443439E	L125 (RNAV 5), N161 (RNAV 5)	FRA (I) On-Request
REBLO	405024N 0434106E	M11 (RNAV 5), P130 (RNAV 5), T165 (RNAV 5), T925 (RNAV 5)	FRA (EX) Compulsory
RUDRO	403141N 0442359E		FRA (ID) On-Request
SAMCA	401513N 0434519E		FRA (I) On-Request
SEVAN	403203N 0445717E	M54 (RNAV 5), T916 (RNAV 5), T924 (RNAV 5)	FRA (IA) On-Request
TABAS	405007N 0434954E	M11 (RNAV 5), T918 (RNAV 5)	FRA (IAD) On-Request
TAVRO	411129N 0443009E	M54 (RNAV 5), P567 (RNAV 5), T165 (RNAV 5)	FRA (I) Compulsory
TIBLO	402308N 0435328E	T918 (RNAV 5)	FRA (AD)
TISOT	411605N 0445309E	N82 (RNAV 5), T924 (RNAV 5)	FRA (I) Compulsory
TUTAK	400803N 0453246E	N449 (RNAV 5), N996 (RNAV 5)	FRA (I) On-Request
VETEN	400803N 0455722E	N449 (RNAV 5)	FRA (EX) Compulsory
VULCO	395708N 0444136E		FRA (I) On-Request

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ENR 6 En-Route Charts

En-Route chart (see page ENR 6.3)

Bird Migration Routes and Areas with Sensitive Fauna — Index chart (see page ENR 6.5)

Free Route Airspace South Caucasus (FRASC) chart (see page ENR 6.7)

FRASC Lowest Available Level (LAL) Sectors Coordinates (see page ENR 6.9)

Fig.3. Military Training Areas — Index chart

Under preparation.

Fig.4. Prohibited, Restricted and danger areas — Index chart

Under preparation.

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FREE ROUTE AIRSPACE SOUTH CAUCASUS (FRASC)-INDEX CHART

OPERATIONAL HOURS:
H24

Tbilisi FIR
UGGG

TISOT (I)
TAVRO (I)
OGEVI (I)
LAL Sector 3
10000
LAL Sector 2
11000
LAL Sector 1
FL140
AMGIK (I)
BERDO (I)
IDRUS (I)
41°
41°
REBLO (EX)
TABAS (IAD)
LAL Sector 4
FL130
TBILISI UGGG FIR
MATAL (EX)
GYUMRI
DVOR/DME
113.4 GRM
40 43 45.9N
043 50 50.1E
ASMIK (IAD)
LAL Sector 5
FL140
GYUMRI
TMA
ELSIV (EX)
YEREVAN
UDDD FIR
LAL Sector 7
FL180
SEVAN (IA)
RUDRO (ID)
LAL Sector 6
FL150
PEMAN (EX)
LAL Sector 8
FL150
FODEC (A)
LODAC (IA)
EVGED (ID)
REBGI (I)
SAMCA (I)
MIXDU (I)
LEZUF (I)
YEREVAN
TMA
DEKIT (I)
INDUR (EX)
ISNUC (I)
EREVA (I)
GOGOL (I)
TUTAK (I)
VETEN (EX)
INGIG (I)
IMFIS (I)
ADILA (I)
ZVR
ZVARTNOTS
DVOR/DME
112.3 ZVR
40 08 49.1 N
044 20 17.1 E
LUMIK (I)
VULCO (I)
KOSFI (ID)
40°
40°
Ankara FIR
LTAA
EDULO (IA)
LAL Sector 9
FL160
Baku FIR
UBBA
NEGAN (EX)
ADANO (I)
IRLAN (EX)
LAL Sector 10
FL170
39°
MAGRI (EX)
Tehran FIR
OIIX

L E G E N D

YEREVAN — Name
DVOR/DME — Navigation Aid
112.3 ZVR — Frequency / Call-sign
40 08 54N
044 22 35E — Geographic coordinate
Reporting Point
On Request
E — FRA Entry Point
X — FRA Exit Point
D — FRA Departure Transition Point
A — FRA Arrival Transition Point
I — FRA Intermediate Point
DVOR/DME
FIR Boundary
FRA Boundary
Lowest available level (LAL) AREA

Yerevan ACC	127.600 MHZ	
Yerevan APP	126.000 MHZ	
Yerevan Radio	21997 KHZ -	Tel. +374 10 29 29 07
Yerevan FIC	129.700 MHZ - North	133.600 MHZ - South-Est
Yerevan ATIS	119.500 MHZ	
Gyumri TWR	127.700 MHZ	
Erebuni BOLOTNY	119.400 MHZ	
EMG	121.500 MHZ	

Kilometres
10 0 10 20 30 40 50
5 0 5 10 15 20 25
Nautical mile

045° 046°

CHANGE: NEW CHART

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FRASC Lowest Available Level (LAL) Sectors Coordinates

SECTOR	LATERAL LIMITS
LAL Sector 1 FL140	405852.00N 0433728.00E - 405917.00N 0442658.00E - 410334.00N 0442114.00E - 411356.00N 0442108.00E - then along state border with Georgia to - 410747.00N 0432817.00E - then along state border with Turkiye to - 405829.02N 0433648.70E - 405852.00N 0433728.00E
LAL Sector 2 A11000	411355.89N 0442108.24E - 410334.00N 0442114.00E - 405917.00N 0442658.00E - 405920.00N 0444211.00E - 405922.00N 0445214.00E - 410138.00N 0445214.00E - 410320.00N 0445057.00E - 410832.00N 0444405.00E - 411246.13N 0444405.00E - then along state border with Georgia to - 411355.89N 0442108.24E
LAL Sector 3 A10000	405922.00N 0445214.00E – 410138.00N 0445214.00E – 410320.00N 0445057.00E – 410832.00N 0444405.00E – 411246.13N 0444405.00E – then along the state borders with Georgia and Azerbaijan to - 405919.34N 0452436.81E – 405922.00N 0445214.00E
LAL Sector 4 FL130	405829.02N 0433648.70E - 405852.00N 0433728.00E - 405917.00N 0442658.00E - 405920.00N 0444211.00E - 405922.00N 0445214.00E - 405919.34N 0452436.81E - then along state border with Azerbaijan to 402849.10N 0453024.00E - 402757.00N 0452916.00E - 402801.00N 0445324.00E - 402739.00N 0445141.00E - 402642.00N 0444942.00E - 402505.00N 0444808.00E - 401409.00N 0444325.00E - 400655.00N 0444607.00E - 400006.00N 0445329.00E - 400005.00N 0450910.00E - 394729.00N 0452523.00E - 393201.34N 0452517.19E - then along state border with Turkiye to - 405829.02N 0433648.70E
LAL Sector 5 FL140	403713.00N 0444433.00E - 403550.00N 0444137.00E - 403441.00N 0443543.00E - 403601.00N 0442948.00E - 403325.00N 0442420.00E - 403435.00N 0442323.00E - 403846.00N 0441959.00E - 403953.00N 0441904.00E - 404131.00N 0442232.00E - 404404.00N 0442238.00E - 404648.00N 0442436.00E - 405218.00N 0443803.00E - 405241.00N 0444039.00E - 405246.00N 0444317.00E - 405154.00N 0444539.00E - 405030.00N 0444733.00E - 404841.00N 0444840.00E - 404641.00N 0444834.00E - 403713.00N 0444433.00E
LAL Sector 6 FL150	403846.00N 0441959.00E - 403435.00N 0442323.00E - 403325.00N 0442420.00E - 402646.00N 0442222.00E - 402610.00N 0442107.00E - 402323.00N 0441306.00E - 402136.00N 0440308.00E - 402149.00N 0440221.00E - 402256.00N 0440010.00E - 402413.00N 0435810.00E - 402600.00N 0435657.00E - 402752.00N 0435601.00E - 402952.00N 0435553.00E - 403149.00N 0435627.00E - 403323.00N 0435722.00E - 403526.00N 0435842.00E - 403652.00N 0440031.00E - 403743.00N 0440234.00E - 404002.00N 0441219.00E - 403953.00N 0441904.00E - 403846.00N 0441959.00E – Except LAL Sector 7

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FRASC Lowest Available Level (LAL) Sectors Coordinates

SECTOR	LATERAL LIMITS
LAL Sector 7 FL180	403802.00N 0441524.00E - 403720.00N 0441758.00E - 403605.00N 0442002.00E - 403418.00N 0442113.00E - 403220.00N 0442146.00E - 403024.00N 0442107.00E - 402848.00N 0442009.00E - 402600.00N 0441629.00E - 402434.00N 0440912.00E - 402519.00N 0440652.00E - 402631.00N 0440445.00E - 402809.00N 0440316.00E - 403000.00N 0440237.00E - 403205.00N 0440229.00E - 403354.00N 0440335.00E - 403521.00N 0440523.00E - 403628.00N 0440758.00E - 403713.00N 0441024.00E - 403749.00N 0441254.00E - 403802.00N 0441524.00E
LAL Sector 8 FL150	402849.10N 0453024.00E - 402757.00N 0452916.00E - 402801.00N 0445324.00E - 402739.00N 0445141.00E - 402642.00N 0444942.00E - 402505.00N 0444808.00E - 401409.00N 0444325.00E - 400655.00N 0444607.00E - 400006.00N 0445329.00E - 400005.00N 0450910.00E - 400934.00N 0445114.00E - 401118.00N 0444956.00E - 401317.00N 0444933.00E - 401514.00N 0445009.00E - 401658.00N 0445127.00E - 401818.00N 0445324.00E - 401853.00N 0445554.00E - 401913.00N 0445829.00E - 401906.67N 0454922.08E - then along state border with Azerbaijan to - 402849.10N 0453024.00E
LAL Sector 9 FL160	401906.67N 0454922.08E - 401913.00N 0445829.00E - 401853.00N 0445554.00E - 401818.00N 0445324.00E - 401658.00N 0445127.00E - 401514.00N 0445009.00E - 401317.00N 0444933.00E - 401118.00N 0444956.00E - 400934.00N 0445114.00E - 400005.00N 0450910.00E - 394729.00N 0452523.00E - 393201.34N 0452517.19E - then along state border with Azerbaijan to 391749.00N 0460000.00E - 391729.00N 0463153.00E - then along state border with Azerbaijan to - 401906.67N 0454922.08E
LAL Sector 10 FL170	391749.00N 0460000.00E - 391729.00N 0463153.00E - then along state border with Azerbaijan to 385222.00N 0463250.00E - then along state border with Iran to - 385010.00N 0460802.00E - then along state border with Azerbaijan to - 391749.00N 0460000.00E

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6 Taxiing — limitations

Information concerning limitation for use of TWY and Apron of large aircraft is given to each aircraft from Yerevan Ground.

7 School and training flights — technical test flights — use of runways

School and training flights must be made only after permission thereto has been obtained from ATS authority.

8 Helicopter traffic — limitation

NIL

9 Removal of disabled aircraft from runways

In case when the aircraft is wrecked on a runway, it is removed from the runway by the Airline operating the aircraft as quickly as possible.

Airdrome Operator will have its participation according to the point 2.13 of Emergency Response Plan of Zvartnots airport.

Information about coordinator is available in AIP UDYZ AD2.6.

UDYZ AD 2.21 Noise abatement procedures

There are established noise preferable routes, practically allowing inbound and outbound aircraft, to avoid flights above aerodrome adjacent areas susceptible to noise:

I. As preferable Runway 08 for approach and Runway 26 for take-off are considered.
II. In case of take-off from the Runway 26, turn is performed up to or after over-flight above city Etchmiadzin. It is not permitted to over-flight above city Etchmiadzin on the low levels.
III. Take-off from the Runway 08 (above Yerevan) is permitted in the presence of meteorological condition.
IV. Take-off carried out using noise abatement procedure for the area according to Aircraft Operation Manual.
V. More than idle reverse shall not be used except for reasons (e.g. tailwind, wet or contaminated runway and/or required landing distance close to runway length) 18.00-03.00 UTC.
VI. Engine test (Idle Power and Run-ups) cannot be used 18.00-03.00 UTC.

UDYZ AD 2.22 Flight procedures

General

Unless special permission has been obtained from Yerevan Approach or Yerevan Tower as appropriate, flight within Yerevan TMA and Yerevan CTR shall be in accordance with the Instrument Flight Rules.

Procedures for IFR flights within Yerevan TMA

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at SEVAN or LUMIK or OKUDA in accordance with RWY in use .

Radar procedures within Yerevan TMA

Radar vectoring and sequencing

From SEVAN, GOSIS, LODAC and INDUR and begin STARs to the IAF to RWY 08 (ILS/DME, DVOR/DME and RNP (GNSS)) and RWY26 (RNP (GNSS)) so as to ensure an expedite flow of traffic. Radar vectors and flight levels/altitudes will be issued, as required, for spacing and separating the aircraft, so that the correct landing intervals are maintained, taking into account aircraft characteristics.

Radar vectoring chart see UDYZ AD 2-2.13

Surveillance radar approaches

NIL

Precision radar approach

NIL

Communication failure

In case of communication failure, the pilot shall act in accordance with the communication failure procedures in *ICAO Doc. 7030.*

Procedures for VFR flights within Yerevan TMA

See ENR 1.2.

Procedures for VFR flights within YerevanCTR

See ENR 1.2.

Advisory considerations in case of engine inoperative after take-off from AD Zvartnots

In case of engine failure/fire after take-off, each operator is responsible for developing an emergency approach procedure. It is advisable to take into account the local circumstances outlined below

1. All maneuvers have to be executed only South of aerodrome, but not further than 4NM.
2. The maneuver zone safe altitude in IMC is 5100FT, in VMC is 4400FT.
3. After take-off from THR08 initiate Right side maneuver at ZVR D5.5/R083° or at 3300FT AMSL, whichever is earlier.
4. After take-off from THR26 initiate Left side maneuver at ZVR D0.5/R263° or at 3300FT AMSL, whichever is earlier.
5. During approach to RWY26 do not cross Arc ZVR D8.6NM (East of aerodrome).
6. During approach to RWY08 do not cross Arc ZVR D11NM (West of aerodrome).

UDYZ AD 2.23 Additional information

Restriction on RWY 08/26

- 180 degree turn of the aircraft on the RWY 08/26 is forbidden, except at the RWY turn pad.
- Pocket A-3750m from the Northern Side of the Runway by 26 threshold, 263 MC.
- Pocket B-2900m from the Southern Side of the Runway by 26 threshold, 263 MC.

Bird concentrations in the vicinity of the airport

Ornithological situation around the aerodrome can be conditioned by seasonal and daily migration of birds. Majority of them fly at 100 – 600 meters above ground level. There is a river (Sev-Jur) in the South of the aerodrome territory. There are artificial pools developed by fish industry where wild ducks are living during the whole year.

Daybreak and seasonal migration of birds can be considered as the most vulnerable period. During dark time of the day the birds are forming large dispersed accumulations increasing the risk of collision. Availability of agricultural holdings is favorable for carrion crows and pigeons .

It is recommended to switch on landing headlight crossing the area of the aerodrome at take-off, approach as well as during climb and letdown. Maximum transmigration in the vicinity of the aerodrome is at 9, 16, 20 o'clock. Most of the birds fly at the height of 200-1500m. Some birds don't fly more than 1 km above the ground. Only some kinds of birds, especially the wild ones, are able to fly at the height of 3-5 km. The speed of the birds' flight vibrates from 15 to 100 km/hour. During the maximum activity of the birds in the vicinity of the airdrome, visual and radar monitoring of the ornithological situation is organized.

The results of monitoring are informed to the controller, who, in case of dangerous ornithological situation, should:

a. take measures to scare the birds, which prevent the landing (take-off)
b. inform the crew about the existence of birds in the sector of landing (take-off)
c. permit landing or departure, send the aircraft to holding pattern or around again
d. if it is not possible to make a landing at the airdrome "Zvartnots", the controller sends the aircraft to the alternate airdrome.

Regular visual observation is done at the airdrome for the ornithological condition before take-off and landing.
Receiving an information about dangerous ornithological condition in the airdrome, the crew observes the air condition and, if necessary, makes maneuver for avoiding a dangerous area or maintains controller instruction.
An automatically transmitting system of operative and meteorological information (ATIS) for aircraft is functioning at Yerevan "Zvartnots" airdrome. Special measures are being undertaken regularly by switching on bioacoustic systems "Fenix" with sound effects. Guns perform additional frightening.

De icing

De icing stands is 25 and 26

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The aircraft entrance to stand N25 is intended from the main with the help of engine tow or push back track through the stand N24.
Aircraft entrance to positions N26 is intended from the main line with the help of engine tow or push back track.
During taxiing from the main line to stand N25 stand N24 should be free.
During the taxiing of aircrafts from stand N25 to the main line stand N24 should be free.
Exit from stand N25 and N26 to the main line is realized with the help of engine tow or push back track.

HOT SPOT

HS-1 During taxxing from Apron No2 parking positions 0, 15-22 to Main TWY instead of taxiing by ATWY "Z" (ZULU) some aircrafts mistakenly steered towards parking positions 27B, 27C.

