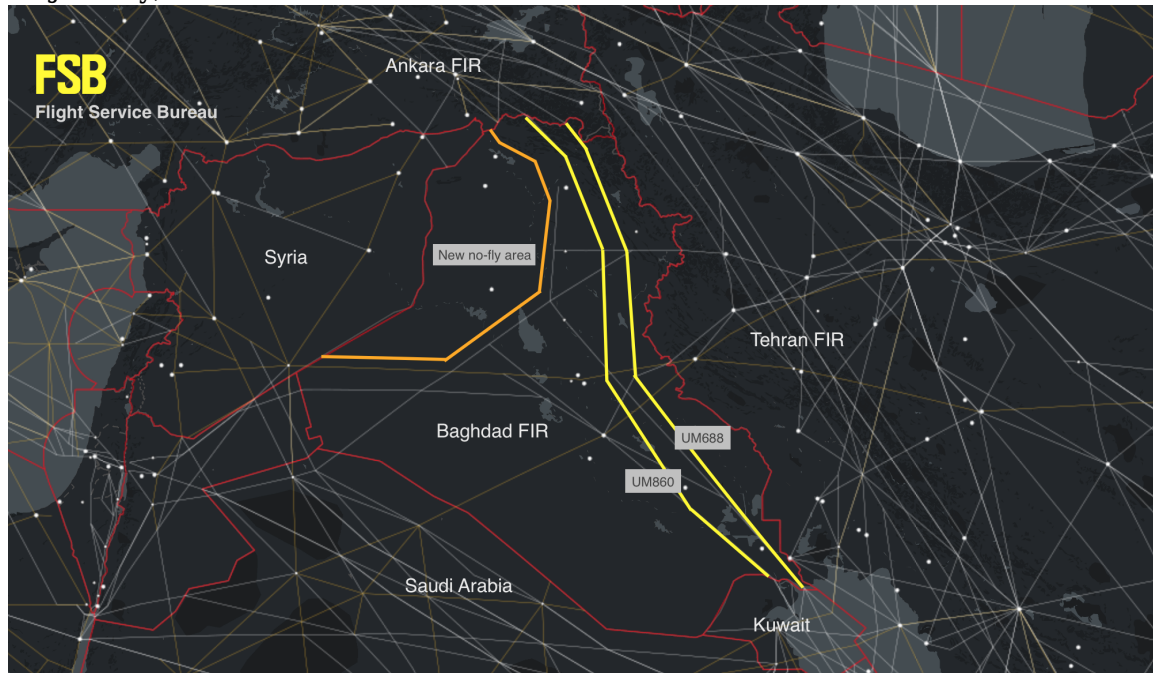


Western countries lift bans on Iraq airspace

David Mumford
11 January, 2018



Back in December 2017, the U.S. FAA issued KICZ A0025/17 which lifted the full ban on the Baghdad FIR, and allowed U.S. operators to overfly the country above FL260.

Now the three other big countries that regularly publish airspace safety information—France, Germany and the UK—have followed suit with new advice of their own.

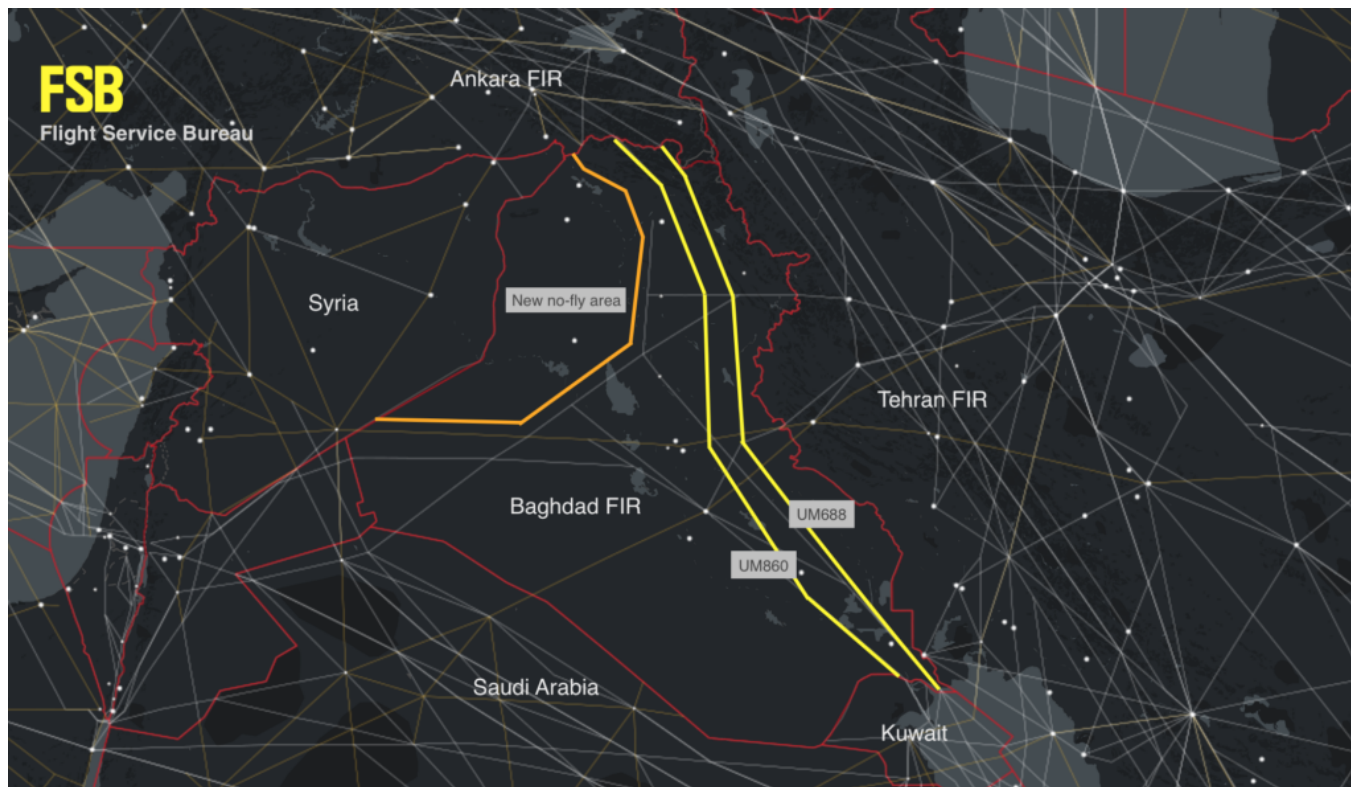
France recommends that overflights should only be on airways UM860 and UM688, and should be at or above FL320.

The UK says that overflights should only be on airways UL602 to ALPET, UM860 and UM688, and should be above FL250.

Germany just say that overflights should be at FL260 or above.

