

Safety Information Bulletin

Operations – ATM/ANS

SIB No.: 2020-19

Issued: 27 November 2020

Subject: **Missing or Outdated Procedures in Flight Management System Navigational Databases for the Western Part of Russian Airspace – Effective on 03 December 2020**

Ref. Publications:

- Commission Regulation (EU) [965/2012](#) dated 05 October 2012.
- Commission Regulation (EU) [2017/373](#) dated 01 March 2017.
- Russian State Air Traffic Management (ATM) Corporation [announcements of the upcoming amendments](#).
- Jeppesen NavData Alert for cycle 2013 “[Missing/outdated procedures – Russian Airspace Redesign](#)” dated 19 November 2020.
- Lufthansa Systems Navigation Data Addendum [AIRAC 2013 – Issue 8](#).
- NavBlue Bulletin [201303 ROTNI](#) Part I and Part II.

Applicability:

Aeroplane operators flying into the Russian airspace, Type-2 DAT providers and Letter of Acceptance (LOA) holders, Type-1 DAT providers and LOA holders.

Description:

Russian State ATM Corporation has introduced via Aeronautical Information Regulation and Control (AIRAC) Amendment 13/20 and several Aeronautical Information Publication supplements, effective on 03 December 2020, a restructuration of the western part of the Russian airspace, impacting the following flight information regions (FIR): Moscow FIR, Arkhangelsk FIR, Vologda FIR, Yekaterinburg FIR, Kotlas FIR, Rostov-na-Donu FIR, Samara FIR, St. Petersburg FIR, Syktyvkar FIR and Tyumen FIR.

This restructuration includes, but is not limited to, significant changes to existing Standard Instrument Departure, Standard Terminal Arrival and Approach procedures, and the introduction of new procedures and transitions.

This created a substantial increase in the volume of aeronautical data that Type-1 DAT providers have to code in their Flight Management System (FMS) navigational databases. EASA has been informed by all Type-1 DAT providers under its oversight that the coding of all this data in the FMS navigational databases for AIRAC cycle 2013 cannot be ensured in a timely manner.

EASA identified that the volume of new/amended aeronautical data might impact the completeness and correctness of other products, beyond the scope of DAT provision, as of 03 December 2020, e.g. charts.

This is information only. Recommendations are not mandatory.



Therefore, several flight operational scenarios may be identified. The most significant are:

1. Outdated FMS database and charts;
2. Outdated FMS database while charts are updated;
3. Updated FMS database while charts are outdated;
4. Procedures not present in FMS database while charts are available and updated.

In accordance with established procedures and applicable requirements, these Type-1 DAT providers have already issued to their customers (Type-2 DAT providers) relevant navigation database alerts/bulletins/reports regarding these deficiencies.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Safety Directive (SD) action under Regulation (EU) [965/2012](#), Annex II, ARO.GEN.135(c), nor under Regulation (EU) [2017/373](#), Annex II, ATM/ANS.AR.A.030.

Recommendation(s):

EASA recommends that:

- Operators inform their flight crew members about this issue in order to increase their awareness.
- Operators notify their flight crew members about any outdated charts and/or FMS databases, including any limitation in accepting departures/approach clearances, in particular for RNAV procedures.
- Operators introduce or, if already available, enhance FMS validation procedures, in order to avoid the use of outdated charts and/or FMS procedures.
- Operators evaluate, for each Russian airport affected by these changes, the need for special flight crew briefings (e.g. to be included in the Operation Manual Part C) before operating into western part of Russian airspace.
- Type-2 DAT providers/Type-2 LOA holders consult their Type-1 DAT providers on significant issues and specific information related to the navigation database for AIRAC cycle 2013, which may affect the safety of flight operations and consequently ensure the timely publication of relevant alerts to the operators of aircraft, or next intended users.
- Type-1 DAT provider/Type-1 LOA holders to timely alert their customers on missing/outdated procedures for cycle 2013.

Contact(s):

For further information, contact the EASA Programming and Continued Airworthiness Information Section, Certification Directorate, E-mail: ADs@easa.europa.eu.

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