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UDYZ AD 2.24 Charts related to an aerodrome

Aerodrome ground Movement and Aircraft Parking Chart — ICAO (see page UDYZ AD 2.2-1)

Aerodrome Chart — ICAO (see page UDYZ AD 2.2-3)

Aerodrome Obstacle Chart — ICAO Type A (see page UDYZ AD 2.2-5)

Precision Approach Terrain chart — ICAO (see page UDYZ AD 2.2-7)

Area Chart — ICAO (see page UDYZ AD 2.2-9)

List Of Coordinates For RVA Yerevan TMA (see page UDYZ AD 2.2-11)

ATC Surveillance Minimum Altitude Chart - ICAO (see page UDYZ AD 2.2-13)

Standard Departure - RNAV (GNSS) Instrument - RWY 26 (see page UDYZ AD 2.2-15)

Standard Departure Chart - Instrument (SID) - ICAO RNAV RWY 26 (see page UDYZ AD 2.2-17)

Standard Departure - RNAV (GNSS) Instrument - RWY 08 (see page UDYZ AD 2.2-19)

Standard Departure Chart - Instrument (SID) - ICAO RNAV RWY 08 (see page UDYZ AD 2.2-21)

Standard Arrival Routes - RNAV Instrument RWY 08 (see page UDYZ AD 2.2-23)

Standard Arrival Routes - RNAV (GNSS) Instrument - RWY 08 (see page UDYZ AD 2.2-25)

Standard Arrival Chart - Instrument (STAR) - ICAO RNAV RWY 08 (see page UDYZ AD 2.2-27)

Standard Arrival Routes - RNAV (GNSS) Instrument - RWY 08 (see page UDYZ AD 2.2-29)

Standard Arrival Routes - RNAV (GNSS) Instrument - RWY 08 (see page UDYZ AD 2.2-31)

Standard Arrival Chart - Instrument (STAR) - ICAO RNAV RWY 08 (see page UDYZ AD 2.2-33)

Standard Arrival Routes -RNAV (GNSS) Instrument RWY 26 (see page UDYZ AD 2.2-35)

Standard Arrival Routes -RNAV (GNSS) Instrument - RWY 26 (see page UDYZ AD 2.2-37)

Standard Arrival Chart Instrument (STAR) - ICAO RNAV RWY 26 (see page UDYZ AD 2.2-39)

← Instrument Approach Chart — ICAO ILS/DME RWY 08 (see page UDYZ AD 2.2-41)

Instrument Approach Chart — ICAO DVOR/DME RWY 08 (see page UDYZ AD 2.2-43)

RNP RWY 08 INSTRUMENT APPROACH (LNAV/VNAV) - Route Data (see page UDYZ AD 2.2-45)

← Instrument Approach Chart — ICAO RNP RWY08 (LNAV/VNAV) (see page UDYZ AD 2.2-47)

Circle-To-Land RWY 26 (see page UDYZ AD 2.2-49)

RNP Z RWY26 INSTRUMENT APPROACH (LNAV only)- (Route Data) (see page UDYZ AD 2.2-51)

← Instrument Approach Chart — ICAO RNP Z RWY 26 (LNAV only) (see page UDYZ AD 2.2-53)

RNP Y RWY 26 Instrument Approach (LNAV only) - (Route Data) (see page UDYZ AD 2.2-55)

← Instrument Approach Chart — ICAO RNP Y RWY 26 (LNAV only) (see page UDYZ AD 2.2-57)

Instrument Approach Chart - GLS RWY 08 (see page UDYZ AD 2.2-59)

GLS RWY 08 Instrument Approach - (Route Data) (see page UDYZ AD 2.2-61)

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Visual Approach Chart — ICAO RWY 08/26 (see page UDYZ AD 2.2-63)

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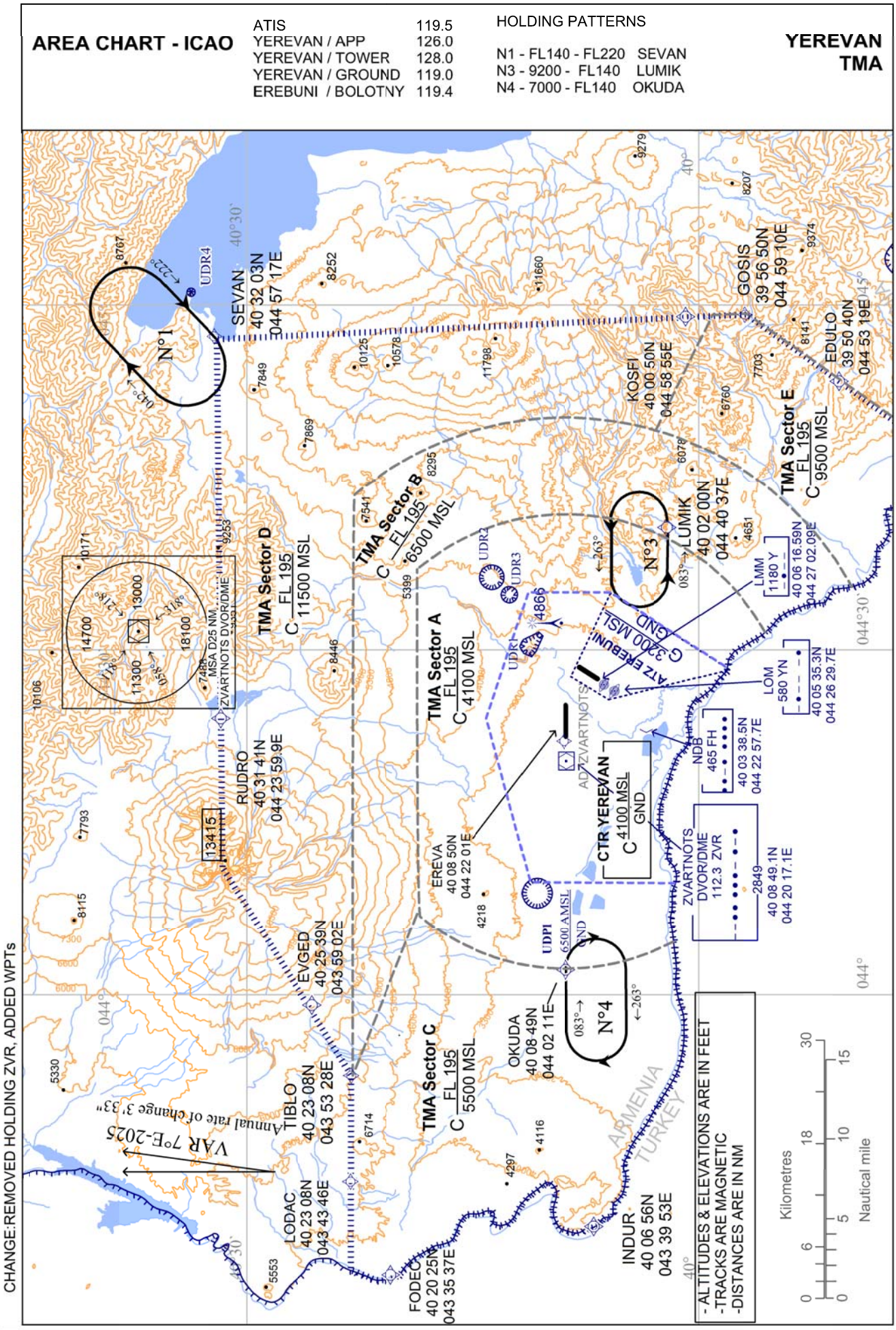
AREA CHART - ICAO
ATIS 119.5
YEREVAN / APP 126.0
YEREVAN / TOWER 128.0
YEREVAN / GROUND 119.0
EREBUNI / BOLOTNY 119.4
HOLDING PATTERNS
N1 - FL140 - FL220 SEVAN
N3 - 9200 - FL140 LUMIK
N4 - 7000 - FL140 OKUDA
YEREVAN TMA
CHANGE:REMOVED HOLDING ZVR, ADDED WPTs
SEVAN 40 32 03N 044 57 17E
GOSIS 39 56 50N 044 59 10E
KOSFI 40 00 50N 044 58 55E
EDULO 39 50 40N 044 53 19E
LUMIK 40 02 00N 044 40 37E
TMA Sector E FL 195 C 9500 MSL
TMA Sector B FL 195 C 6500 MSL
TMA Sector D FL 195 C 11500 MSL
TMA Sector A FL 195 C 4100 MSL
TMA Sector C FL 195 C 5500 MSL
CTR YEREVAN C 4100 MSL GND
ATZ EREBUNI G 3200 MSL GND
ADZVARTNOTS
ZVARTNOTS DVOR/DME 112.3 ZVR
MSA D25 NM ZVARTNOTS DVOR/DME
RUDRO 40 31 41N 044 23 59.9E
EVGED 40 25 39N 043 59 02E
TIBLO 40 23 08N 043 53 28E
LODAC 40 23 08N 043 43 46E
FODEC 40 20 25N 043 35 37E
INDUR 40 06 56N 043 39 53E
OKUDA 40 08 49N 044 02 11E
EREVA 40 08 50N 044 22 01E
LMM 1180 Y 40 06 16.59N 044 27 02.09E
LOM 580 YN 40 05 35.3N 044 26 29.7E
NDB 465 FH 40 03 38.5N 044 22 57.7E
2849 40 08 49.1N 044 20 17.1E
VAR 7°E-2025 Annual rate of change 3'.33"
UDR1
UDR2
UDR3
UDR4
UDPI
N°1
N°3
N°4
ARMENIA
TURKEY
- ALTITUDES & ELEVATIONS ARE IN FEET
-TRACKS ARE MAGNETIC
-DISTANCES ARE IN NM
Kilometres
Nautical mile

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STANDARD DEPARTURE -RNAV (GNSS) INSTRUMENT -RWY26

RNAV 1 SID Coding Table of INDUR 4E										
MIN PDG 5.7 % up to FL140										
Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	Remarks
RNAV 1	CF	YZ650	400848.4N / 0441829.1E	Y	269.6/ 263	-	-	-	-	-
RNAV 1	TF	INDUR	400656.0N / 0433953.0E	N	266.6 / 260	29.7	-	- / FL140	-	-

RNAV 1 SID Coding Table of EVGED 1E										
MIN PDG 6.8% up to FL140										
Navigational performance	**Path descriptor**	**Waypoint identifier**	**Waypoint coordinates**	**Fly-Over**	**True track [°] / Magnetic track [°]**	**Distance [nm]**	**Turn direction**	**Upper limit [ft] / Lower limit [ft]**	**Speed [kts]**	**Remarks**
RNAV 1	CF	YZ650	400848.4N / 0441829.1E	Y	269.6/ 263	-	-	-	-	-
RNAV 1	DF	YZ660	401646.8N / 0441422.9E	N	-	-	Right	- / 8000	-	-
RNAV 1	TF	EVGED	402539.3N / 0435901.8E	N	307.2 / 300	14.7	-	- / FL140	-	-

RNAV 1 SID Coding Table of RUDRO 1E										
MIN PDG 7.1% up to FL140										
Navigational performance	**Path descriptor**	**Waypoint identifier**	**Waypoint coordinates**	**Fly-Over**	**True track [°] / Magnetic track [°]**	**Distance [nm]**	**Turn direction**	**Upper limit [ft] / Lower limit [ft]**	**Speed [kts]**	**Remarks**
RNAV 1	CF	YZ650	400848.4N / 0441829.1E	Y	269.6/ 263	-	-	-	-	-
RNAV 1	DF	YZ660	401646.8N / 0441422.9E	N	-	-	Right	- / 8000	-	-
RNAV 1	TF	RUDRO	403140.6N / 0442359.9E	N	026.2 / 019	16.6	-	- / FL140	-	-

RNAV 1 SID Coding Table of KOSFI 1E										
MIN PDG 6 % up to FL140										
Navigational performance	**Path descriptor**	**Waypoint identifier**	**Waypoint coordinates**	**Fly-Over**	**True track [°] / Magnetic track [°]**	**Distance [nm]**	**Turn direction**	**Upper limit [ft] / Lower limit [ft]**	**Speed [kts]**	**Remarks**
RNAV 1	CF	YZ650	400848.4N / 0441829.1E	Y	269.6/ 263	-	-	-	220-	-
RNAV 1	DF	YZ670	400512.7N / 0444306.5E	N	-	-	Left	- / 12000	-	-
RNAV 1	TF	KOSFI	400050.0N / 0445855.3E	N	109.7 / 103	12.9	-	- / FL140	-	-

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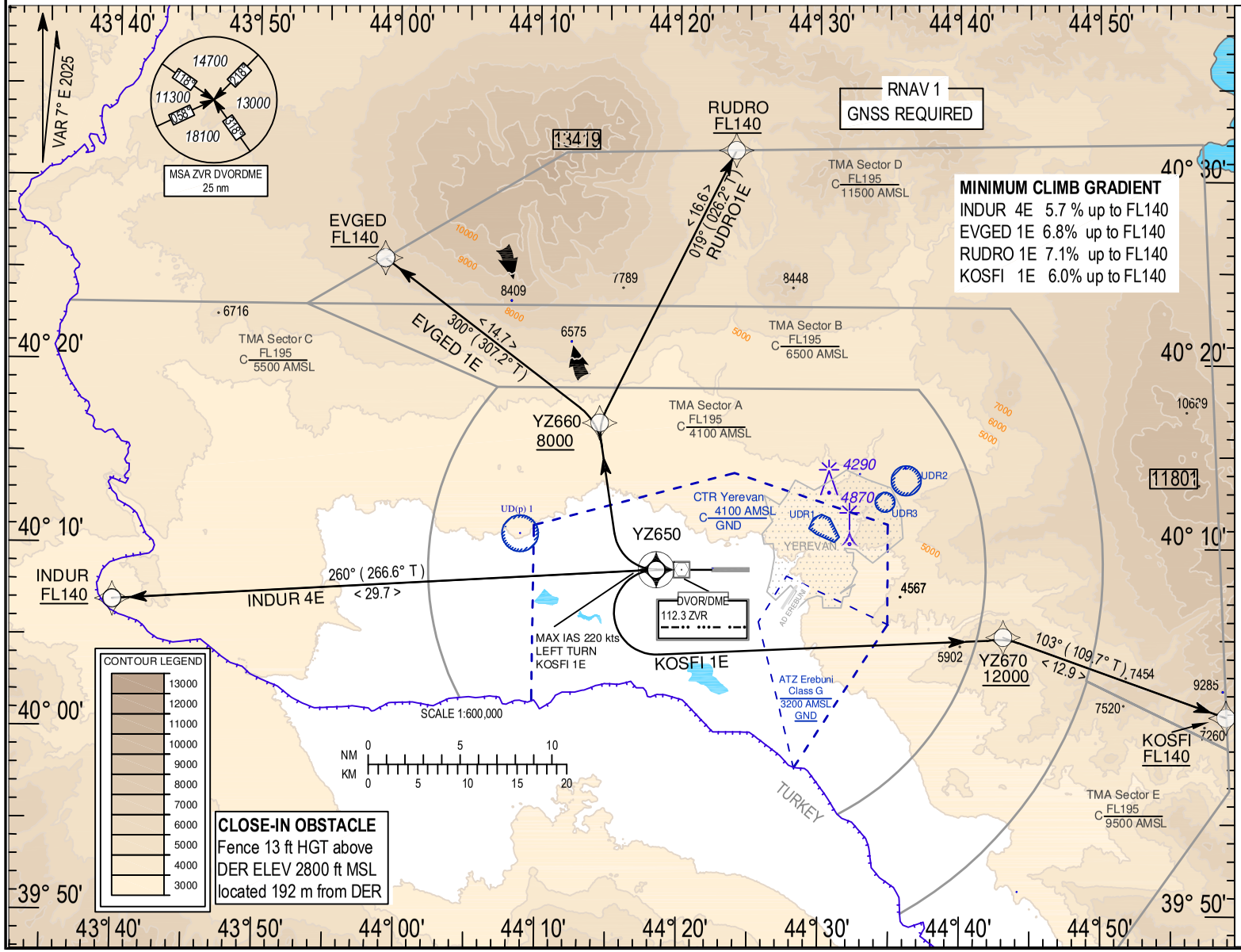
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 11500

ATIS	119.5
YEREVAN / APP	126.0

YEREVAN / TOWER	128.0
YEREVAN / GROUND	119.0

YEREVAN / Zvartnots
RNAV RWY 26
EVGED 1E, RUDRO 1E, INDUR 4E, KOSFI 1E



CLOSE-IN OBSTACLE
Fence 13 ft HGT above
DER ELEV 2800 ft MSL
located 192 m from DER

MINIMUM CLIMB GRADIENT
INDUR 4E 5.7 % up to FL140
EVGED 1E 6.8% up to FL140
RUDRO 1E 7.1% up to FL140
KOSFI 1E 6.0% up to FL140

WARNING:
-ALTITUDES & ELEVATIONS ARE IN FEET

-TRACKS ARE MAGNETIC

-TRACKS IN BRACKETS ARE TRUE

-DISTANCES ARE IN NM

-UDP 1 - 401044N 0440848E
RADIUS 1 NM 6500FT AMSL/GND

-UDR 1 - 401153N 0443012E-401141N 0443047E
-401039N 0443127E-401022N 0443107E
-401049N 0442949E-401107N 0442919E
-401139N 0442936E-401153N 0443012E
6000 FT AMSL / GND

-UDR 2 - 401344N 0443612E
RADIUS 0.8 NM 5500FT AMSL/GND

-UDR 3 - 401234N 0443442E
RADIUS 0.5 NM 6000FT AMSL/GND

-UDR 4 - 403344N 0450102E
RADIUS 0.3 NM 8100 FT AMSL/GND

Non RNAV 1 ACFT
Report "UNABLE RNAV" at first contact to ATC.
Expect vectoring to be provided by ATC

GENERAL REQUIREMENT
After take-off immediately contact
Yerevan Approach 126.0 MHZ

NOTES
If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

ARMATS CJSC

AMDT 002/2026

CHANGE: NEW CHART

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STANDARD DEPARTURE -RNAV (GNSS) INSTRUMENT -RWY08

RNAV 1 SID Coding Table of RUDRO 1H										
MIN PDG 6.3% up to FL140										
Navigational performance	**Path descriptor**	**Waypoint identifier**	**Waypoint coordinates**	**Fly-Over**	**True track [°] / Magnetic track [°]**	**Distance [nm]**	**Turn direction**	**Upper limit [ft] / Lower limit [ft]**	**Speed [kts]**	**Remarks**
RNAV 1	CF	YZ620	40°08'51.7"N / 044°29'01.3"E	Y	089.6° / 083	-	-	-	220-	-
RNAV 1	DF	YZ630	40°05'06.9"N / 044°16'20.1"E	N	-	-	Right	-	-	-
RNAV 1	TF	YZ660	40°16'46.8"N / 044°14'22.9"E	N	352.7 / 346	11.8	-	- / 12200	-	-
RNAV 1	TF	RUDRO	40°31'40.6"N / 044°23'59.9"E	N	026.2 / 019	16.6	-	- / FL140	-	-

RNAV 1 SID Coding Table of EVGED 1H										
MNM PDG 6.3% up to FL140										
Navigational performance	**Path descriptor**	**Waypoint identifier**	**Waypoint coordinates**	**Fly-Over**	**True track [°] / Magnetic track [°]**	**Distance [nm]**	**Turn direction**	**Upper limit [ft] / Lower limit [ft]**	**Speed [kts]**	**Remarks**
RNAV 1	CF	YZ620	40°08'51.7"N / 044°29'01.3"E	Y	089.6° / 083	-	-	-	220-	-
RNAV 1	DF	YZ630	40°05'06.9"N / 044°16'20.1"E	N	-	-	Right	-	-	-
RNAV 1	TF	YZ660	40°16'46.8"N / 044°14'22.9"E	N	352.7 / 346	11.8	-	- / 12200	-	-
RNAV 1	TF	EVGED	40°25'39.3"N / 043°59'01.8"E	N	307.2 / 300	14.7	-	- / FL140	-	-