Back in November 2017, several international airlines (Emirates, Turkish) resumed Iraq overflights after their national authorities removed restrictions. With the announcement that Iraqi forces had defeated ISIS and that the country had been fully returned to government control, **the airspace risk in Iraq has reduced.**

Iraq has published a few of its own Notams with various different areas of closed airspace at lower levels due to ongoing military operations. The only one that affects the higher flight levels is in the north-west, along the border with Syria, where a no-fly area has been introduced from SFC-FL460.

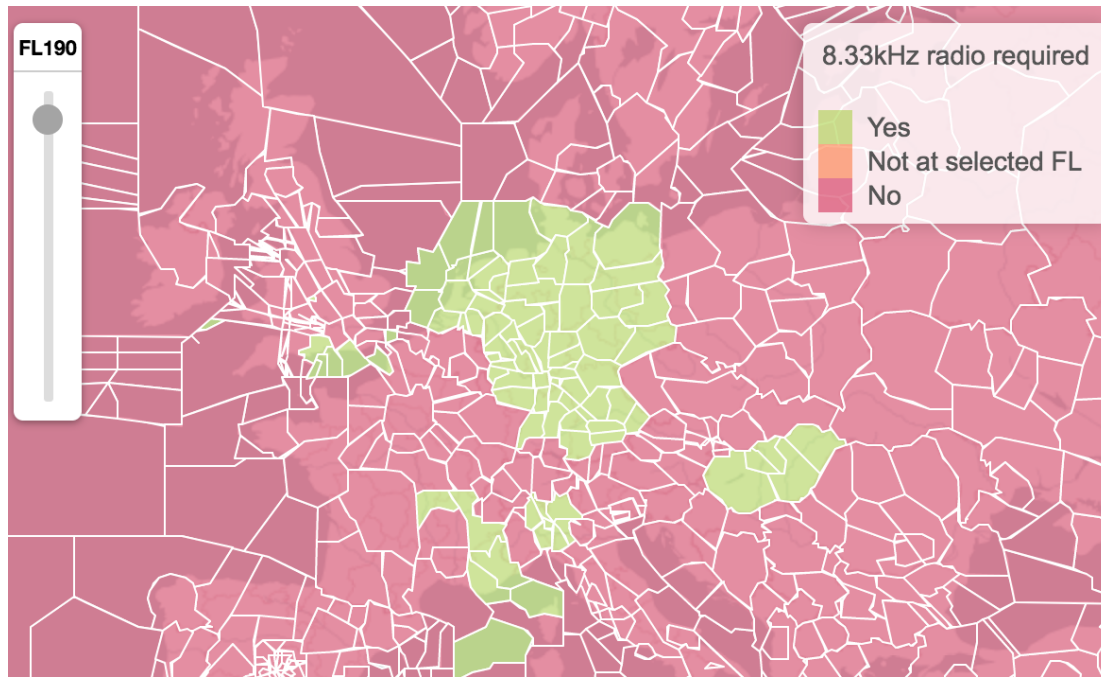


However, airways UM860 and UM688 (the two main routes through the Baghdad FIR) to the east of this zone are unaffected, and now effectively open above FL260.

This means that operators will have shorter routes through the Middle East available once again. Emirates is already reported to be routing around 150 flights a day via Iraq, rather than having to take longer routes via Saudi Arabia or Iran – so expect this bit of airspace to start to get busy again soon.

Europe now requires 8.33 VHF radios (almost) everywhere

David Mumford
11 January, 2018



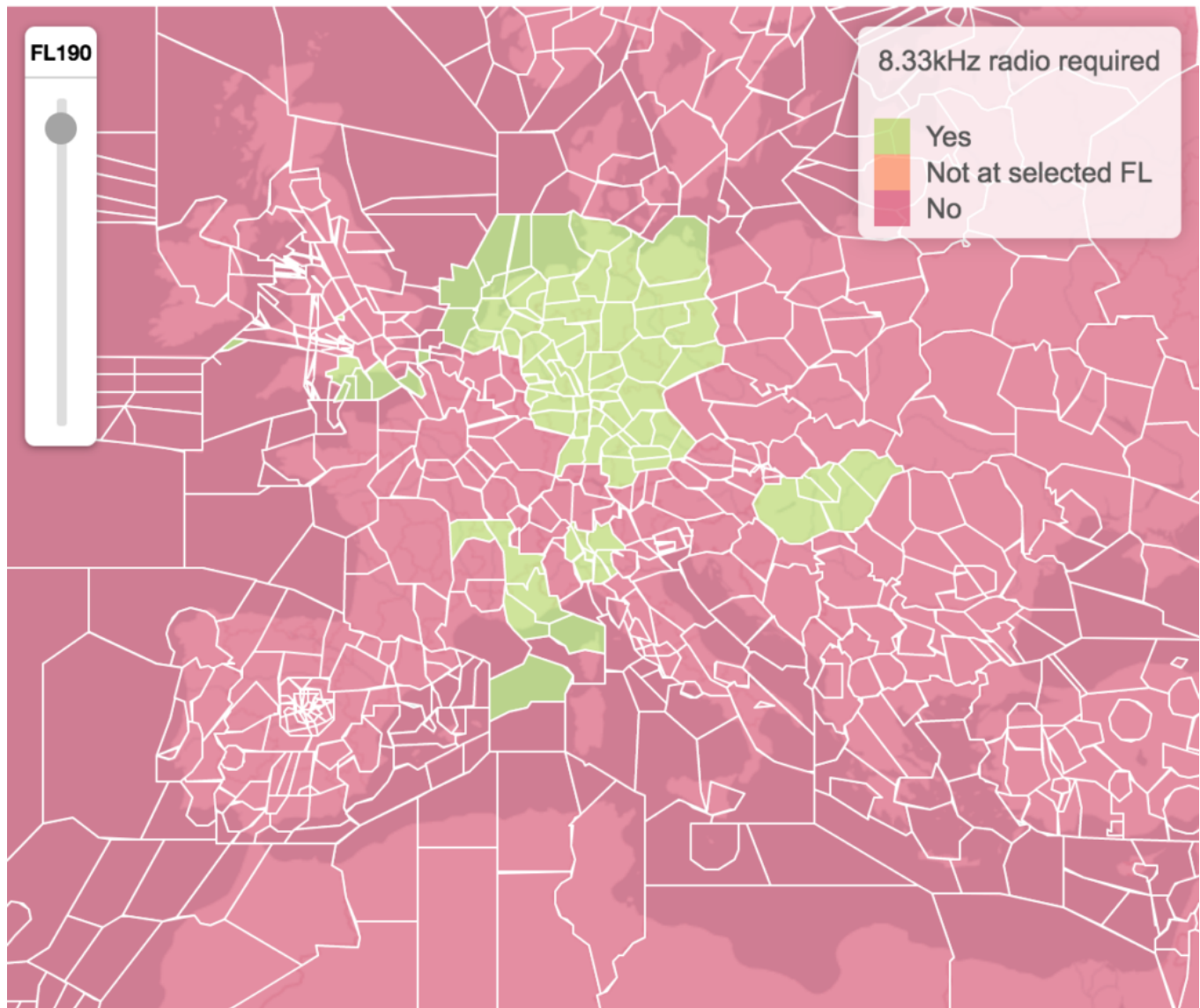
Effective January 1st, 2018, the official line is that you need an 8.33 VHF Radio to operate anywhere in Europe. If you're heading to Europe without one, expect problems.

