

11. Crews of foreign aircraft, from a distance of 100-150 kilometers before crossing the U.S.S.R. state border, contact the Area Air Traffic Control in order to communicate by microphone in Russian: "Approaching state frontier and request clearance to cross-flight altitude—identification number of aircraft"; and after crossing the U.S.S.R. state border: "Have crossed state border, flight altitude and time of crossing".

When it is impossible to continue the flight (due to inclement weather conditions, equipment out of order or other reasons), the U.S.S.R. state border may be recrossed through the same air corridor and the crew of the aircraft shall report in Russian to the nearest airport with which it is in contact: "Forced to return—aircraft identification number—flight altitude".

12. All foreign aircraft within the territory of the U.S.S.R. shall fly at assigned flight levels depending upon the flight direction.

13. Flight levels are established as follows:

by altimeter setting to standard atmospheric pressure ($p=760$ mm of mercury column)

for flight directions with a true azimuth from 0° - 179° the assigned altitudes shall be: 600 m, 1200 m, 1800 m, 2400 m, 3000 m, 3600 m, and so on by multiples of 600 m up to 6000 m and beginning with the altitude of 6000 m and upwards the flight levels shall be calculated with multiples of 2000 m

for flight directions with a true azimuth from 180° - 359° the flight levels shall be: 900 m, 1500 m, 2100 m, 2700 m, 3300 m, 3900 m, and so on by multiples of 600 m up to 5700 m. Beginning with the altitude of 7000 m, and upwards flight levels are calculated with multiples of 2000 m.

The change to U.S.S.R. vertical separation rules by crews of countries where different rules are in force will be effected at the instructions of the appropriate Area Air Traffic Control.

All foreign aircraft shall enter the U.S.S.R. air space at a flight altitude (by an altimeter set to standard atmospheric pressure $p=760$ mm of mercury column) assigned by the Area Air Traffic Control.

14. The upper and lower flight (level) altitude limits shall be indicated in each individual case in the flight permission.

15. The flight altitude is assigned in each individual case by the flight plan approved by the appropriate air traffic control unit of the Civil Air Fleet through whose area the flight is planned.

16. The assigned flight altitude of a foreign aircraft within the U.S.S.R. territory, may be changed either prior to or during the flight and irrespective of weather conditions only with the permission of the appropriate Air Traffic Control unit of the Civil Air Fleet providing the air traffic control to the given aircraft.

17. Deviation from the limits of the air corridor when crossing the U.S.S.R. state border and from the limits of air routes when flying across the U.S.S.R. territory is categorically forbidden.

18. If the crew of a foreign aircraft is uncertain as to whether they are correctly carrying out the flight instructions, they must contact the appropriate Air Traffic Control Service of the U.S.S.R. Civil Aviation and request to be told their position.

19. In the event a foreign aircraft deviates from its route, the Air Traffic Control unit providing control to its movements renders it all possible assistance to lead it back to the assigned route but does not