RNAV 1 SID Coding Table of INDUR 4H										
MIN PDG 5.3% up to FL140										
Navigational performance	**Path descriptor**	**Waypoint identifier**	**Waypoint coordinates**	**Fly-Over**	**True track [°] / Magnetic track [°]**	**Distance [nm]**	**Turn direction**	**Upper limit [ft] / Lower limit [ft]**	**Speed [kts]**	**Remarks**
RNAV 1	CF	YZ620	40°08'51.7"N / 044°29'01.3"E	Y	089.6° / 083	-	-	-	220-	-
RNAV 1	DF	YZ630	40°05'06.9"N / 044°16'20.1"E	N	-	-	Right	-	-	-
RNAV 1	TF	INDUR	40°06'56.0"N / 043°39'53.0"E	N	273.9 / 267	28.0	-	- / FL140	-	-

RNAV 1 SID Coding Table of KOSFI 1H										
MIN PDG 6.8% up to FL140										
Navigational performance	**Path descriptor**	**Waypoint identifier**	**Waypoint coordinates**	**Fly-Over**	**True track [°] / Magnetic track [°]**	**Distance [nm]**	**Turn direction**	**Upper limit [ft] / Lower limit [ft]**	**Speed [kts]**	**Remarks**
RNAV 1	CF	YZ620	40°08'51.7"N / 044°29'01.3"E	Y	089.6° / 083	-	-	-	220-	-
RNAV 1	DF	KOSFI	40°00'50.0"N / 044°58'55.3"E	N	-	-	-	- / FL140	-	-

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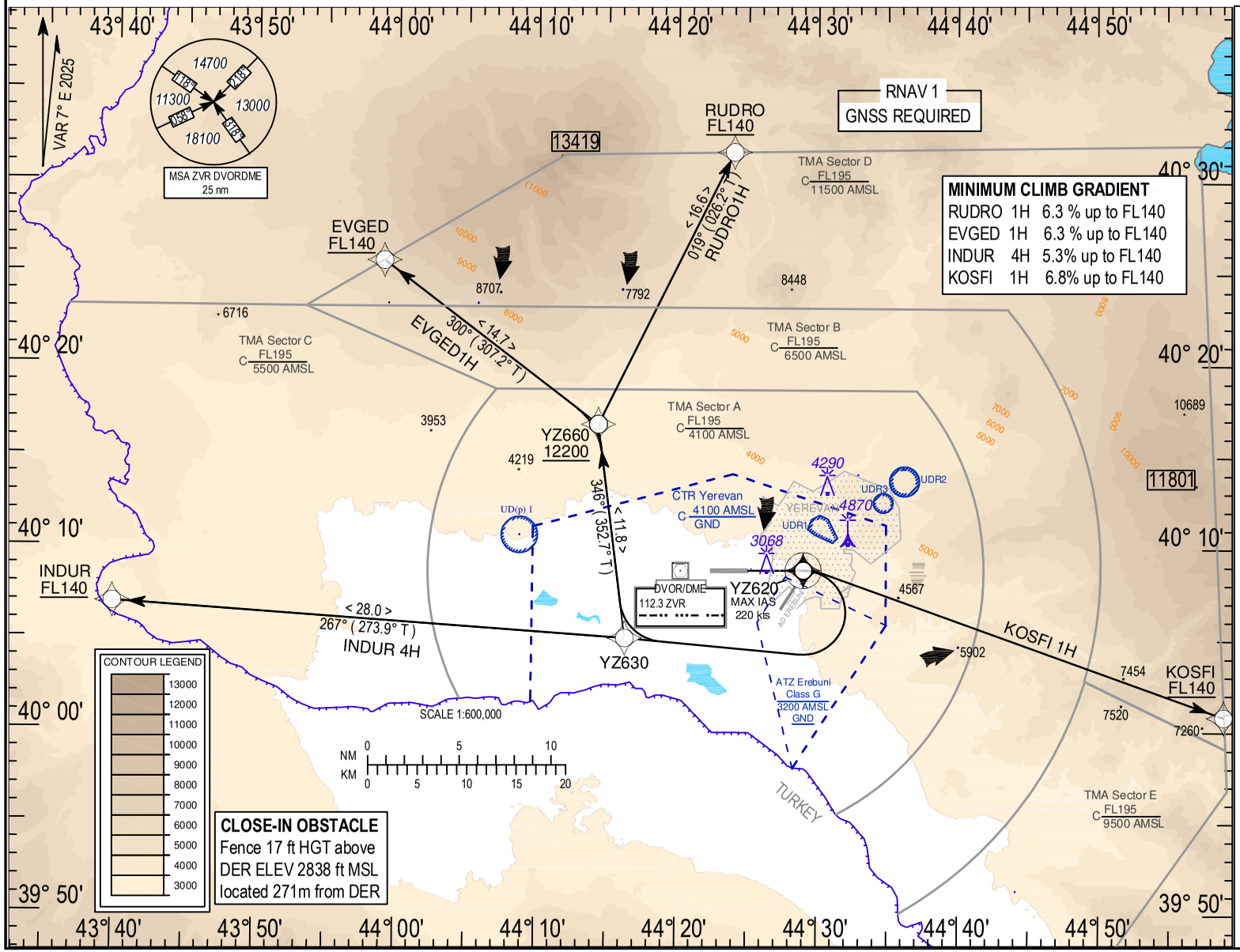
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 11500

ATIS	119.5
YEREVAN / APP	126.0

YEREVAN / TOWER	128.0
YEREVAN / GROUND	119.0

YEREVAN / Zvartnots
RNAV RWY 08
EVGED 1H, RUDRO 1H, INDUR 4H, KOSFI 1H



CLOSE-IN OBSTACLE
Fence 17 ft HGT above
DER ELEV 2838 ft MSL
located 271m from DER

WARNING:
-ALTITUDES & ELEVATIONS ARE IN FEET

-TRACKS ARE MAGNETIC

-TRACKS IN BRACKETS ARE TRUE

-DISTANCES ARE IN NM

-UDP 1 - 401044N 0440848E
RADIUS 1 NM 6500FT AMSL/GND

-UDR 1 - 401153N 0443012E-401141N 0443047E-401039N 0443127E-401022N 0443107E-401049N 0442949E-401107N 0442919E-401139N 0442936E-401153N 0443012E
6000 FT AMSL / GND

-UDR 2 - 401344N 0443612E
RADIUS 0.8 NM 5500FT AMSL/GND

-UDR 3 - 401234N 0443442E
RADIUS 0.5 NM 6000FT AMSL/GND

-UDR 4 - 403344N 0450102E
RADIUS 0.3 NM 8100 FT AMSL/GND

Non RNAV 1 ACFT
Report "UNABLE RNAV" at first contact to ATC.
Expect vectoring to be provided by ATC

GENERAL REQUIREMENT
After take-off immediately contact
Yerevan Approach 126.0 MHZ

NOTES
If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

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STANDARD ARRIVAL ROUTES -RNAV (GNSS) INSTRUMENT -RWY08

RNAV 1 STAR Coding Table of SEVAN 5A

Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	Remarks
RNAV 1	IF	SEVAN	403203.0N / 0445717.0E	N	-	-	-	- / FL130	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	MAXAK	402104.4N / 0444031.4E	N	229.5 / 222	16.9	-	- / 11000	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	LEZUF	401344.1N / 0442922.2E	N	229.4 / 222	11.3		- / 7000	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	ZVR	400849.1N / 0442017.1E	N	234.8 / 228	8.5	-	- / 7000	-	STAR for ILS/DME, DVOR/DME, RNP APCH

RNAV 1 STAR Coding Table of SEVAN 1G

Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	Remarks
RNAV 1	IF	SEVAN	403203.0N / 0445717.0E	N	-	-	-	- / FL130	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	MAXAK	402104.4N / 0444031.4E	N	229.5 / 222	16.9	-	- / 11000	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	LEZUF	401344.1N / 0442922.2E	N	229.4 / 222	11.3	-	- / 7000	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	IMFIS	400359.8N / 0442907.0E	N	181.1 / 174	9.7	-	- / 6500	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	INGIG	400349.5N / 0440215.2E	N	269.7 / 263	20.6	-	- / 6500	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	OKUDA	400849.0N / 0440211.0E	N	359.4 / 352	5.0	-	- / 6500	220-	STAR for ILS/DME, DVOR/DME, RNP APCH

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STANDARD ARRIVAL ROUTES -RNAV (GNSS) INSTRUMENT -RWY08

RNAV 1 STAR Coding Table of FODEC 1A

Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	Remarks
RNAV 1	IF	FODEC	402025.0N / 0433537.0E	N	-	-	-	- / FL130	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	SAMCA	401512.6N / 0434518.8E	N	125.0 / 118	9.1	-	- / 7000	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	ISNUC	400930.4N / 0434625.2E	N	171.5 / 165	5.8	-	- / 7000	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	OKUDA	400849.0N / 0440211.0E	N	093.2 / 086	12.1	-	- / 6500	220-	STAR for ILS/DME, DVOR/DME, RNP APCH

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STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

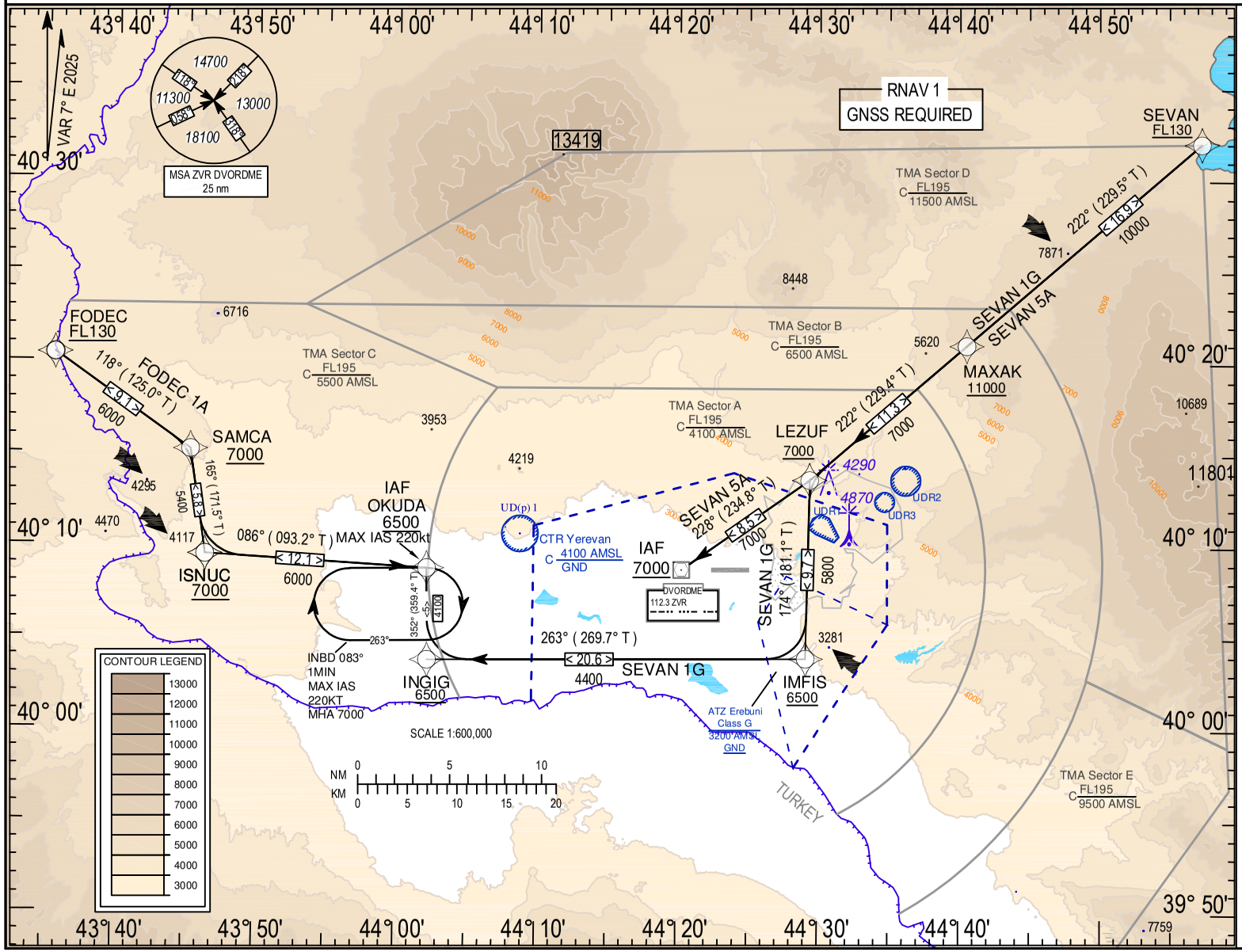
TRANSITION ALTITUDE 11500
TRANSITION LEVEL By ATC

ATIS	119.5
YEREVAN / APP	126.0

YEREVAN / TOWER	128.0
YEREVAN / GROUND	119.0

YEREVAN / Zvartnots
RNAV RWY 08

SEVAN 1G, SEVAN 5A, FODEC 1A



WARNING:
-ALTITUDES & ELEVATIONS ARE IN FEET

-TRACKS ARE MAGNETIC

-TRACKS IN BRACKETS ARE TRUE

-DISTANCES ARE IN NM

-UDP 1 - 401044N 0440848E
RADIUS 1 NM 6500FT AMSL/GND

-UDR 1 - 401153N 0443012E-401141N 0443047E
-401039N 0443127E-401022N 0443107E
-401049N 0442949E-401107N 0442919E
-401139N 0442936E-401153N 0443012E
6000 FT AMSL / GND

-UDR 2 - 401344N 0443612E
RADIUS 0.8 NM 5500FT AMSL/GND

-UDR 3 - 401234N 0443442E
RADIUS 0.5 NM 6000FT AMSL/GND

-UDR 4 - 403344N 0450102E
RADIUS 0.3 NM 8100 FT AMSL/GND

ARMATS CJSC

AMDT 002/2026

CHANGE: NEW CHART

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STANDARD ARRIVAL ROUTES -RNAV (GNSS) INSTRUMENT -RWY08

RNAV 1 STAR Coding Table of SEVAN 1F										
Navigational performance	**Path descriptor**	**Waypoint identifier**	**Waypoint coordinates**	**Fly-Over**	**True track [°] / Magnetic track [°]**	**Distance [nm]**	**Turn direction**	**Upper limit [ft] / Lower limit [ft]**	**Speed [kts]**	**Remarks**
RNAV 1	IF	SEVAN	403203.0N / 0445717.0E	N	-	-	-	- / FL130	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	MAXAK	402104.4N / 0444031.4E	N	229.5 / 222	16.9	-	- / 11000	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	LEZUF	401344.1N / 0442922.2E	N	229.4 / 222	11.3	-	- / 7000	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	MIXDU	401348.5N / 0440206.8E	N	270.3 / 263	20.9	-	- / 6500	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	OKUDA	400849.0N / 0440211.0E	N	179.4 / 172	5.0	-	- / 6500	220-	STAR for ILS/DME, DVOR/DME, RNP APCH

For continuation see AD 2.2-31

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STANDARD ARRIVAL ROUTES -RNAV (GNSS) INSTRUMENT -RWY08

RNAV 1 STAR Coding Table of EDULO 1A

Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	Remarks
RNAV 1	IF	EDULO	395040.0N / 0445319.0E	N	-	-	-	- / FL130	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	VULCO	395708.4N / 0444136.2E	N	305.7 / 299	11.1	-	- / 10500	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	IMFIS	400359.8N / 0442907.0E	N	305.6 / 299	11.8	-	- / 6500	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	INGIG	400349.5N / 0440215.2E	N	269.7 / 263	20.6	-	- / 6500	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	OKUDA	400849.0N / 0440211.0E	N	359.4 / 352	5.0	-	- / 6500	220-	STAR for ILS/DME, DVOR/DME, RNP APCH

RNAV 1 STAR Coding Table of LODAC 1A

Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	Remarks
RNAV 1	IF	LODAC	402308.3N / 0434346.2E	N	-	-	-	- / FL130	-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	ISNUC	400930.4N / 0434625.2E	N	171.5 / 165	13.8	-	- / 7000	230-	STAR for ILS/DME, DVOR/DME, RNP APCH
RNAV 1	TF	OKUDA	400849.0N / 0440211.0E	N	093.2 / 086	12.1	-	- / 6500	220-	STAR for ILS/DME, DVOR/DME, RNP APCH

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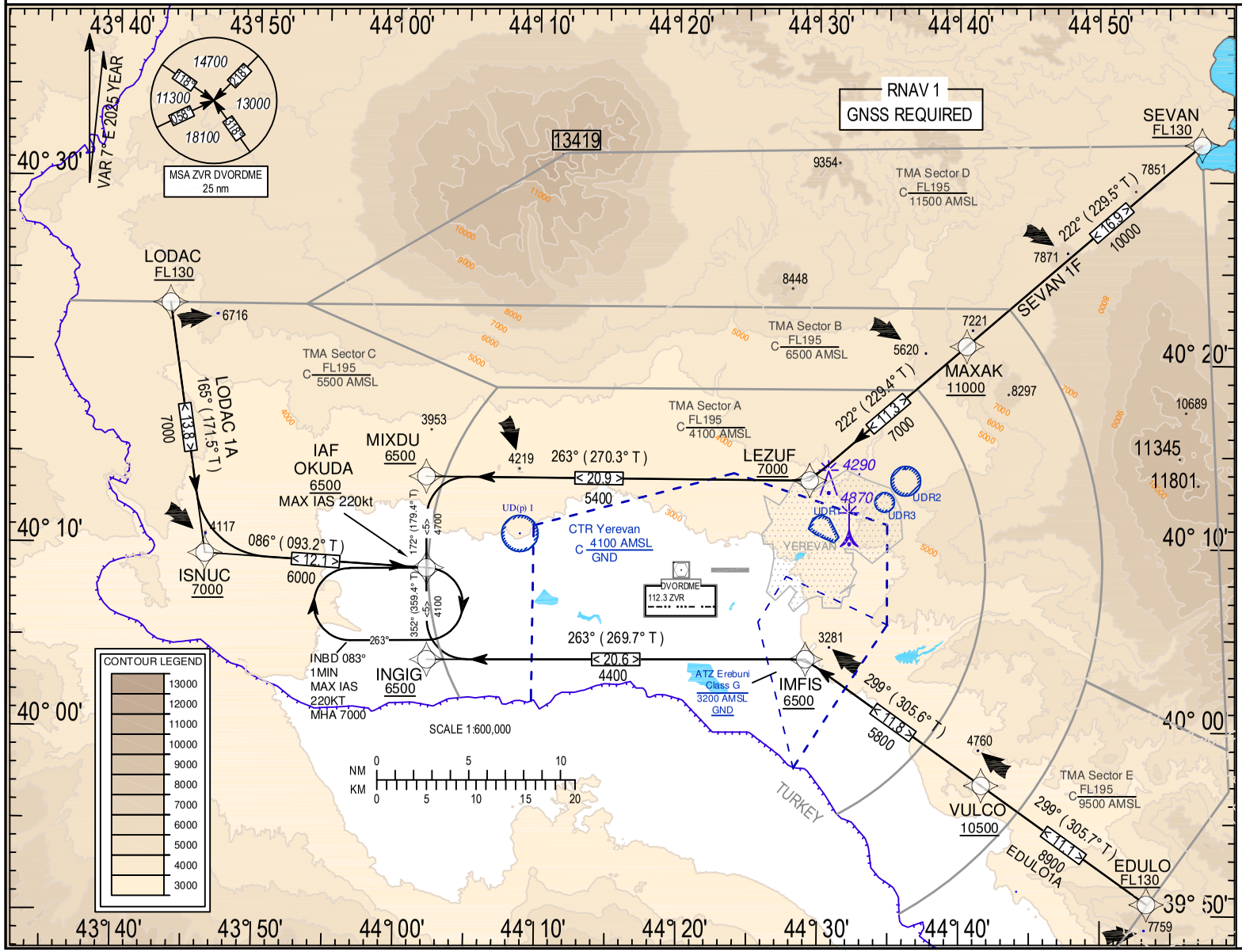
STANDARD ARRIVAL-CHART
INSTRUMENT (STAR) - ICAO