Until now, it's really only been a requirement above FL195 - 8.33 has been around at the higher levels since 2007. However, Europe is keen to get everyone on the same page and make sure new frequencies can be used by all aircraft at the lower levels also.

However, not everywhere is actually requiring 8.33 just yet. Eurocontrol have built a handy tool that shows each the requirements for each airspace sector. Click on the image below to check it out.

8.33kHz Voice Channel Spacing Implementation

Airspace Classification below FL195



Can I get an exemption? If you're operating a ferry, delivery, or some other flight where you don't have 8.33, then you should be able to get an exemption to operate without 8.33 – but it will vary state to state. Write to the Ministry of Transport for the particular state.

Eurocontrol have published all the details on this as follows:

Above FL195, in the IFPZ, not equipped aircraft may be exempted from the carriage of the 8.33 kHz radios (refer to the national AIP of the state concerned to see if the flight is eligible) in which case the letter Y shall not be inserted in Item 10a (Equipment), but the letter Z shall be inserted in Item 10a as well as COM/EXM833 in the Item 18 (Other Information) of the filed flight plan.

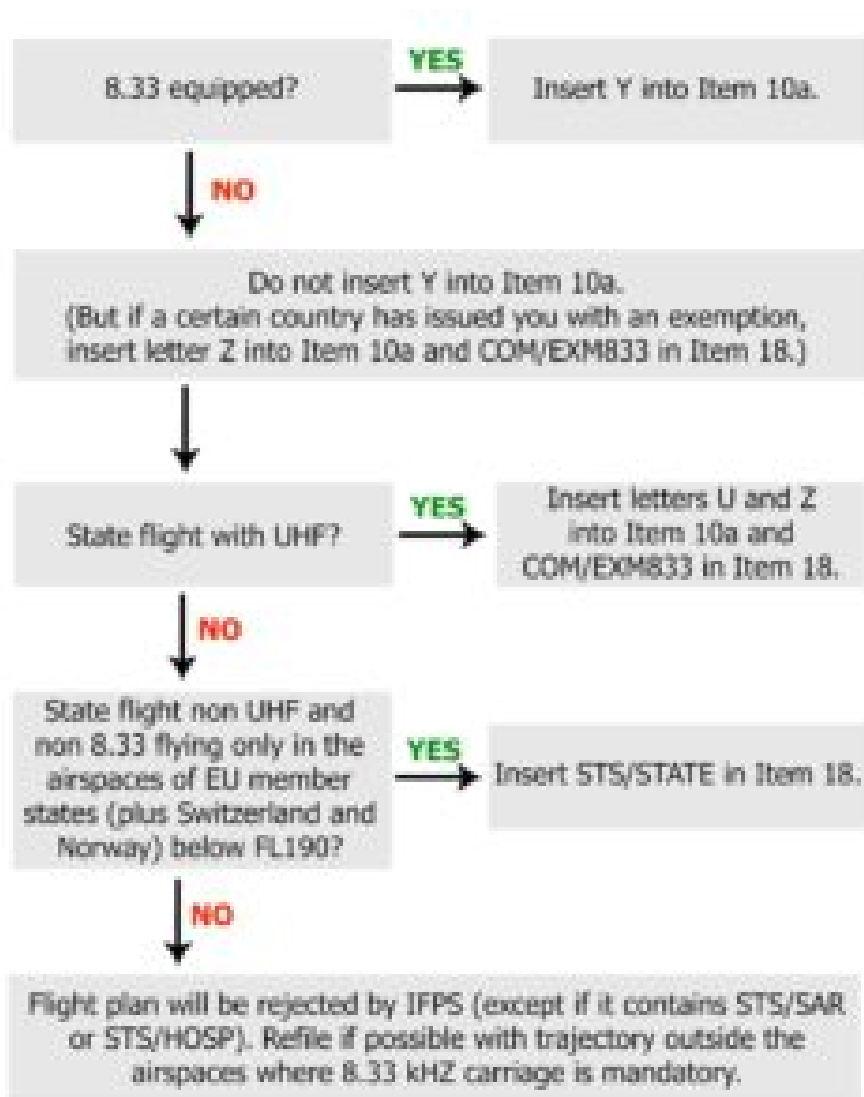
Below FL195, in the airspace of the EU member states (plus Switzerland and Norway) some airspaces may be exempted from the carriage of the 8.33 kHz radios (refer to the national AIP of the state concerned) in which case the airspace is not inserted in the area where the mandatory carriage check takes place. Such exemption will permit a non-equipped aircraft to fly but only if the flight trajectory remains exclusively in airspaces where 8.33 kHz is not

mandatory.

Below FL195, in the airspaces of the EU member states (plus Switzerland and Norway), state aircraft non-UHF and non-833 are exempted. The letters Y and U shall not be inserted in Item 10 (Equipment), but STS/STATE shall be inserted in the Item 18 (Other Information) of the filed flight plan.

In the IFPZ, State aircraft that are not equipped with 8.33 kHz capable radios but are equipped with UHF shall be permitted to fly in 8.33 kHz airspace where UHF coverage is provided or special procedures are implemented (see the national AIP of the State concerned). To indicate such, the letters U and Z shall be inserted in Item 10a (Equipment) and 'COM/EXM833' shall be inserted in Item 18 (Other Information) of the filed flight plan.

Confused? Here's a quick crib-sheet of what to do:



When you file a flight plan in Europe, it goes through the automated IFPS system, which is now quite clever at checking for 8.33 kHz radio compliance.

The IFPS system will crosscheck between the concerned airspaces crossed by the flight plan and the radio

communication equipment indicated in Item 10: (Equipment) and Item 18 (Other information) provided in the submitted message.