TRANSITIONAL ALTITUDE 11500
TRANSITION LEVEL By ATC

ATIS	119.5
YEREVAN / APP	126.0

YEREVAN / TOWER	128.0
YEREVAN / GROUND	119.0

YEREVAN / Zvartnot
RNAV RWY 08
SEVAN 1F, LODAC 1A, EDULO 1A



WARNING:
-ALTITUDES & ELEVATIONS ARE IN FEET

-TRACKS ARE MAGNETIC

-TRACKS IN BRACKETS ARE TRUE

-DISTANCES ARE IN NM

-UDP 1 - 401044N 0440848E
RADIUS 1 NM 6500FT AMSL/GND

-UDR 1 - 401153N 0443012E-401141N 0443047E
-401039N 0443127E-401022N 0443107E
-401049N 0442949E-401107N 0442919E
-401139N 0442936E-401153N 0443012E
6000 FT AMSL / GND

-UDR 2 - 401344N 0443612E
RADIUS 0.8 NM 5500FT AMSL/GND

-UDR 3 - 401234N 0443442E
RADIUS 0.5 NM 6000FT AMSL/GND

-UDR 4 - 403344N 0450102E
RADIUS 0.3 NM 8100 FT AMSL/GND

CHANGE: NEW CHART

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STANDARD ARRIVAL ROUTES -RNAV (GNSS) INSTRUMENT -RWY26

RNAV 1 STAR Coding Table of EDULO 1B

Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	Remarks
RNAV 1	IF	EDULO	395040.0N / 0445319.0E	N	-	-	-	- / FL130	-	STAR for RNP APCH (Z/Y)
RNAV 1	TF	LUMIK	400159.6N / 0444036.8E	N	319.3 / 312	15.0	-	- / 9200	215-	STAR for RNP APCH (Z/Y)

RNAV 1 STAR Coding Table of LODAC 1B

Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	Remarks
RNAV 1	IF	LODAC	402308.3N / 0434346.2E	N	-	-	-	- / FL130	-	STAR for RNP APCH (Z/Y)
RNAV 1	TF	ISNUC	400930.4N / 0434625.2E	N	171.5 / 165	13.8	-	- / 9200	-	STAR for RNP APCH (Z/Y)
RNAV 1	TF	LUMIK	400159.6N / 0444036.8E	N	099.9 / 093	42.3	-	- / 9200	215-	STAR for RNP APCH (Z/Y)

RNAV 1 STAR Coding Table of SEVAN 3B

Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	Remarks
RNAV 1	IF	SEVAN	403203.0N / 0445717.0E	N	-	-	-	- / FL130	-	STAR for RNP APCH (Z/Y)
RNAV 1	TF	MAXAK	402104.4N / 0444031.4E	N	229.5 / 222	16.9	-	- / 11000	-	STAR for RNP APCH (Z/Y)
RNAV 1	TF	LUMIK	400159.6N / 0444036.8E	N	179.8 / 173	19.1	-	- / 9200	215-	STAR for RNP APCH (Z/Y)

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STANDARD ARRIVAL ROUTES -RNAV (GNSS) INSTRUMENT -RWY26

RNAV 1 STAR Coding Table of FODEC 1B										
Navigational performance	**Path descriptor**	**Waypoint identifier**	**Waypoint coordinates**	**Fly-Over**	**True track [°] / Magnetic track [°]**	**Distance [nm]**	**Turn direction**	**Upper limit [ft] / Lower limit [ft]**	**Speed [kts]**	**Remarks**
RNAV 1	IF	FODEC	402025.0N / 0433537.0E	N	-	-	-	- / FL130	-	STAR for RNP APCH (Z/Y)
RNAV 1	TF	SAMCA	401512.6N / 0434518.8E	N	125.0 / 118	9.1	-	- / 9200	220-	STAR for RNP APCH (Z/Y)
RNAV 1	TF	ISNUC	400930.4N / 0434625.2E	N	171.5 / 165	5.8	-	- / 9200	-	STAR for RNP APCH (Z/Y)
RNAV 1	TF	LUMIK	400159.6N / 0444036.8E	N	099.9 / 093	42.3	-	- / 9200	215-	STAR for RNP APCH (Z/Y)

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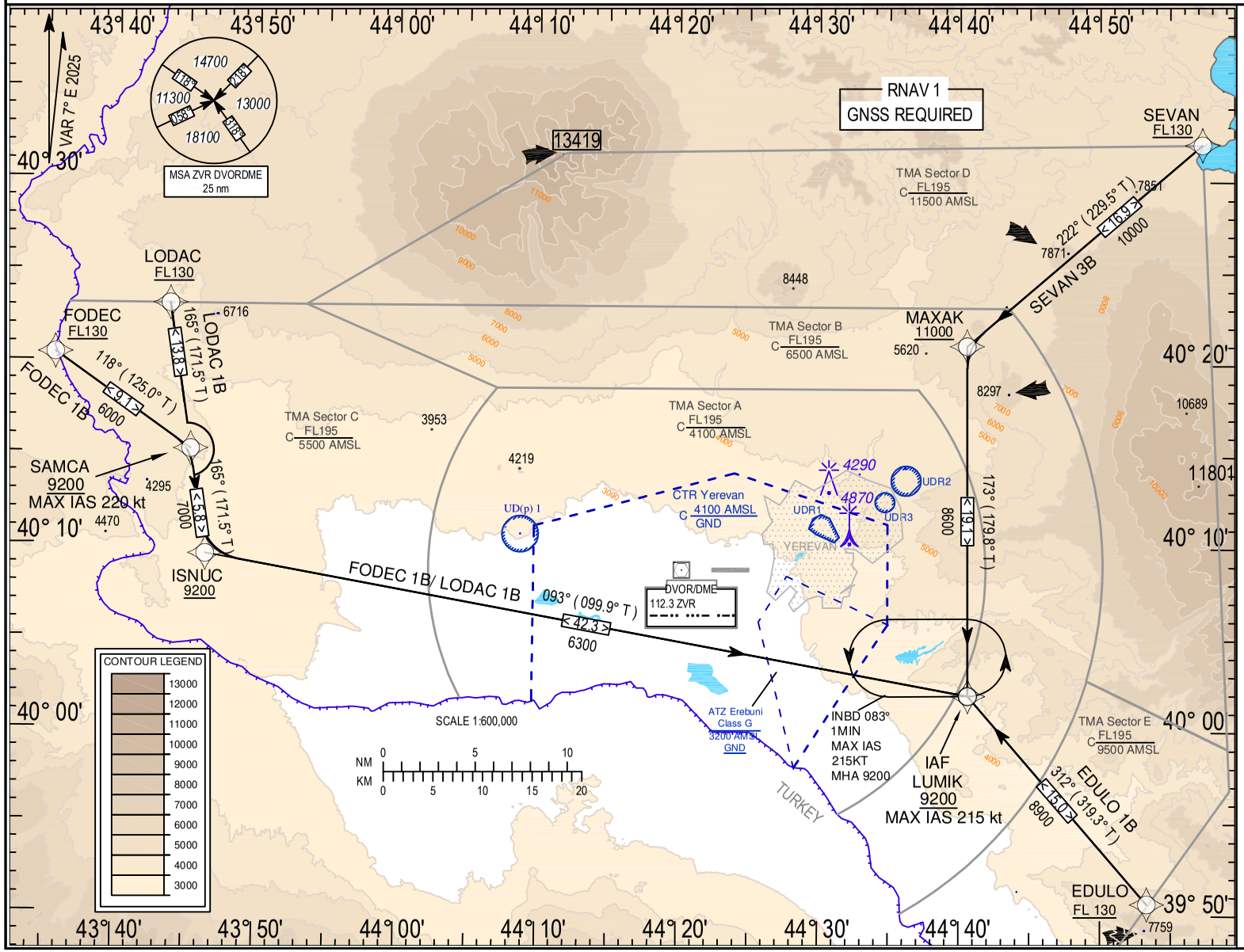
STANDARD ARRIVAL-CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 11500
TRANSITION LEVEL By ATC

ATIS	119.5
YEREVAN / APP	126.0

YEREVAN / TOWER	128.0
YEREVAN / GROUND	119.0

YEREVAN / Zvartnots
RNAV RWY 26
SEVAN 3B, FODEC 1B, LODAC 1B, EDULO 1B



WARNING:
-ALTITUDES & ELEVATIONS ARE IN FEET

-TRACKS ARE MAGNETIC

-TRACKS IN BRACKETS ARE TRUE

-DISTANCES ARE IN NM

-UDP 1 - 401044N 0440848E
RADIUS 1 NM 6500FT AMSL/GND

-UDR 1 - 401153N 0443012E-401141N 0443047E
-401039N 0443127E-401022N 0443107E
-401049N 0442949E-401107N 0442919E
-401139N 0442936E-401153N 0443012E
6000 FT AMSL / GND

-UDR 2 - 401344N 0443612E
RADIUS 0.8 NM 5500FT AMSL/GND

-UDR 3 - 401234N 0443442E
RADIUS 0.5 NM 6000FT AMSL/GND

-UDR 4 - 403344N 0450102E
RADIUS 0.3 NM 8100 FT AMSL/GND

CHANGE: NEW CHART

ARMATS CJSC

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INSTRUMENT APPROACH CHART - ICAO

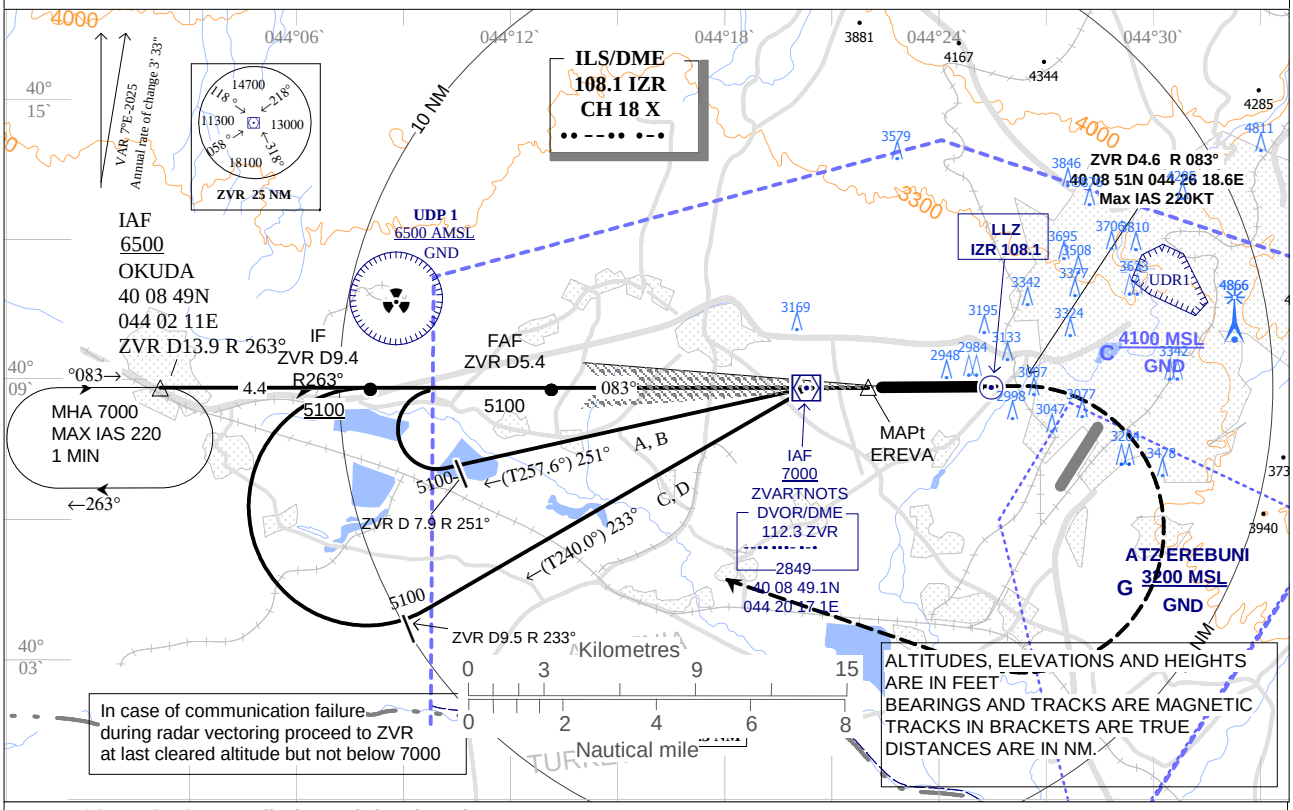
YEREVAN / Zvartnots

TRANSITION LEVEL By ATC
TRANSITION ALTITUDE 11500

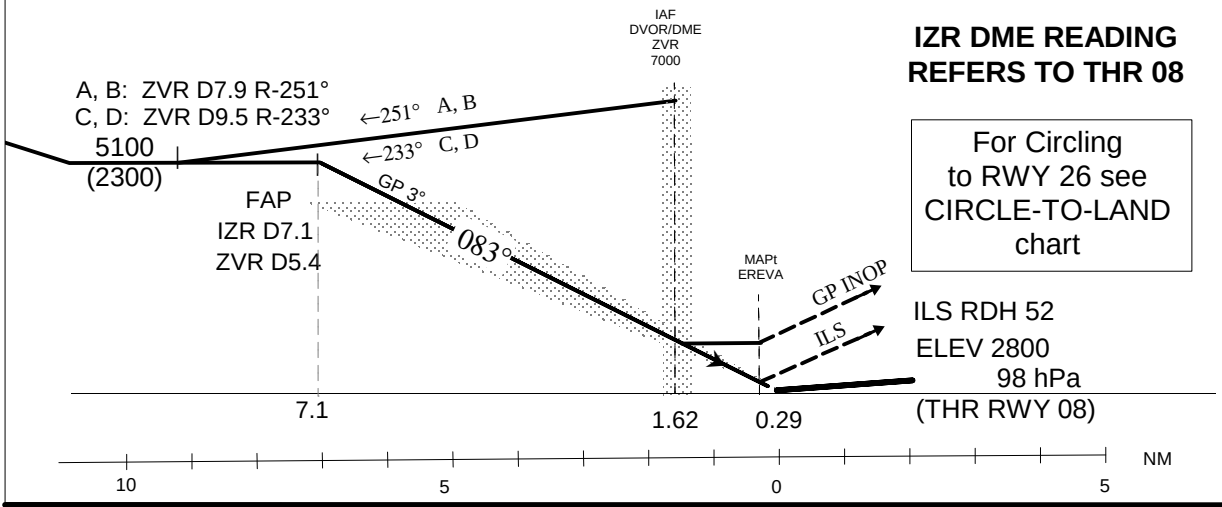
AD ELEV 2838
HEIGHTS RELATED TO
THR RWY 08 ELEV 2800

ATIS	119.5
YEREVAN / APP	126.0
YEREVAN / TWR	128.0
YEREVAN / GND	119.0

ILS/DME
RWY 08



MISSED APCH - Climb straight ahead to ZVR D4.6
then turn right to OKUDA climbing to 7000 and hold.



IZR DME READING REFERS TO THR 08

For Circling to RWY 26 see CIRCLE-TO-LAND chart

ILS RDH 52
ELEV 2800
98 hPa
(THR RWY 08)

Cat of ACFT		OCA/H A	OCA/H B	OCA/H C	OCA/H D
Straight-in Approach	ILS CAT II	2853 (53)	2863 (63)	2879 (79)	2889 (89)
	ILS CAT I	2951 (151)	2961 (161)	2971 (171)	2981 (181)
	GP INOP	3210 (410)			

GP INOP

Final Approach Distance	IZR DME 7	IZR DME 5	IZR DME 3	IZR DME 1
ALT (HGT)	5087 (2287)	4448 (1648)	3810 (1010)	3171 (371)

Ground Speed	kt	120	140	160	180	200
Rate of Descent (grad. 5.24 %)	ft/min	640	740	850	960	1060

MAPt - EREVA or D0.3 NM IZR

CHANGE:MISSED APP, REMOVED ZVR HOLDING

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INSTRUMENT APPROACH CHART - ICAO

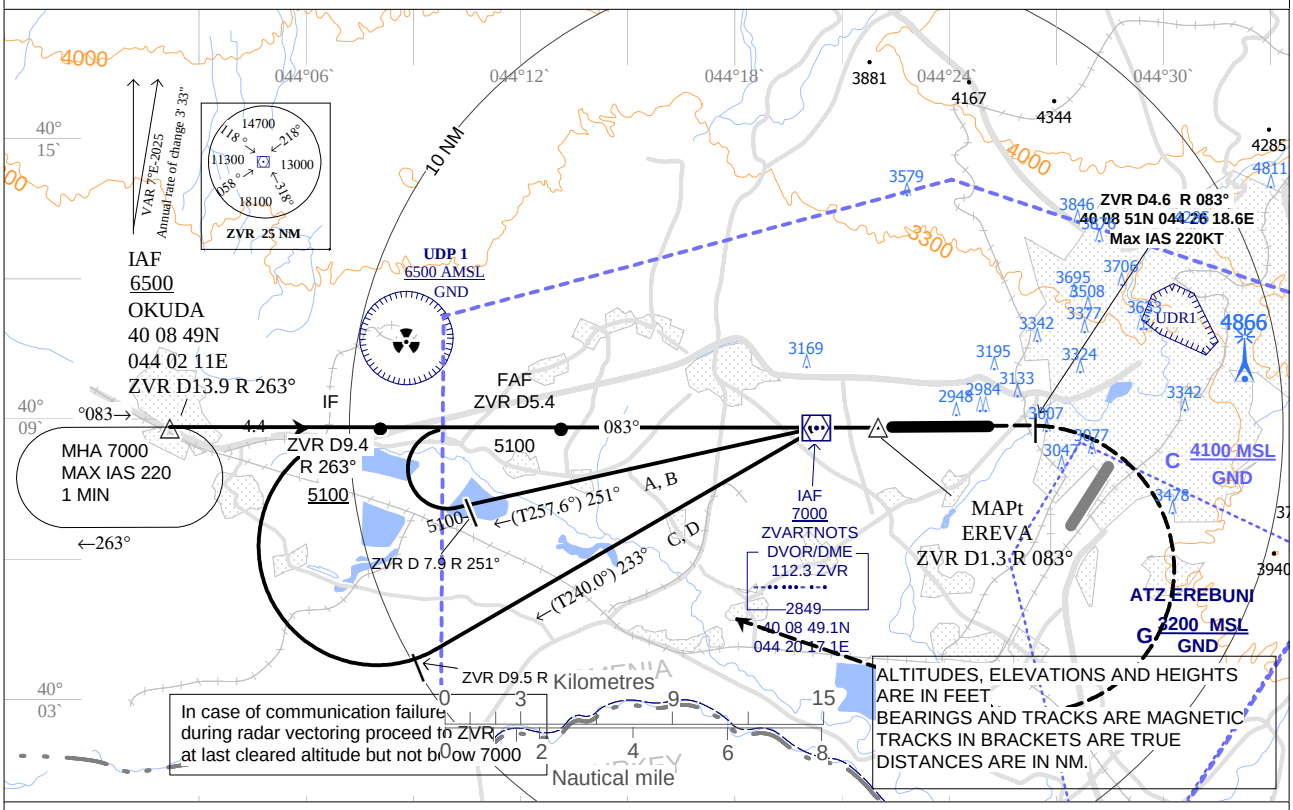
YEREVAN / Zvartnots

TRANSITION LEVEL By ATC
TRANSITION ALTITUDE 11500

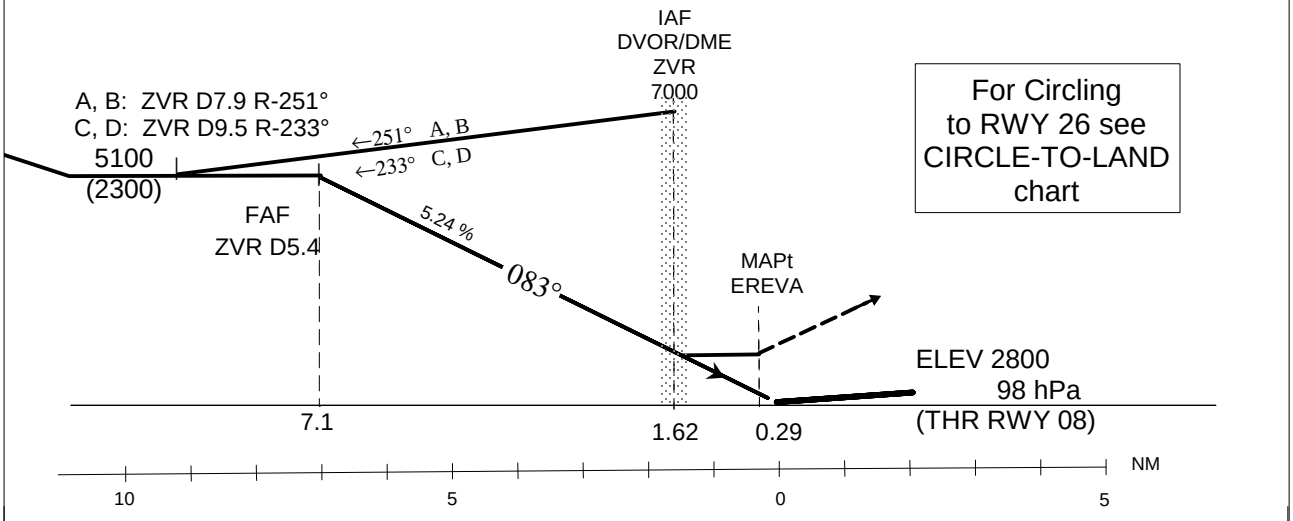
AD ELEV 2838
HEIGHTS RELATED TO
THR RWY 08 ELEV 2800

ATIS	119.5
YEREVAN / APP	126.0
YEREVAN / TWR	128.0
YEREVAN / GND	119.0

DVOR/DME
RWY 08



MISSED APCH - Climb straight ahead to ZVR D4.6
then turn right to OKUDA climbing to 7000 and hold.



Cat of ACFT		OCA/H A	OCA/H B	OCA/H C	OCA/H D	Final Approach Distance NM	ZVR DME 5	ZVR DME 3	ZVR DME 1
Straight-in Approach	DVOR/DME	3210 (410)				ALT (HGT)	4957 (2157)	4321 (1521)	3685 (885)

Ground Speed	kt	120	140	160	180	200
Rate of Descent (grad. 5.24 %)	ft/min	640	740	850	960	1060

MAPt - EREVA or ZVR D1.3NM R 083°

CHANGE:MISSED APP, REMOVED ZVR HOLDING

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RNP RWY08 INSTRUMENT APPROACH (LNAV/VNAV)

Route Data

Coding Table From IAF OKUDA											
Path Terminator	Waypoint				Course/ Track Mag (True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Type	Fly-Over	Coordinates				IAS	Level		
IF	OKUDA	IAF	N	N 40 08 49.0 E 044 02 11.0					A6500+	RNP APCH	
TF	YZ400	IF	N	N 40 08 44.2 E 044 07 58.3	084° (T091.0)	4.4		K230-	A5100+	RNP APCH	
TF	ARMAV	FAF	N	N 40 08 46.4 E 044 13 11.2	082° (T089.4°)	4.0		K180-	A5100+	RNP APCH	

Change: Initial leg track

Coding Table From IAF ZVR											
Path Terminator	Waypoint				Course/ Track Mag (True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Type	Fly-Over	Coordinates				IAS	Level		
IF	ZVR	IAF	N	N 40 08 49.1 E 044 20 17.1					A7000+	RNP APCH	
TF	YZ420	TF	N	N 40 03 46.2 E 044 13 14.7	220° (T227.0°)	7.4		K230-	A5100+	RNP APCH	
TF	YZ421	TF	N	N 40 03 43.9 E 044 08 02.1	263° (T269.5°)	4.0	R	K230-	A5100+	RNP APCH	
TF	YZ400	IF	N	N 40 08 44.2 E 044 07 58.3	352° (T359.4°)	5.0	R	K230-	A5100+	RNP APCH	
TF	ARMAV	FAF	N	N 40 08 46.4 E 044 13 11.2	082° (T089.4°)	4.0	R	K180-	A5100+	RNP APCH	

Coding Table For Final Approach / Missed Approach Segment											
Path Terminator	Waypoint				Course/ Track Mag (True)	DIST NM/ Time	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Type	Fly-Over	Coordinates				IAS	Level		
IF	ARMAV	FAF	N	N 40 08 46.4 E 044 13 11.2				K180-	A5100+	RNP APCH	
TF	RWY08	MAPt	Y	N 40 08 49.7 E 044 22 23.9	083° (T089.5°)	7.1			A3150+	RNP APCH	
TF	YZ450	MATF	Y	N 40 08 51.0 E 044 26 18.6	083° (T089.6°)	3.0		K180-	A3400+	RNP APCH	
DF	OKUDA	MAHF	N	N 40 08 49.0 E 044 02 11.0			R	K220-	A7000+	RNP APCH	

HOLDING TABLE

Path Terminator	Fix identifier (WPT name)	Coordinates	Inbound course MAG (True)	TIME (min)	Turn Direction	Min.Alt	Max.Alt	Speed limit (KT)	Mag.VAR	Navigation Specification
HM	OKUDA	N 40 08 49.0 E 044 02 11.0	083° (T089.8°)	1.0	R	A7000	FL140	220-	-7°	RNAV 1

*removed ZVR HOLDING, WPT OKUDA ALT

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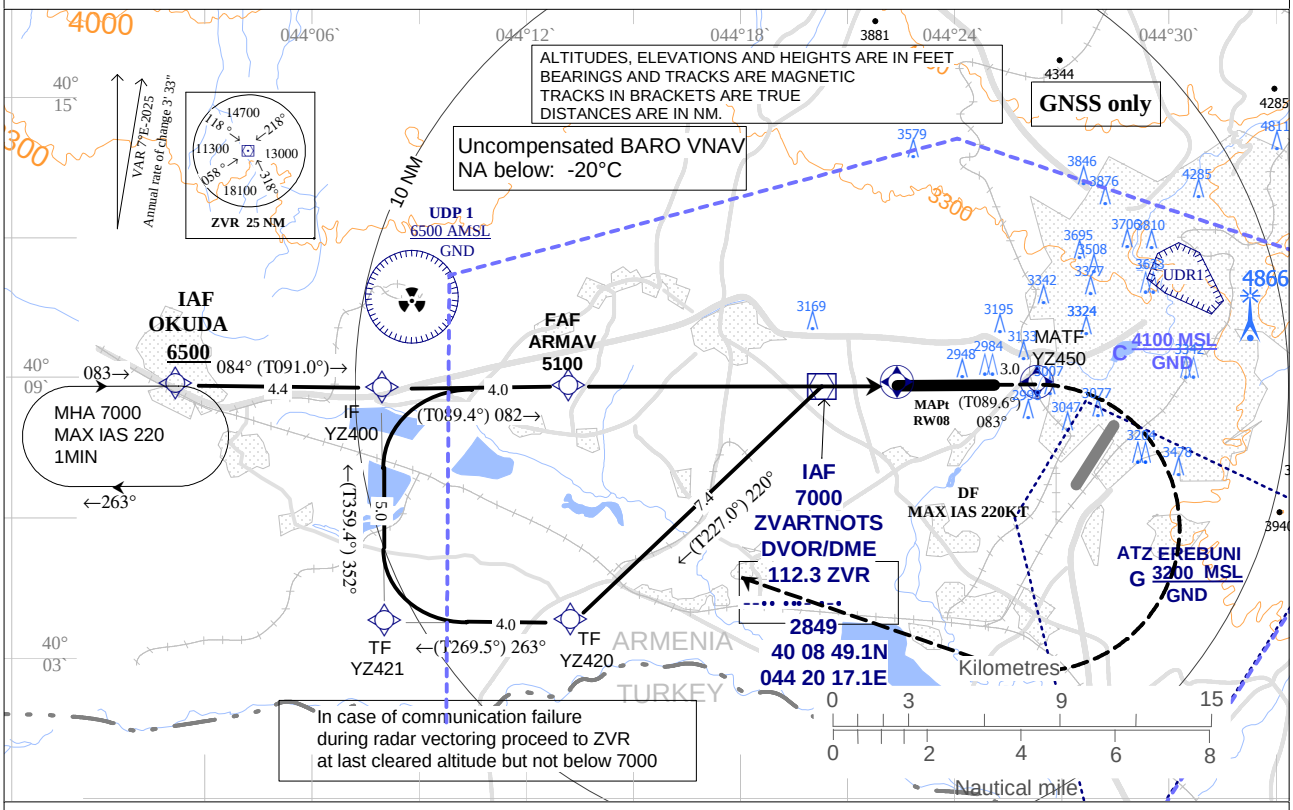
INSTRUMENT APPROACH CHART - ICAO

TRANSITION LEVEL By ATC
TRANSITION ALTITUDE 11500

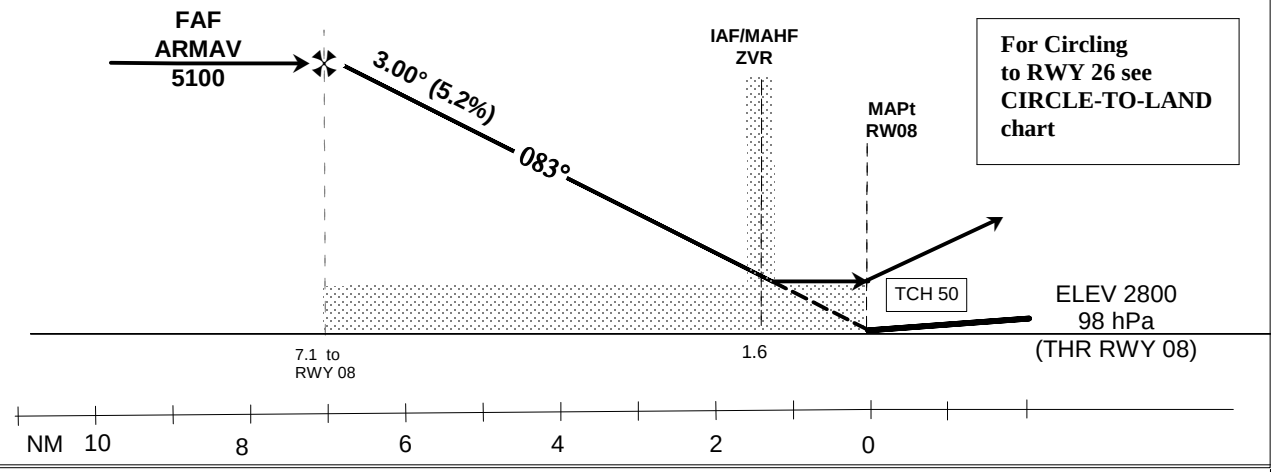
AD ELEV 2838
HEIGHTS RELATED TO
THR RWY 08 ELEV 2800

ATIS	119.5
YEREVAN / APP	126.0
YEREVAN / TWR	128.0
YEREVAN / GND	119.0

YEREVAN / Zvartnots
RNP RWY08
(LNAV / VNAV)



MISSED APCH - Climb straight ahead to YZ450 then turn right to IAF OKUDA to 7000 and hold.



	OCA (OCH)			
Cat of ACFT	**A**	**B**	**C**	**D**
LNAV	3230 (430)			
LNAV / VNAV	3150 (350)			

Timing not authorized for defining the MAPt.						
Ground Speed	kt	120	140	160	180	200
ARMAV - RW08 MAPt	ft / min	640	740	850	960	1060
	min : sec	3:33	3:02	2:40	2:22	2:08

DIST THR/ RW08	NM	7.1	6	4	2
ALTITUDE	ft	5100	4760	4130	3490

CHANGE:MISSED APP, REMOVED ZVR HOLDING

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CIRCLE-TO-LAND

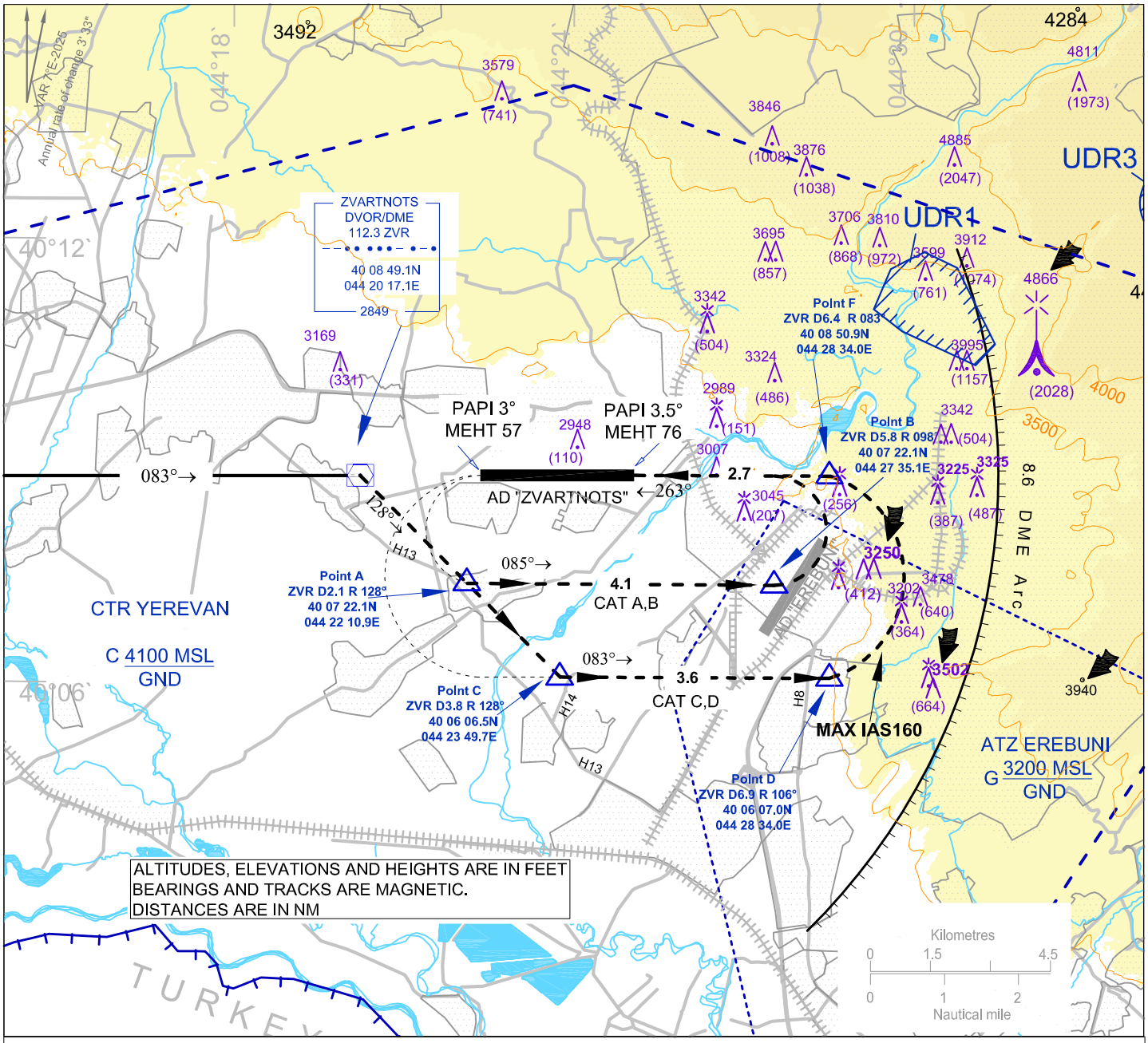
BY PRESCRIBED FLIGHT TRACKS

TRANSITION LEVEL By ATC
TRANSITION ALTITUDE 11500

AD ELEV 2838
HEIGHTS RELATED TO THR
RWY 26 ELEV 2838

ATIS	119.5
YEREVAN / APP	126.0
YEREVAN / TOWER	128.0
YEREVAN / GND	119.0

YEREVAN/ ZVARTNOTS
RWY 26



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MISSED APCH: Climb straight ahead to published OCA(H), turn left 083° track, then according to chart.