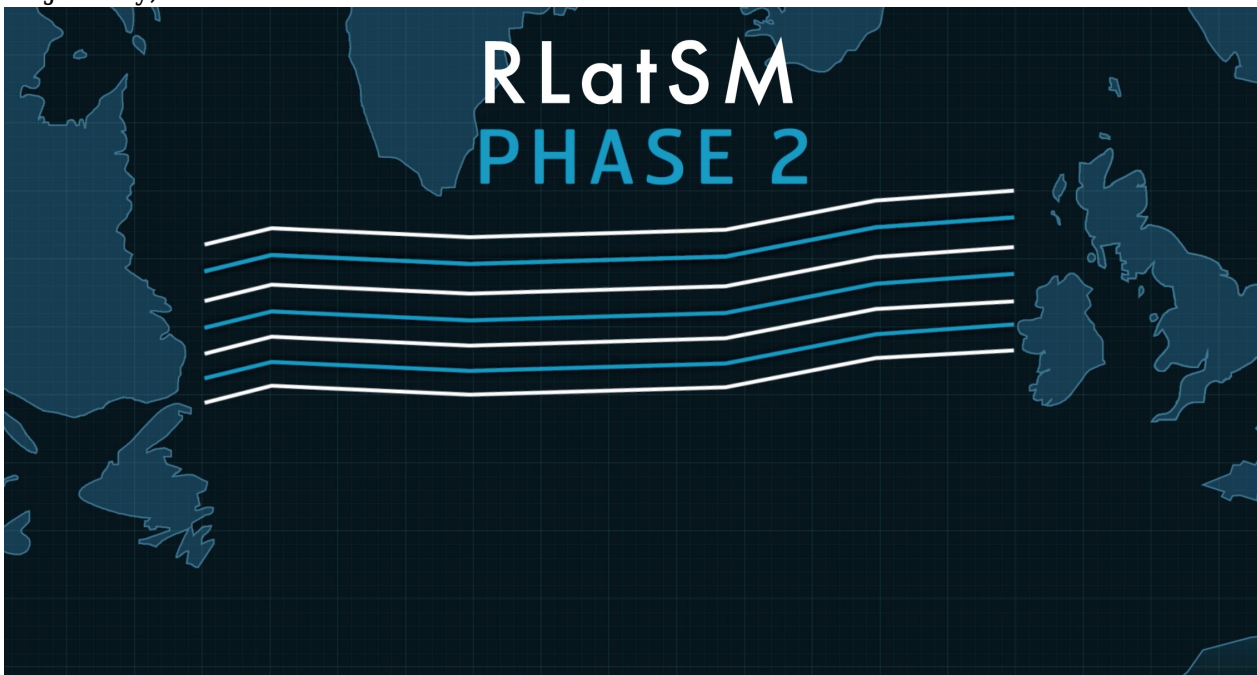
Here's what will happen, depending on what you put in your flight plan:

- If Item 10 (Equipment) of the submitted message contains Y, then that flight is considered to be compliant.
- If Item 10 (Equipment), of the submitted message does not contain Y, but contains Z and U and the exemption indicator COM/EXM833 is present in Item 18 (Other Information), and the flight is a STATE flight, then that flight shall be considered compliant.
- If Item 10 (Equipment) of the submitted message does not contain Y but contains the exemption indicator COM/EXM833 and the flight is not penetrating the 833_UHF_VHF region and is entirely within the 833_EUR_IFPS, then that flight shall be considered compliant.
- If Item 10 (Equipment) of the submitted message does not contain Y, neither U and Item 18 (Other Information) contains STS/STATE and the flight is exclusively in the airspace of the EU member states (plus Switzerland and Norway) below FL195 then that flight shall be considered compliant.

In all the other cases, the flight shall be considered not compliant and shall fail automatic processing!

More NAT half-tracks are coming

David Mumford
11 January, 2018



Update Jan 23: The current phase of the trial for RLatSM Tracks will come to an end on March 29, when PBCS standards will be introduced for the NAT tracks. More info on that [here](#).

Since Dec 2015, there have been three daily NAT tracks spaced by one-half degree between FL350-390. These are officially called 'RLatSM Tracks' (Reduced lateral separation minima), but we all just prefer to call them 'Half-Tracks'.

Separating flights by one-half degree of latitude rather than the standard one degree means that aircraft can be separated laterally by 25nm, which helps improve the efficiency of North Atlantic operations.

In Jan 2018 the Half-Tracks will be expanded from the three that now run each day, first by one additional track and then (maybe) to all NAT Tracks between FL350-390 inclusive. Jan 4 is the earliest day that this might happen, but because they will be decided tactically, it will most likely be the first busy day after Jan 4.

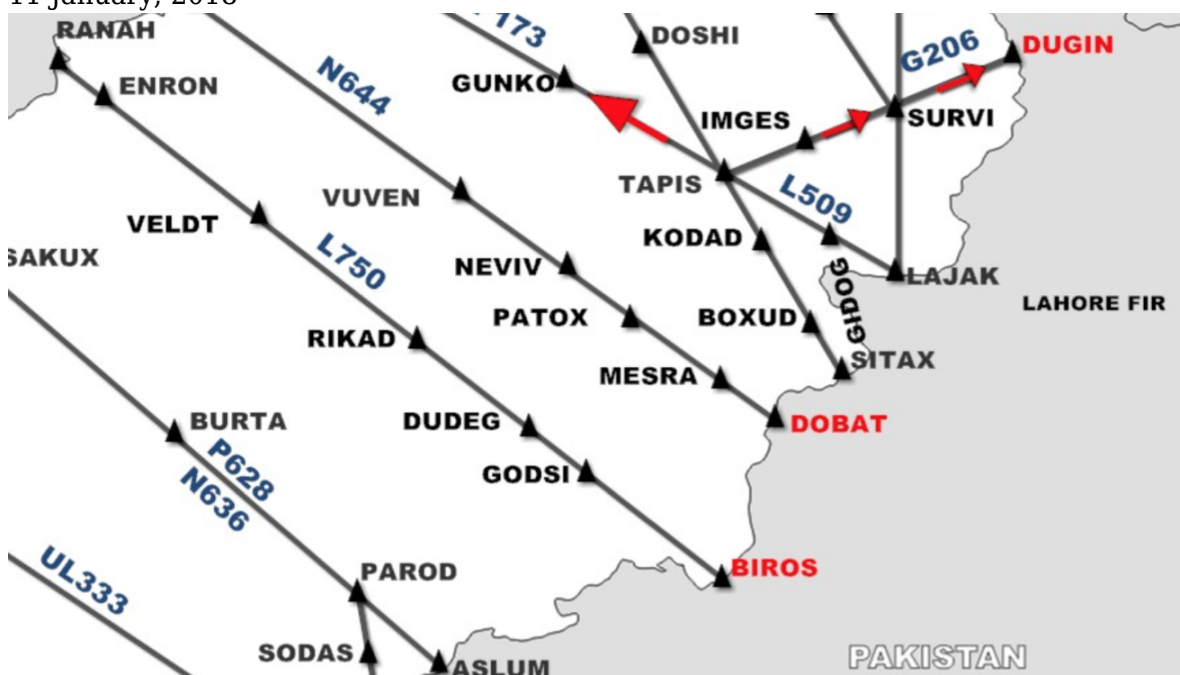
If you want to operate on the RLatSM tracks, you're going to need CPDLC, ADS-C, and RNP4; along with the other standard pre-requisites for operating in the NAT HLA between FL350-390: an HLA approval, TCAS 7.1, RVSM approval, two LRNS, and a working HF radio. To figure out where you are welcome on the NAT, depending on what equipment and training you have, check out our quick and dirty guide [here](#).

One thing to be cautious of when using the half-degree tracks - most aircraft FMC's truncate lat/long waypoints to a maximum of 7 characters, so it will often show up as the same waypoint whether you're operating along whole or half degree waypoints. So when operating on the half-tracks, just remember to double-check the full 13-character representations of the lat/long waypoints when you enter them into the FMC.

For more details about the new RLatSM procedures, have a read of the UK AIC 087/2017 [here](#).

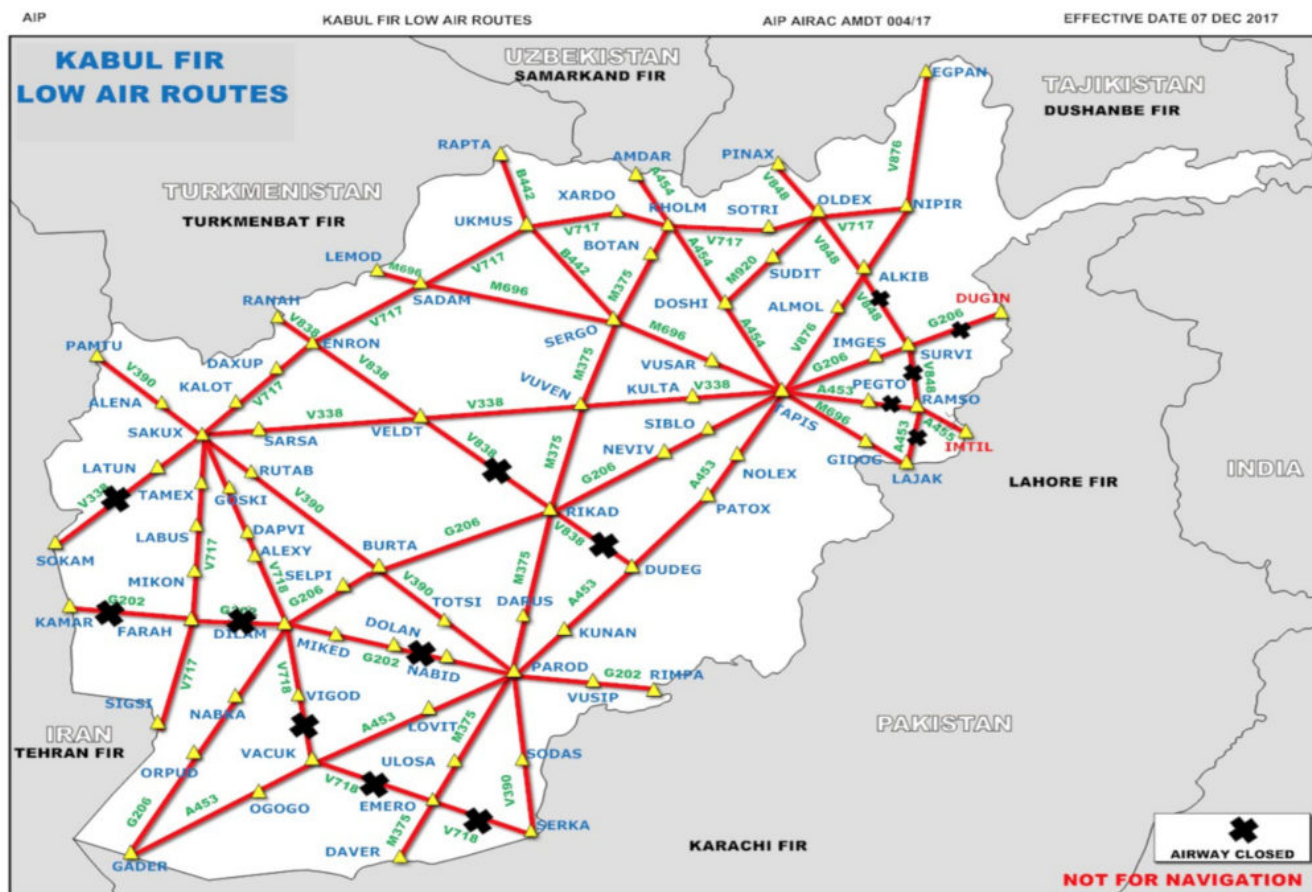
Afghan/Pakistan border waypoint name changes