Cat of ACFT	OCA/H	VIS
A,B	3600 (762)	4000 m
C,D	3900 (1062)	5000 m

CAUTION:

1. Turn final without descent and do NOT cross arc DME 8.6 NM.
2. Circling NOT authorized NORTH of the aerodrome.
3. Do NOT mistake Erebuni aerodrome 3 NM SOUTH-EAST of Zvartnots aerodrome when approaching RWY 26.

AERONAUTICAL DATA TABULATION

Point Identifier	Fix/point	Coordinates
ZVR	ZVRDVOR/DME	40 08 49.1N 044 20 17.1E
Point A	R 128°/2.1 NM ZVR	40 07 22.1N 044 22 10.9E
Point B	R 098°/5.8 NM ZVR	40 07 22.1N 044 27 35.1E
Point C	R 128°/3.8 NM ZVR	40 06 06.5N 044 23 49.7E
Point D	R 106°/6.9 NM ZVR	40 06 07.0N 044 28 34.0E
Point F	R 083°/6.4 NM ZVR	40 08 50.9N 044 28 34.0E
RWY26	THR RWY 26	40 08 50.60N 044 25 06.48E

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RNP Z RWY26 INSTRUMENT APPROACH (LNAV only)

Route Data

Coding Table From IAF LUMIK											
Path Terminator	**Waypoint**				**Course/ Track Mag (True)**	**DIST NM**	**Turn Direction**	**Constraints**		**Navigation Specification**	**Remarks**
	Identifier	**Type**	**Fly-Over**	**Coordinates**				**IAS**	**Level**		
IF	LUMIK	IAF	N	N 40 01 59.6 E 044 40 36.8					A9200+	RNP APCH	
TF	YZ521	TF	N	N 40 02 00.5 E 044 47 07.4	083° (T089.8°)	5.0		K190-	A8000+	RNP APCH	
TF	YZ520	IF	N	N 40 05 30.7 E 044 47 05.7	353° (T359.6)	3.5	L	K190-	A8000+	RNP APCH	
TF	YZ515	TF	N	N 40 08 55.0 E 044 45 57.2	339° (T345.6°)	3.5	L	K190-	A8000+	RNP APCH	
TF	BASRU	FAF	N	N 40 08 54.6 E 044 42 41.6	263° (T269.8°)	2.5	L	K190-	A7900+	RNP APCH	

Coding Table For Final Approach / Missed Approach Segment											
Path Terminator	**Waypoint**				**Course/ Track Mag (True)**	**DIST NM/ Time**	**Turn Direction**	**Constraints**		**Navigation Specification**	**Remarks**
	Identifier	**Type**	**Fly-Over**	**Coordinates**				**IAS**	**Level**		
TF	BASRU	FAF	N	N 40 08 54.6 E 044 42 41.6				K190-	A7900+	RNP APCH	
TF	RWY26	MAPt	Y	N 40 08 50.6 E 044 25 06.5	263° (T269.8°)	13.5			A2888+	RNP APCH	
TF	YZ505	MATF	Y	N 40 08 48.0 E 044 17 17.0	263 (T269.6°)	6.0		K180-	A4300+	RNP APCH	
DF	LUMIK	MAHF	N	N 40 01 59.6 E 044 40 36.8			L	K210-	A9200+	RNP APCH	
HM	LUMIK	MAHF	N	N 40 01 59.6 E 044 40 36.8	083° (T089.8°)	1 Min	L	K215-	A9200+	RNP APCH	HM

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INSTRUMENT APPROACH CHART - ICAO

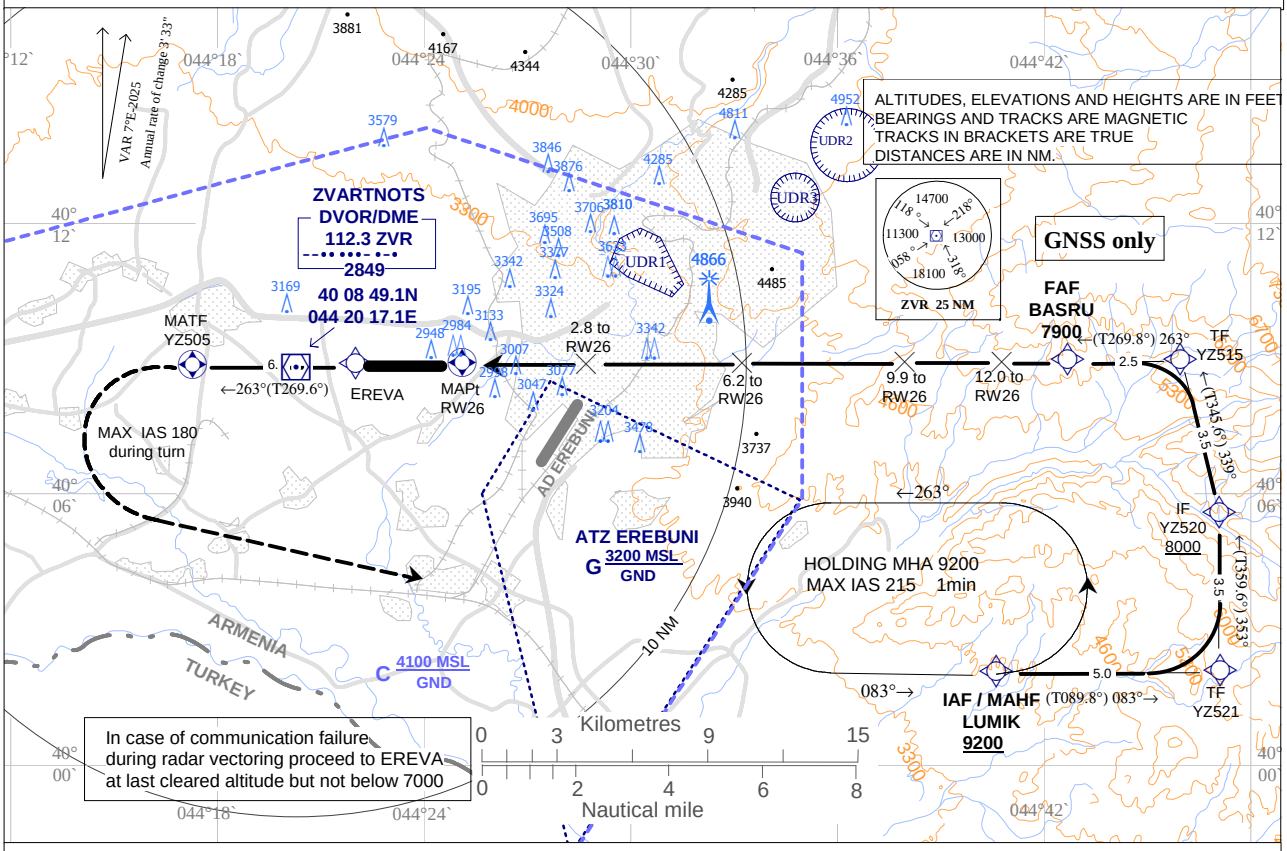
TRANSITION LEVEL By ATC
TRANSITION ALTITUDE 11500

AD ELEV 2838
HEIGHTS RELATED TO
THR RWY 26 ELEV 2838

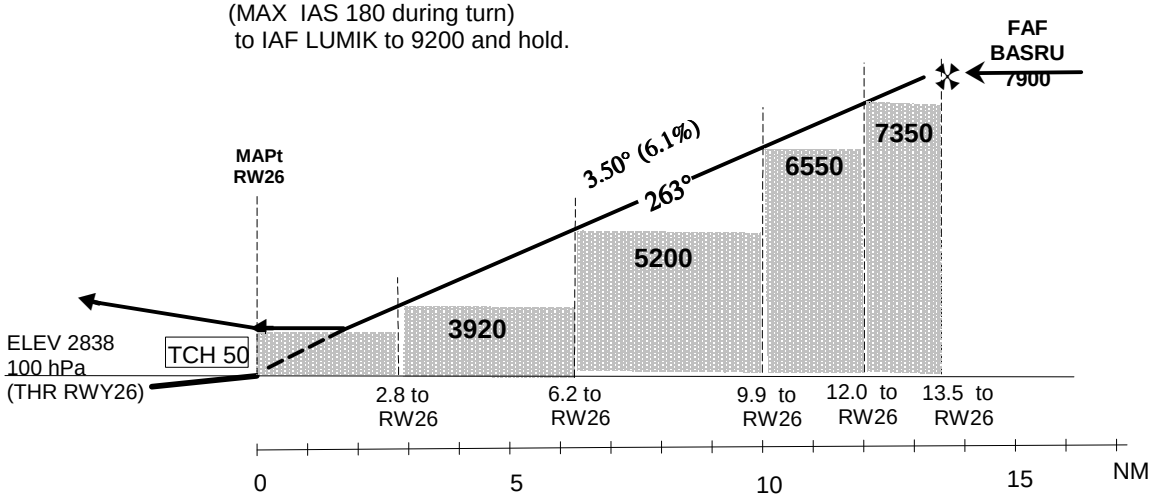
ATIS	119.5
YEREVAN / APP	126.0
YEREVAN / TOWER	128.0
YEREVAN / GROUND	119.0

YEREVAN / Zvartnots

RNP Z RWY26
(LNAV only)



MISSED APCH - Climb straight ahead to YZ505 then turn left
(MAX IAS 180 during turn)
to IAF LUMIK to 9200 and hold.



Cat of ACFT	OCA (OCH) A	B	C	D
LNAV Climb Grad. min 3.2%	3400 (560)			
LNAV Climb Grad. min 2.5%	4600 (1760)			

Timing not authorized for defining the MAPt.

Ground Speed	kt	120	140	160	180	200
BASRU - RW26 MAPt	ft / min	740	870	990	1120	1240
	min : sec	6:45	5:47	5:04	4:30	4:03

DIST THR/ RW26	NM	13.5	12	10	8	6	4	2
ALTITUDE	ft	7900	7350	6610	5860	5120	4380	3630

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RNP Y RWY26 INSTRUMENT APPROACH (LNAV only)

Route Data

Coding Table From IAF LUMIK											
Path Terminator	**Waypoint**				**Course/ Track Mag (True)**	**DIST NM**	**Turn Direction**	**Constraints**		**Navigation Specification**	**Remarks**
	Identifier	**Type**	**Fly-Over**	**Coordinates**				**IAS**	**Level**		
IF	LUMIK	IAF	N	N40 01 59.6 E044 40 36.8					A9200+	RNP APCH	
TF	YZ007	TF	N	N40 04 49.8 E044 40 39.4	354° (T000.7°)	2.8		K195-	A8000+	RNP APCH	
TF	YZ005	TF	N	N40 06 44.5 E 044 37 53.1	305° (T312.0°)	2.9	L	K185-	A6800+	RNP APCH	
TF	YZ001	IF	N	N40 08 02.5 E044 35 59.9	305° (T312.0°)	1.9		K185-	A5900+	RNP APCH	
RF	AGUGO	FAF	N	N40 08 52.8 E044 33 13.3		2.3	L	K185-	A5200+	RNP APCH	YZ008 (ARC CENTRE)

Coding Table For Final Approach / Missed Approach Segment											
Path Terminator	**Waypoint**				**Course/ Track Mag (True)**	**DIST NM/ Time**	**Turn Direction**	**Constraints**		**Navigation Specification**	**Remarks**
	Identifier	**Type**	**Fly-Over**	**Coordinates**				**IAS**	**Level**		
IF	AGUGO	FAF	N	N40 08 52.8 E044 33 13.3				K185-	A5200+	RNP APCH	
TF	RWY26	MAPt	Y	N40 08 50.6 E 044 25 06.5	263° (T269.7°)	6.2		K185-	A2888+	RNP APCH	
TF	YZ505	MATF	Y	N40 08 48.0 E 044 17 17.0	263 (T269.7°)	6.0		K180-	A3800+	RNP APCH	
DF	LUMIK	MAHF	N	N40 01 59.6 E044 40 36.8			L	K210-	A9200+	RNP APCH	
HM	LUMIK	MAHF	N	N40 01 59.6 E044 40 36.8	083° (T089.8°)	1 Min	L	K215-	A9200+	RNP APCH	HM

ARC Centre Waypoint	Coordinates	ARC Radius (NM)	Remarks
YZ008	N40 05 36.1 E044 33 08.8	3.28	

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INSTRUMENT APPROACH CHART - ICAO

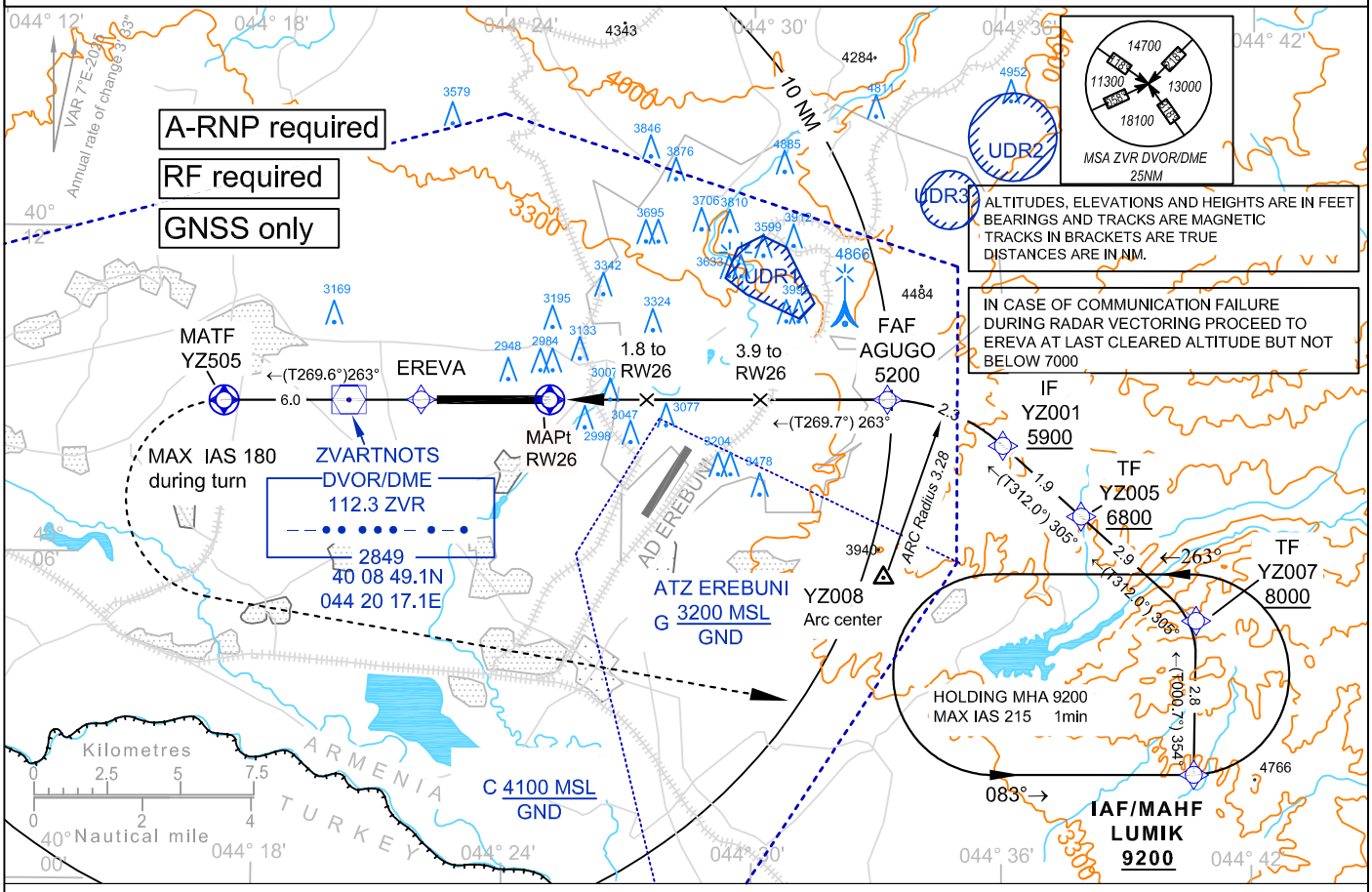
TRANSITION LEVEL By ATC
TRANSITION ALTITUDE 11500

AD ELEV 2838
HEIGHTS RELATED TO
THR RWY 26 ELEV 2838

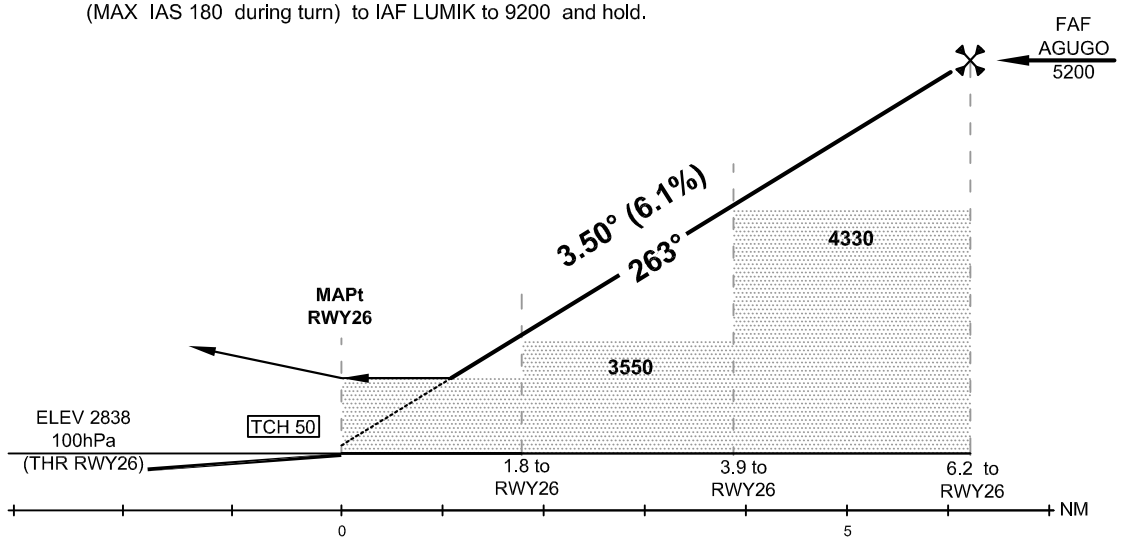
ATIS 119.5
YEREVAN / APP 126.0
YEREVAN / TOWER 128.0
YEREVAN / GROUND 119.0

YEREVAN / Zvartnots

RNP Y RWY26 (LNAV only)



MISSED APCH - Climb straight ahead to YZ505 then turn left (MAX IAS 180 during turn) to IAF LUMIK to 9200 and hold.