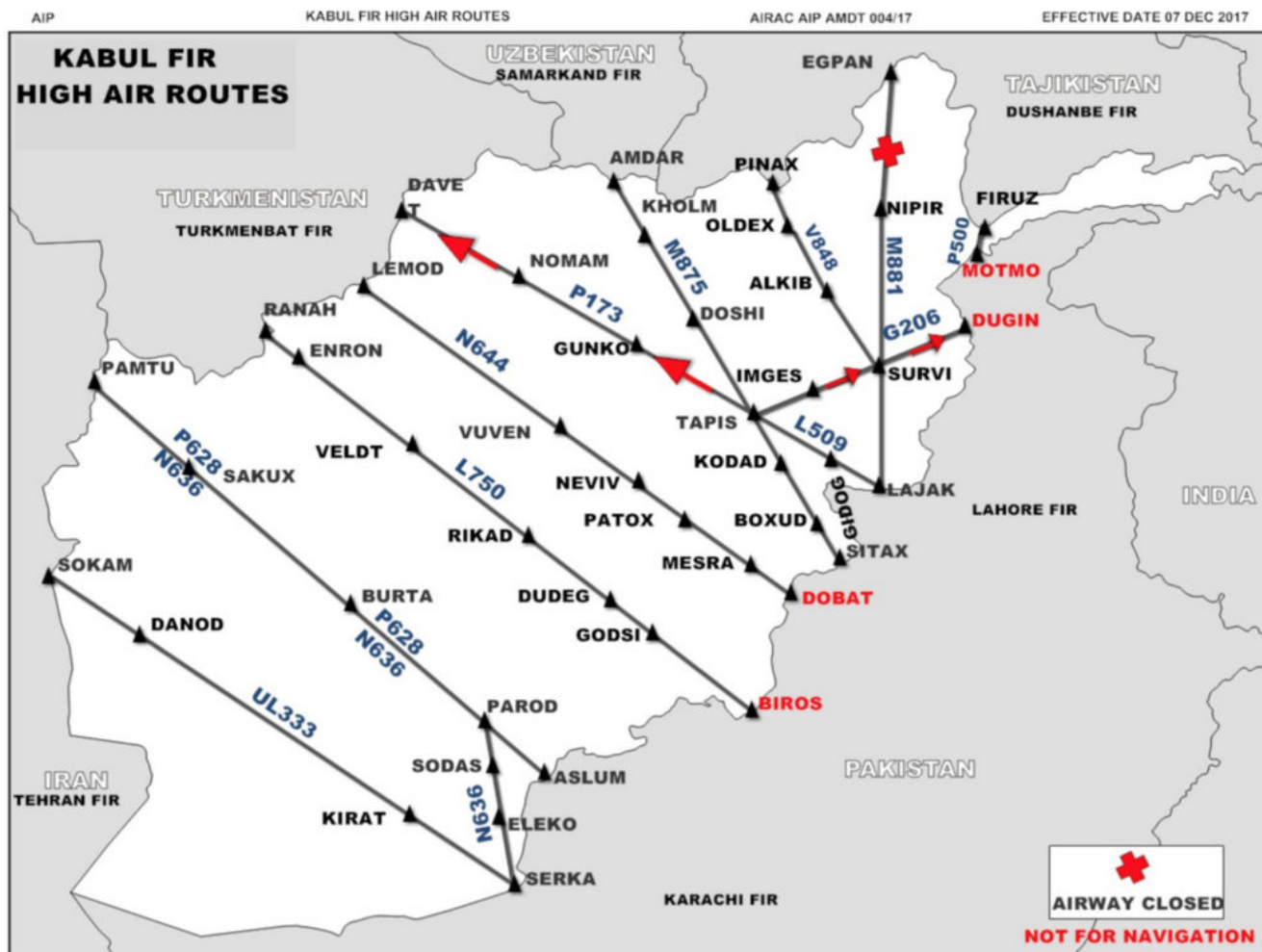
David Mumford
11 January, 2018



Afghanistan has changed a bunch of waypoint names on its border with Pakistan today. If you're flying that way, you'll need to know these for when you submit your Pakistan permit – they only approve permits for specific entry/exit points.

Old Waypoint name	New Waypoint name	Connecting Airway
KOTAL	IMTIL	A455(LOWER)
SABAR	DUGIN	G206 (LOWER & UPPER)
PADDY	MOTMO	P500 (UPPER)
ROSIE	BIROS	L750 (UPPER)
PAVLO	DOBAT	N644 (UPPER)





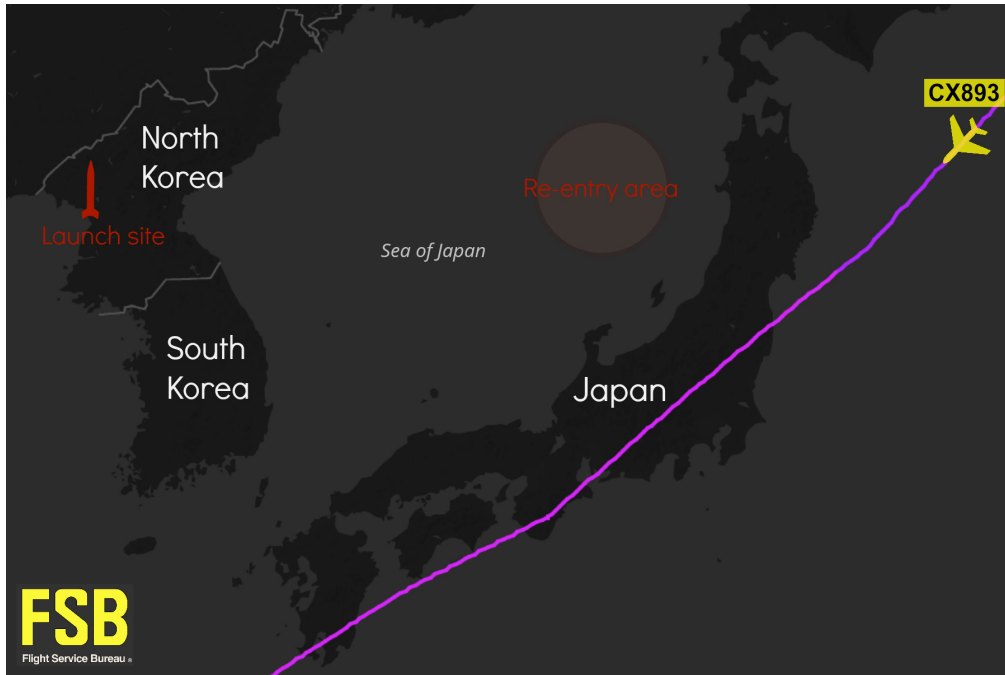
For more details, check out the full AIP AIRAC AMDT [here](#).

Overflight advice for Afghanistan averages out at a minimum FL250, though as with other mountainous countries we think FL320 is a better starting point. For Pakistan, the consensus among foreign authorities is to cross the OPLR/Lahore and OPKR/Karachi FIR's at higher flight levels. For full details check out [safeairspace.net](#)

If you want to know exactly how to get your landing or overflight permits, check out our Permit Book, which tells you how to get a permit for each and every country in the world!

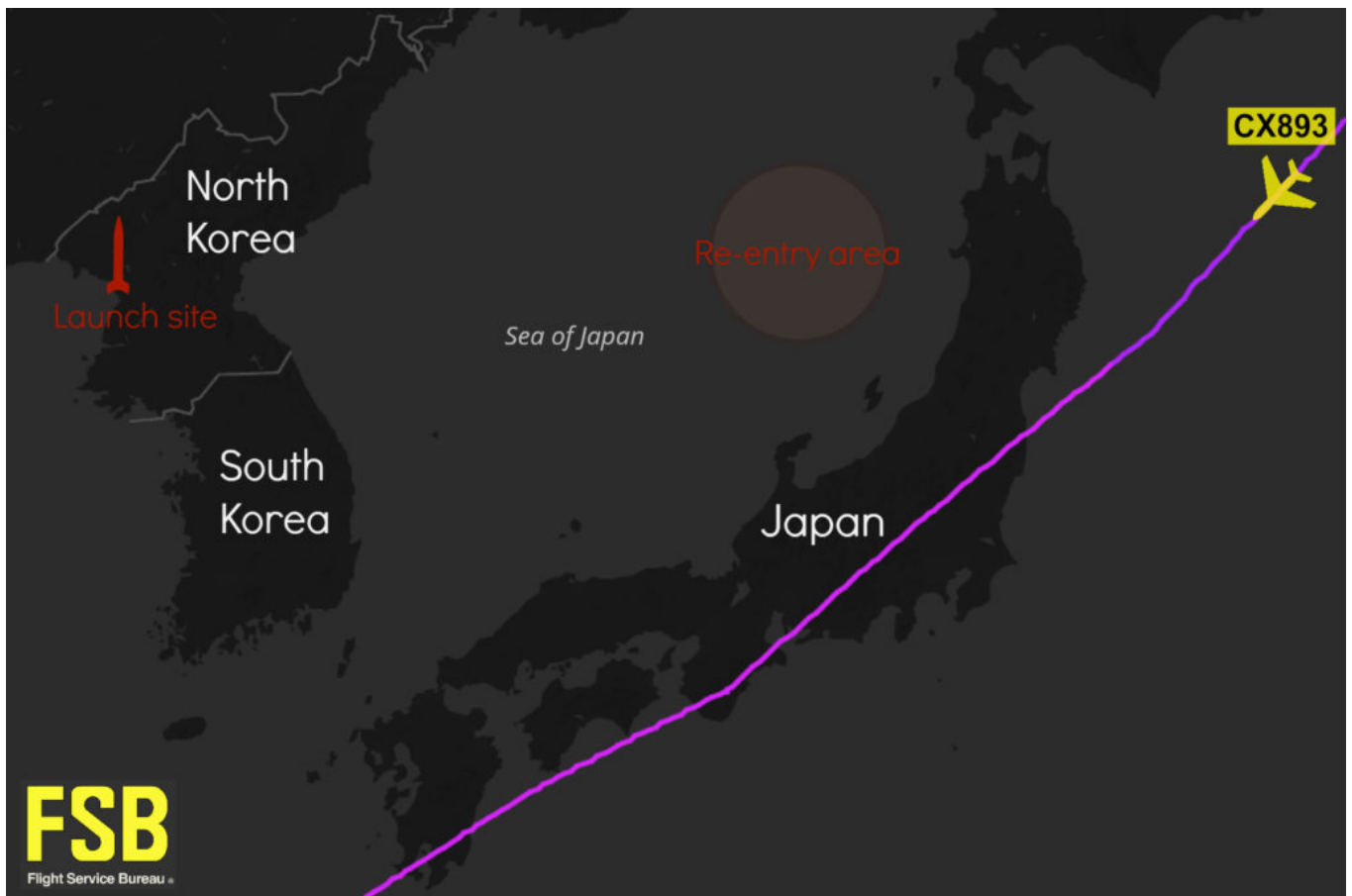
Cathay crew witness missile re-entry from North Korea

David Mumford
11 January, 2018



Crew onboard a Cathay Pacific flight witnessed the re-entry of North Korea's latest missile near their position late last week. The CX893 service from San Francisco to Hong Kong on Nov 29 was over Japan at the time when North Korea launched its missile.

The crew reported: **"Be advised, we witnessed the DPRK missile blow up and fall apart near our current location."**



Here's Cathay Pacific's full statement:

"On 29 November, the flight crew of CX893 reported a sighting of what is

suspected to be the re-entry of the recent DPRK test missile. Though the flight was far from the event location, the crew advised Japan ATC according to procedures. Operation remained normal and was not affected. We have been in contact with relevant authorities and industry bodies as well as with other carriers. At the moment, no one is changing any routes or operating parameters. We remain alert and review the situation as it evolves."

North Korea's missiles are larger, and can fly further, than the other missiles we've previously seen. Over the past year, most of these missiles land in the Sea of Japan, well inside the Fukuoka Flight Information Region (Japanese airspace). But as we see with this latest test, there is clearly a danger of some of these missiles not re-entering the atmosphere intact – meaning that a debris field of missile fragments passes through the airspace, not just one complete missile. If you haven't done so already, make sure you read this: our article on why North Korean missiles are now a real threat to Civil Aviation.

This latest test is also significant because of its unprecedented altitude – 4500km (2800 miles). Experts seem to agree that if it had been fired on a standard trajectory, the missile would have been capable of traveling around 13000km (8100 miles), meaning it could have struck anywhere in the mainland US.

If you're operating in the region, we recommend avoiding the ZKKP/Pyongyang FIR entirely and avoiding the affected areas over the Sea of Japan. For more info, check out Safeairspace.

Bali - Airport Status

David Mumford
11 January, 2018



Volcanic eruptions from Bali's Mount Agung earlier last week forced the closure of WADD/Denpasar and WADL/Lombok airports, as volcanic ash spread across both islands.

Here's the current situation at the airports on Dec 4:

- **WADD/Bali:** Re-opened on Nov 29. (Although the airport will be closed for runway repair from 18-23z daily [except Saturdays] until Dec 31).
- **WADL/Lombok:** Re-opened on Nov 30.
- **WARR/Juanda:** Open and operating. So far has not been affected at all by the volcanic ash. (Although the airport will be closed for runway repair from 16-22z daily until Jan 06).

Although Mount Agung has now stopped emitting ash, another large eruption is still likely. The local monitoring agency are registering powerful and continuous tremors, and authorities have ordered locals and journalists within 10km of the volcano to evacuate. Further intermittent airport closures are possible, depending on wind direction.

We will keep this page updated with the latest news as we get it.

Strike cancelled at Tel Aviv Airport

David Mumford
11 January, 2018



Update 1800z Nov 30: A strike by airport workers at LLBG/Tel Aviv which was originally planned for this weekend has now been cancelled.

The Airports Authority says the strike was canceled after the government intervened and were able to reach a deal with the workers' union to delay any strike action this weekend.

We'll keep this page updated with any more news as we get it.

FAA warns about fuel contamination

David Mumford
11 January, 2018



The FAA Safety Team have issued a mysterious new Notam today, about a possible fuel contamination problem at airports in the central U.S.

Update: The FAA has sent a follow up, seems things weren't as widespread as they made it sound:

SPECIAL..NOTICE..

THE FAA CONTINUES TO INVESTIGATE A FUEL CONTAMINATION PROBLEM. SUBSTANTIAL EVIDENCE INDICATES THE CONTAMINATION HAS BEEN ISOLATED TO GENERAL AVIATION AND MILITARY AIRCRAFT AT EPPLEY AIRFIELD, OMAHA, NE (KOMA) DURING THE TIME PERIOD NOVEMBER 18-20, 2017. FAA RECOMMENDS THAT ALL AIRCRAFT OPERATORS CHECK NOTAMS FREQUENTLY FOR POSSIBLE CHANGES TO THIS ONGOING SITUATION.

FOR FURTHER INFORMATION CONTACT FLIGHT STANDARDS AIR TRANSPORTATION DIVISION AT 202-267-8166.