OCA (OCH)				
Cat of ACFT	A	B	C	D
LNAV	3290 (452)			

Timing not authorized for defining the MAPt						
Ground Speed	kt	120	140	160	180	200
AGUGO - RW26 MAPt	ft / min	740	870	990	1120	1240
	min:sec	3:07	2:40	2:20	2:04	1:52

DIST THR / RW26	NM	6.2	4	2
ALTITUDE	ft	5200	4380	3630

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INSTRUMENT APPROACH CHART - ICAO

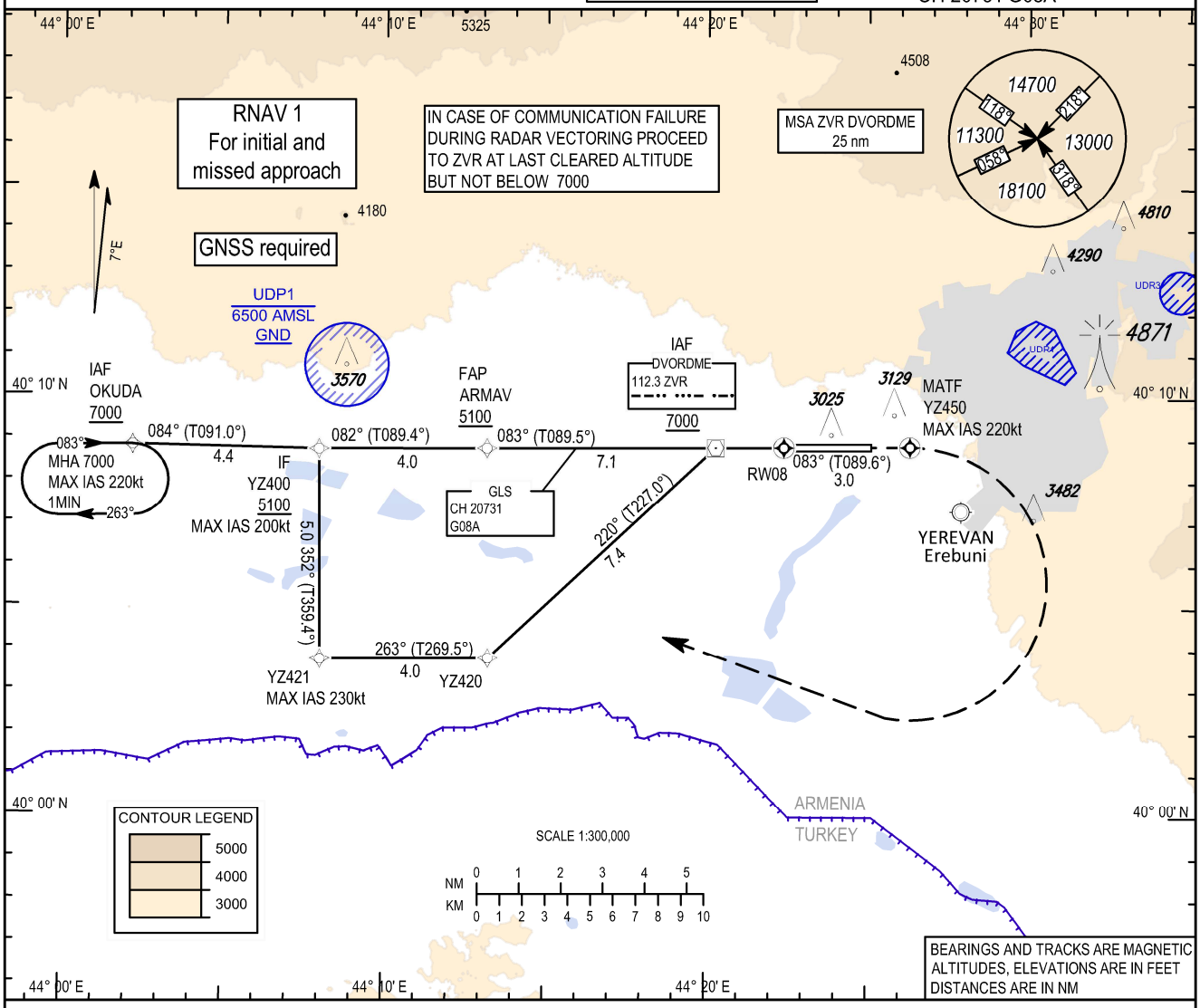
AD ELEV: 2838/100hPa
THR ELEV: 2800/98hPa

ATIS	119.5
YEREVAN APP	126.0
YEREVAN TOWER	128.0
YEREVAN GROUND	119.0

YEREVAN, ZVARTNOTS

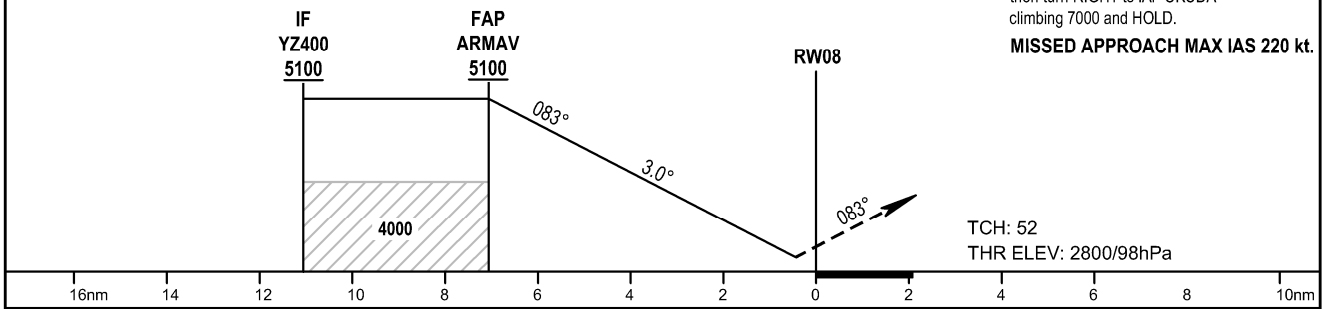
GLS RWY 08

GBAS
CH 20731 G08A



MISSED APPROACH
Climb straight ahead to YZ450
then turn RIGHT to IAF OKUDA
climbing 7000 and HOLD.

MISSED APPROACH MAX IAS 220 kt.



OCA(H)	MACG	A	B	C	D
GLS CAT I	4.0%	2958(158)	2967(167)	2978(178)	2990(190)
	3.0%	2996(196)	3008(208)	3016(216)	3027(227)
	2.5%	3064(264)	3076(276)	3084(284)	3095(295)

TRANSITION LEVEL : By ATC
TRANSITION ALTITUDE: 11500

Ground Speed	kt	80	100	120	140	160	180	200
Rate of Descent	ft/min	421	527	632	737	843	948	1053

CHANGE: MISSED APP, REMOVED ZVR HOLDING

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GLS RWY08 INSTRUMENT APPROACH

Route Data

Designator	Transition ID	Sequence Number	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	Track T°/M°	Turn direction	Altitude [FL; ft]	Distance [nm]	Speed limit [kt]	VPA (GPA) [°]/ TCH (RDH) [ft]	Remarks	Navigational performance
J08	OKUDA	010	IF	OKUDA	40°08'49.0"N / 044°02'11.0"E	-	-	-	+7000	-	-	-	IAF	RNAV 1
J08	OKUDA	020	TF	YZ400	40°08'44.2"N / 044°07'58.3"E	-	091.0 / 084	-	+5100	4.4	-200	-	IF	RNAV 1
J08	ZVR	010	IF	ZVR	40°08'49.1"N / 044°20'17.1"E	-	-	-	+7000	-	-	-	IAF	RNAV 1
J08	ZVR	020	TF	YZ420	40°03'46.2"N / 044°13'14.7"E	-	227.0 / 220	-	-	7.4	-	-	-	RNAV 1
J08	ZVR	030	TF	YZ421	40°03'43.9"N / 044°08'02.1"E	-	269.5 / 263	-	-	4.0	-230	-	-	RNAV 1
J08	ZVR	040	TF	YZ400	40°08'44.2"N / 044°07'58.3"E	-	359.4 / 352	-	+5100	5.0	-200	-	IF	RNAV 1
J08	-	010	IF	YZ400	40°08'44.2"N / 044°07'58.3"E	-	-	-	+5100	-	-200	-	IF	N/A
J08	-	020	TF	ARMAV	40°08'46.4"N / 044°13'11.2"E	-	089.4 / 082	-	+5100	4.0	-	-	FAP	N/A
J08	-	030	TF	RW08	40°08'49.8"N / 044°22'23.9"E	Y	089.5 / 083	-	-	7.1	-	-3.0/52	-	N/A
J08	-	040	TF	YZ450	40°08'51.0"N / 044°26'18.6"E	Y	089.6 / 083	-	-	3.0	-	-	MATF	RNAV 1
J08	-	050	DF	OKUDA	40°08'49.0"N / 044°02'11.1"E	-	-	R	+7000	-	-220	-	IAF	RNAV 1

HOLDING TABLE

Path Terminator	Fix identifier (WPT name)	Coordinates	Inbound course MAG (True)	TIME (min)	Turn Direction	Min.Alt	Max.Alt	Speed limit (KT)	Mag.VAR	Navigation Specification
HM	OKUDA	40°08'49.0"N / 044°02'11.0"E	083° (T089.8°)	1.0	R	A7000	FL140	220-	-7°	RNAV 1

FAS DATA BLOCK

Input Data	
Operation Type	[0] Straight-in/Offset approach
Service Provider	[14] GBAS only
Airport Identifier	UDYZ
Runway	08
Runway Direction	[0] None
Approach Performance Designator	[1] Category I
Route Indicator	
Reference Path Data Selector	1
Reference Path Identifier	G08A
LTP / FTP Latitude	400849.7570N
LTP / FTP Longitude	0442223.8640E
LTP / FTP Ellipsoidal Height	876.3 m
FPAP Latitude	400850.6505N
Delta FPAP Latitude	0.8935 seconds
FPAP Longitude	0442514.3145E
Delta FPAP Longitude	170.4505 seconds
Threshold Crossing Height	52
TCH Units	0
Glidepath Angle	3 °
Course Width	105 m
Length Offset	192 m
Output Data	
Data Block	E0 1A 19 04 15 08 01 01 01 38 30 07 BA B2 3A 11 F0 FE 0A 13 3B 36 FB 06 00 A5 33 05 08 02 2C 01 64 18 6B 3B BD 49
Calculated CRC Value	6B3BBD49
Required Additional Data	
ICAO Code	UD
LTP/FTP Orthometric Height	853.44 m

*REMOVED ZVR HOLDING

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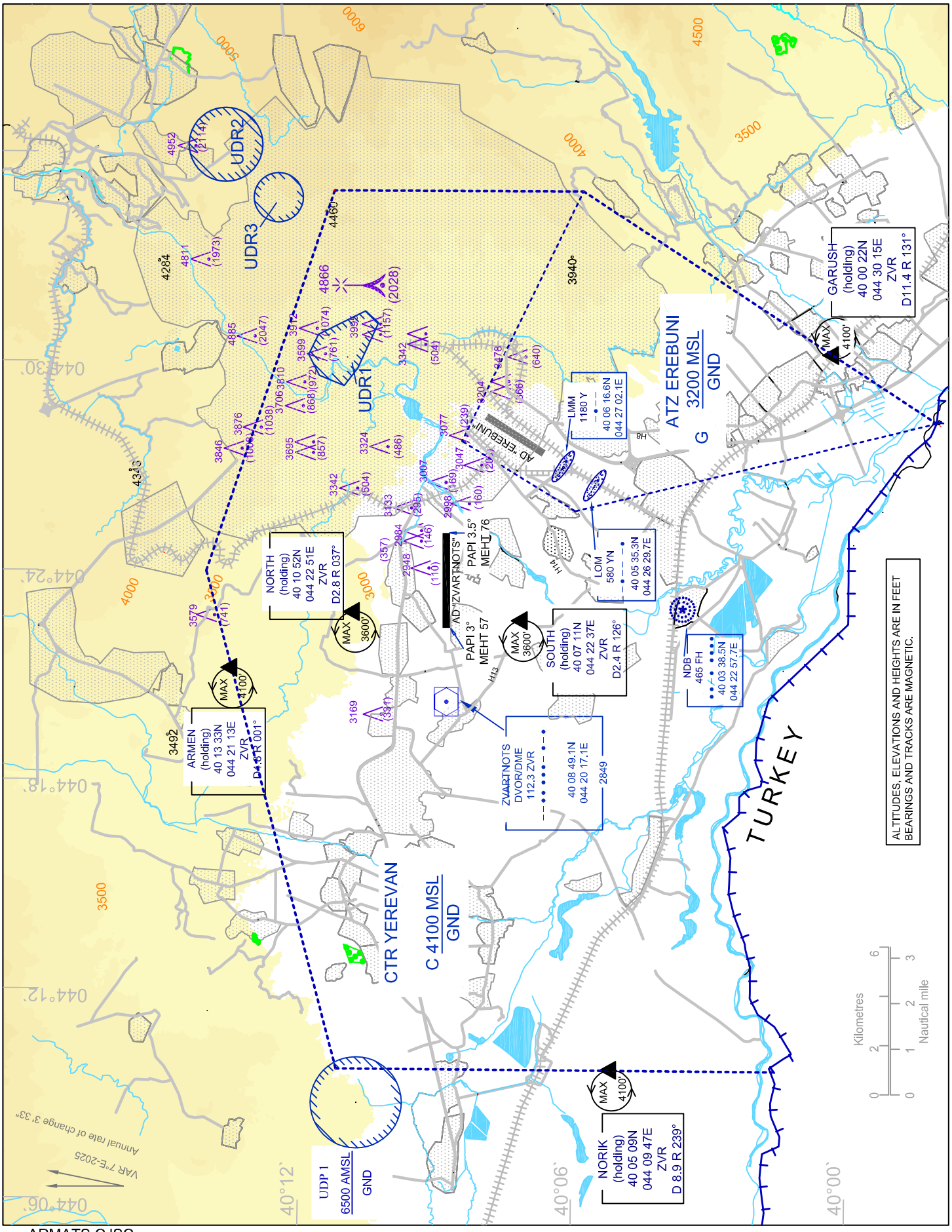
VISUAL APPROACH CHART - ICAO

AD ELEV 2838
HEIGHTS RELATED TO AD ELEV

ATIS	119.5
YEREVAN / APP	126.0
YEREVAN / TOWER	128.0
YEREVAN / GND	119.0

YEREVAN/ ZVARTNOTS
RWY 08/26



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UDYE AD 2.15 Other lighting, secondary power supply

1	*ABN/IBN location, characteristics and hours of operation*	NIL
2	*LDI location and LGT* *Anemometer location and LGT*	NIL NIL
3	*TWY edge and centre line lighting*	NIL
4	*Secondary power supply/switch-over time*	NIL
5	*Remarks*	NIL

UDYE AD 2.16 Helicopter landing area

1	*Coordinates TLOF or THR of FATO Geoid undulation*	Nil
2	*TLOF and/of FATO elevation M/FT*	Nil
3	*TLOF and FATO area dimensions, surface, strength, marking*	Nil
4	*True BRG of FATO*	Nil
5	*Declared distance available*	Nil
6	*APP and FATO lighting*	Nil
7	*Remarks*	Nil

Note: Same as for aircraft.

UDYE AD 2.17 Air traffic services airspace

1	*Designation and lateral limits*	EREBUNI ATZ 395800N 0442815E - 400600N 0442541E - 400830N 0442740E - 400552N 0443454E - 395800N 0442815E
2	*Vertical limits*	3200 FT MSL
3	*Airspace classification*	G
4	*ATS unit call sign* *Language(s)*	EREBUNI Bolotny (FIS) Russian
5	*Transition altitude*	11500 FT MSL
6	*Remarks*	Erebuni military FIC responsible for take off and landing clearances. All flights to Erebuni airport before passing EREVA shall be under control of Yerevan APP.

UDYE AD 2.18 Air traffic services communication facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	**2**	**3**	**4**	**5**
Erebuni Military Flight Information Center	Erebuni Bolotny	119.400 MHz	H24	NIL

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UDYE AD 2.19 Radio navigation and landing aids

Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOM 21	YN	580 kHz	H24	400535.3N 0442629.7E	-	Coverage 60 NM
LMM 21	Y	1180 kHz	H24	400616.6N 0442702.1E	-	Coverage 30 NM
MM 21	1 Dot 1 Dash	75 MHz	H24	400616.6N 0442702.1E	-	
OM 21	2 Dash per sec	75 MHz	H24	400535.3N 0442629.7E		
NDB	FH	465 kHz	H24	400338.5N 0442257.7E		Coverage 45 NM

UDYE AD 2.20 Local traffic regulations

1 Airport regulations

At Yerevan/Erebuni Airport a number of local regulations apply. The regulations are collected in a manual which is available at the AIS Briefing Office . This manual includes, among other subjects, the following:

a. information about aircraft stands ;
b. information about taxiing from aircraft stands;
c. limitations in the operation of large aircraft including limitations in the use of the aircraft"s own power for taxiing;
d. information about taxiing to aircraft stands;
e. information about engine start-up positions;

Information about the regulations for taxiing can be obtained from Erebuni Military Flight Information Center.

When a local regulation is important for the safe operation of aircraft on the apron, Erebuni Military Flight Information Center gives information to each aircraft.

2 Taxiing to and from stands

Arriving aircraft is allocated a stand number by Erebuni Military Flight Information Center.

Departing aircraft obtains pushback, engine start-up clearance and taxi instruction from Erebuni Military Flight Information Center on 119.400 MHZ.

3 Parking area for small aircraft (General aviation)

NIL

4 Parking area for helicopters

NIL

5 Apron — taxiing during winter conditions

NIL

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6 Taxiing — limitations

Information concerning limitation for use of TWY and Apron of large aircraft is given to each aircraft from Erebuni Military Flight Information Center.

7 School and training flights — technical test flights — use of runways

School and training flights must be made only after permission thereto has been obtained from ATS authority.

8 Helicopter traffic — limitation

NIL

9 Removal of disabled aircraft from runways

In case when the aircraft is wrecked on a runway, it is removed from the runway by the aerodrome authority as quickly as possible.

UDYE AD 2.21 Noise abatement procedures

NIL

UDYE AD 2.22 Flight procedures

General

Unless special permission has been obtained from Yerevan Approach or Yerevan Tower as appropriate, flight within Yerevan TMA and Yerevan CTR shall be in accordance with the Instrument Flight Rules.

Procedures for IFR flights within Yerevan TMA

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at SEVAN or OKUDA .

Radar procedures within Yerevan TMA

Radar vectoring and sequencing

From SEVAN, GOSIS, LODAC and INDUR begin STARs to the IAF to RWY03 (NDB) so as to ensure an expedite flow of traffic. Radar vectors and flight levels/altitudes will be issued, as required, for spacing and separating the aircraft, so that the correct landing intervals are maintained, taking into account aircraft characteristics.

Radar vectoring charts haven't been published since the instrument approach procedures and altitudes ensured that adequate terrain clearance exists at all times until the point where the pilot resumes his own navigation on final approach or in the circuit.

Surveillance radar approaches

NIL

Precision radar approach

NIL

Communication failure

In case of communication failure, the pilot shall act in accordance with the communication failure procedures in *ICAO Doc. 7030.*

Procedures for VFR flights within Yerevan TMA

See ENR 1.2.

Procedures for VFR flights within Yerevan CTR

See ENR 1.2.

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UDYE AD 2.23 Additional information

Bird concentrations in the vicinity of the airport

See ENR 6.5

UDYE AD 2.24 Charts related to an aerodrome

Aerodrome ground Movement and Aircraft Parking Chart — ICAO (see page UDYE AD 2.2-1)

Aerodrome Chart — ICAO (see page UDYE AD 2.2-3)

Aerodrome Obstacle Chart — ICAO Type A (see page UDYE AD 2.2-5)

Area Chart — ICAO (see page UDYE AD 2.2-7)

Standard Departure Route — Instrument SID RNAV1 (GNSS) RWY 21 (see page UDYE AD 2.2-9)

Standard Departure Route — Instrument SID RNAV1 (GNSS) RWY 21 (see page UDYE AD 2.2-11)

Standard Departure Route — Instrument SID RNAV1 (GNSS) RWY 21 (Waypoint Data/List) (see page UDYE AD 2.2-13)

Standard Departure Chart— Instrument (SID) RNAV1 (GNSS) RWY 21— ICAO (see page UDYE AD 2.2-15)

Standard Arrival Route — Instrument STAR RNAV1 (GNSS) RWY03 (see page UDYE AD 2.2-17)

Standard Arrival Route — Instrument STAR RNAV1 (GNSS) RWY03 (see page UDYE AD 2.2-19)

Standard Arrival Route — Instrument STAR RNAV1 (GNSS) RWY03 (Waypoint Data/List) (see page UDYE AD 2.2-21)

Standard Arrival Chart— Instrument (STAR)— ICAO RNAV1 (GNSS) RWY 03 (see page UDYE AD 2.2-23)

Instrument Approach — ICAO Chart NDB RWY 03 (see page UDYE AD 2.2-25)

Visual Approach Chart — ICAO RWY 03/21 (see page UDYE AD 2.2-27)

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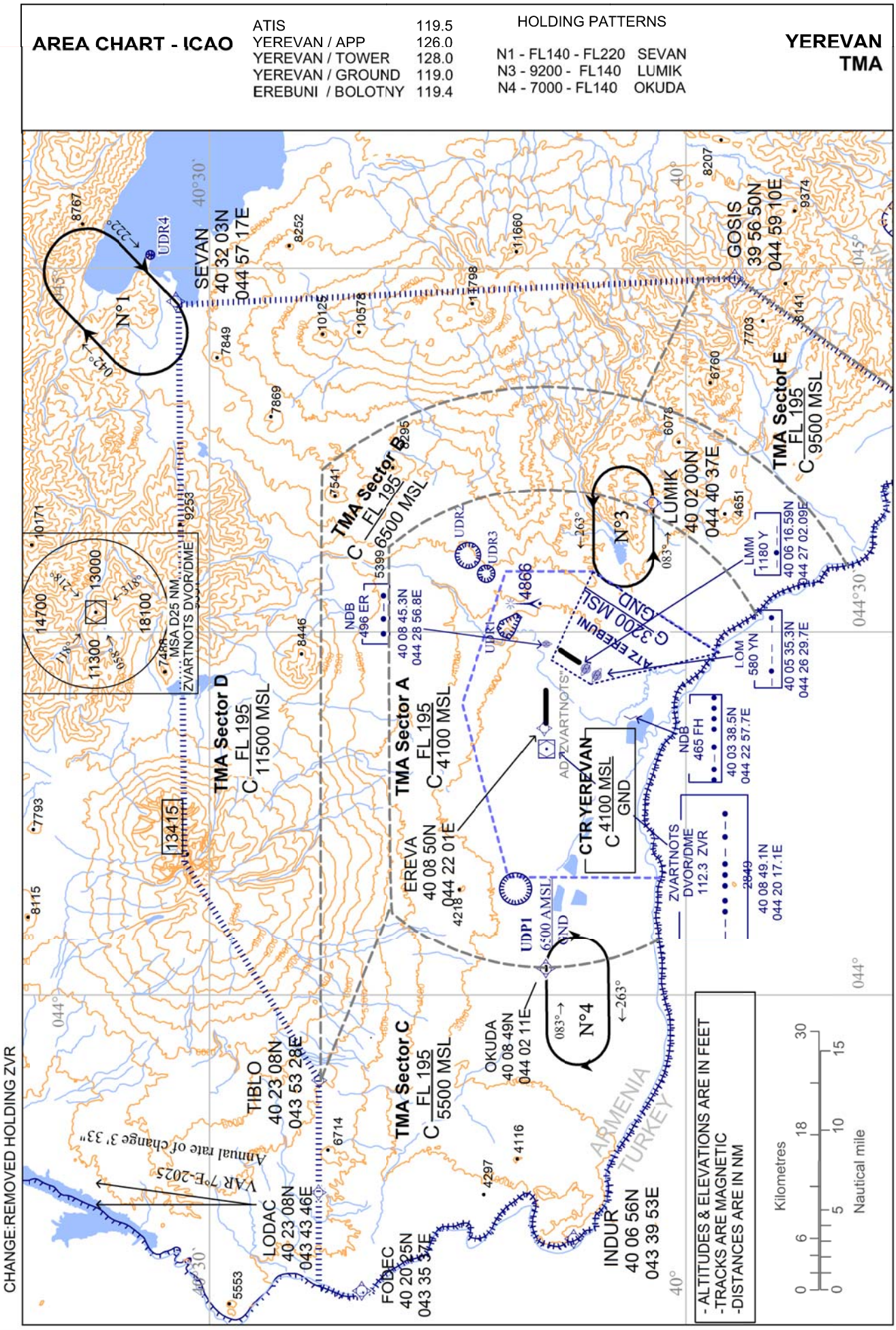
AREA CHART - ICAO
ATIS 119.5
YEREVAN / APP 126.0
YEREVAN / TOWER 128.0
YEREVAN / GROUND 119.0
EREBUNI / BOLOTNY 119.4
HOLDING PATTERNS
N1 - FL140 - FL220 SEVAN
N3 - 9200 - FL140 LUMIK
N4 - 7000 - FL140 OKUDA
YEREVAN TMA
CHANGE:REMOVED HOLDING ZVR
SEVAN 40 32 03N 044 57 17E
GOSIS 39 56 50N 044 59 10E
LUMIK 40 02 00N 044 40 37E
EREVA 40 08 50N 044 22 01E
TIBLO 40 23 08N 043 53 28E
LODAC 40 23 08N 043 43 46E
FODEC 40 20 25N 043 35 37E
INDUR 40 06 56N 043 39 53E
OKUDA 40 08 49N 044 02 11E
TMA Sector A C FL 195 4100 MSL
TMA Sector B C FL 195 6500 MSL
TMA Sector C C FL 195 5500 MSL
TMA Sector D C FL 195 11500 MSL
TMA Sector E C FL 195 9500 MSL
CTR YEREVAN C 4100 MSL GND
ATZ EREBUNI G 3200 MSL GND
ZVARTNOTS DVOR/DME 112.3 ZVR
NDB 496 ER 40 08 45.3N 044 28 56.8E
NDB 465 FH 40 03 38.5N 044 22 57.7E
LOM 580 YN 40 05 35.3N 044 26 29.7E
LMM 1180 Y 40 06 16.59N 044 27 02.09E
UDR1
UDR2
UDR3
UDR4
UDP1 6500 AMSL GND
N°1
N°3
N°4
ARMENIA
TURKEY
Annual rate of change 3' 33"
VAR 7°E-2025
- ALTITUDES & ELEVATIONS ARE IN FEET
-TRACKS ARE MAGNETIC
-DISTANCES ARE IN NM
Kilometres
Nautical mile

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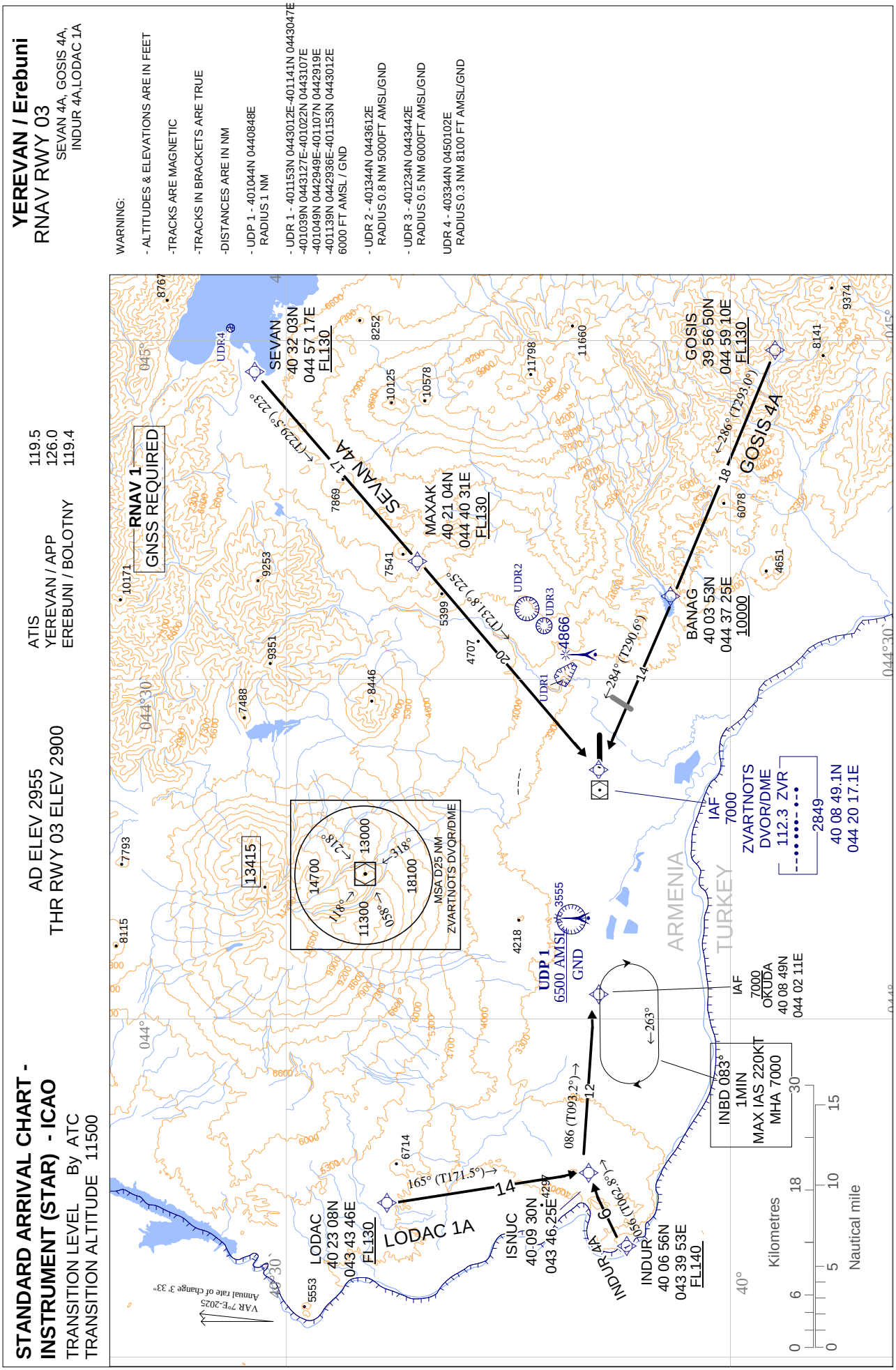

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INSTRUMENT APPROACH CHART - ICAO

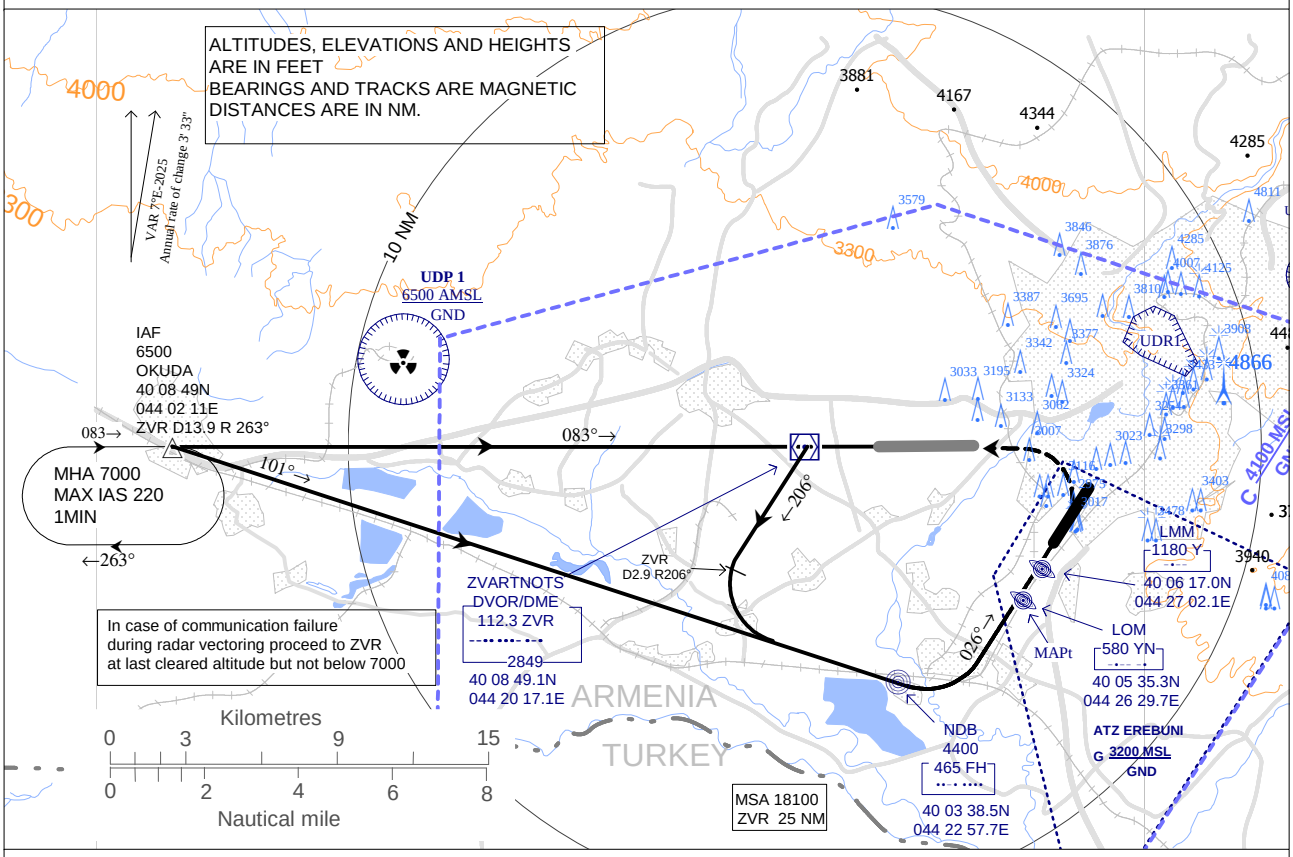
YEREVAN / Erebuni

TRANSITION LEVEL By ATC
TRANSITION ALTITUDE 11500

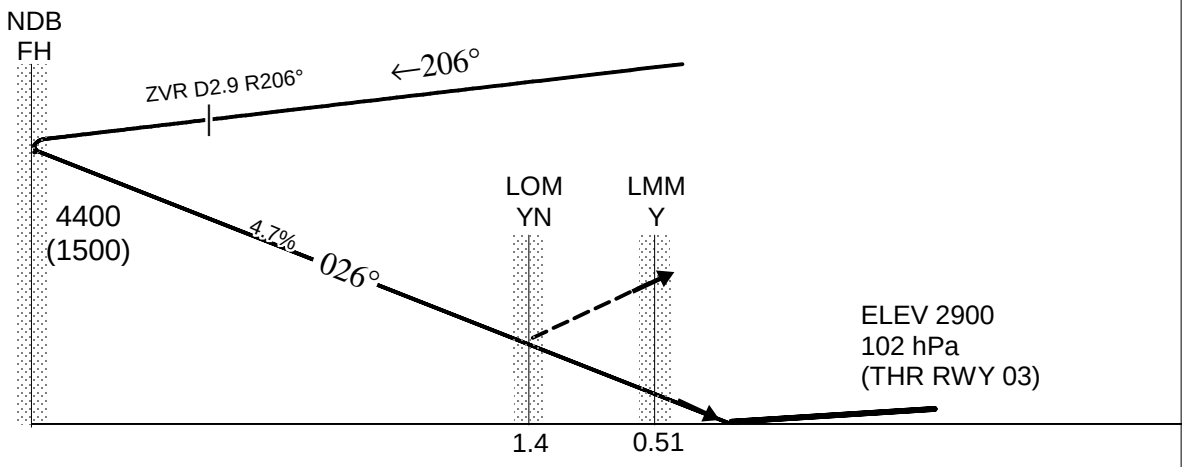
AD ELEV 2955
HEIGHTS RELATED TO
THR RWY 03 ELEV 2900

YEREVAN / APP 126.0
EREBUNI / BOLOTNY 119.4

NDB
RWY 03



MISSED APCH - Climb straight ahead to 3500 (600), then turn left to OKUDA climbing to 7000, and hold.



Cat of ACFT	OCA (H)				Ceiling 1500 Visibility 5000 m
	A	B	C	D	
NDB	3350 (450)				

Ground Speed	kt	120	140	160	180	200
Rate of Descent grad 4.7%	ft/min	600	700	800	900	1000

CHANGE:added HOLDING OKUDA, Removed HOLDING ZVR

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