Here's what they have to say:

FDC 7/4900 (A1362/17) - FL..SPECIAL NOTICE..THE FAA IS CURRENTLY INVESTIGATING

A FUEL CONTAMINATION PROBLEM THAT HAS RECENTLY APPEARED IN JET FUEL WI THE CENTRAL U.S. THE EXACT SOURCE AND THE GEOGRAPHICAL SCOPE OF THE CONTAMINATION IS UNKNOWN. THERE HAVE BEEN REPORTS OF BLOCKAGES IN FUEL FILTERS, FUEL NOZZLES, AND FUEL TANKS. THIS HAS RESULTED IN SEVERAL ENGINE FLAMEOUTS AND OTHER ERRATIC ENGINE OPS. ALL OPERATORS ARE ADZ TO CLOSELY FOLLOW FUEL SAMPLING PROC AND REPORT ANY DISCOVERY OF CONTAMINATION OR ERRATIC ENGINE OPS TO THEIR FLIGHT STANDARDS DISTRICT OFFICE OR NEAREST FAA FACILITY. 30 NOV 00:20 2017 UNTIL 30 DEC 00:20 2017. CREATED: 30 NOV 00:48 2017

We haven't seen or heard any reports about this issue recently. The FAA Safety Team say that this is currently still under investigation, and can't provide any additional information just yet. We've also reached out to a few of the major suppliers, who are saying pretty much the same thing – no more info yet, beyond the Notam.

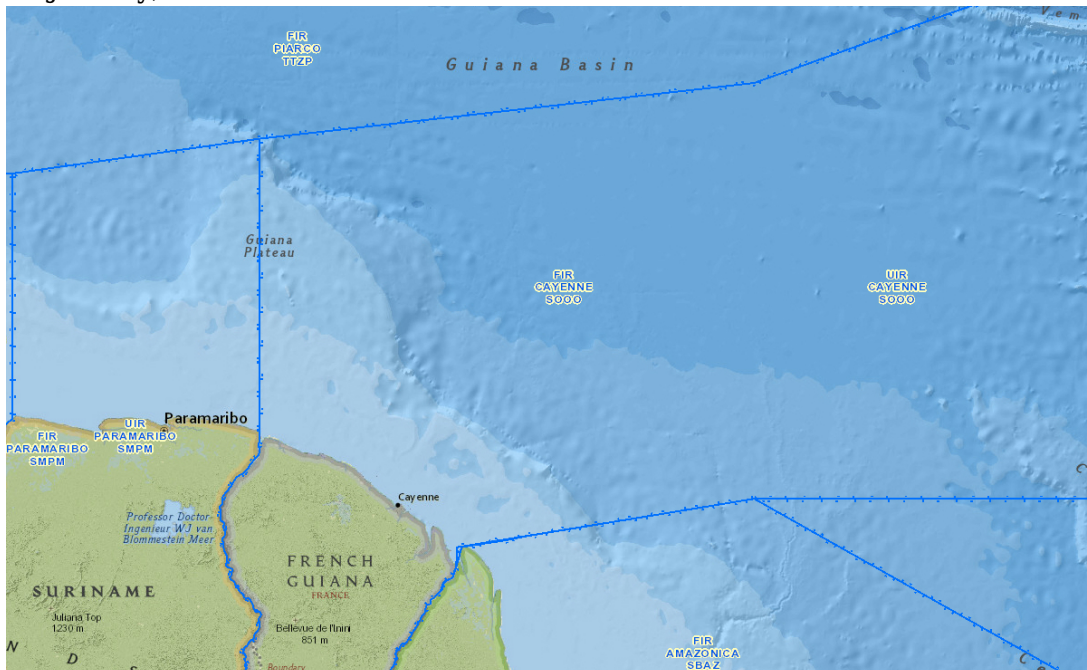
Several sources are telling us the NOTAM is related to a fuel issue at KOMA, limited to a single truck at a single FBO:

F0013/17 NOTAMN Q) ZMP/QFUX/IV/NB0/A/000/999/4118N09553W005 A) KOMA B) 1711211550 C) 1712212359 E) [DEFENSE LOGISTICS AGENCY ENERGY ADVISORY] CONTRACT FUEL NOT AVAILABLE TRUMAN ARNOLD COMPANIES DBA TAC AIR IS HEREBY NOTIFIED TO CEASE REFUELING ON ALL U.S. AIRCRAFT UNDER INTO-PLANE CONTRACT SPE600-16-D-0066 AT LOCATION KOMA – EPPLEY AIRFIELD AIRPORT, NEBRASKA. DUE TO SAFETY OF FLIGHT ISSUES REPORTED ON TWO AIR FORCE AIRCRAFT REFUELED AT THEIR FACILITY 18 NOV 2017 THAT RESULTED IN EMERGENCY LANDINGS. REFUELING OF U.S. GOVERNMENT AIRCRAFT IS IMMEDIATELY SUSPENDED AND SHALL REMAIN SO UNTIL THE DLA ENERGY CONTRACTING OFFICER NOTIFIES YOU OTHERWISE IN WRITING.

If you've experienced any fuel contamination issues recently, we'd love to hear about it! Email us at team@flightservice.org

French Guiana ATC strikes continue

David Mumford
11 January, 2018



There seems to be no end in sight for the French Guiana ATC strikes. Here's the current situation:

3000 FIR: the entire airspace will be uncontrolled from 00-11z until further notice (extended beyond 01Dec).

That means there will be no ATC staff on duty during these times. Basically, during the closure, there's a contingency plan in place: so if you want to cross this bit of airspace, there are now very specific routes and levels you have to fly at. Check these carefully prior to ops, and make sure you're at the right flight level before crossing the FIR boundary. Once you're inside the FIR, don't change your speed or level.

To read the contingency plan in full, with all the published routes and what to do, click [here](#).

TTZP/Piarco ATC (who control the FIR to the north) have said that everything has been running smoothly so far with this contingency plan, and they haven't had any problems with directing overflying traffic from TTZP to SOOO.

SOCA/Cayenne Airport: the airport will be limited between 0100-1100Z until further notice.

This means you can't file as an alternate, and if you're arriving or departing during these times, you'll need to call ATC for PPR at +594 35 92 72, or +594 39 93 02.

We'll keep this page updated with the latest news as we get it.

New rules for flying from the U.S. to Cuba

David Mumford
11 January, 2018



Update 5 June 2019: All US private flights to Cuba are banned, under a new BIS rule. No Part 91 operations are allowed any longer.

Update 9 Nov 2017: Effective today, the US has new rules for travel to Cuba as an individual. These restrictions will limit the ability of US citizens to undertake most personal travel to Cuba unless part of a licensed group. The new measures will also bar US citizens and companies from engaging in business activities with over 180 Cuban enterprises the US government has concluded are linked to the Cuban government in some way (check the full list [here](#)). The new policy will not affect travellers with existing bookings, such as a flight or hotel reservations. Upon their return, all US citizens will be required to maintain proof of all activities in Cuba, and must ascertain that no U.S. laws were violated during their trip. OFAC and CBP will enforce the new regulations, much talk of hefty fines.

If you're traveling to Cuba from anywhere other than U.S. territory, it should be a doddle. Get a landing permit, arrange your ground handling, file your flight plan, and off you go.

If you're trying to get to Cuba from the U.S. though, it's a different story...

A tale of two Presidents...

In December 2014, President Obama announced plans to improve relations between the U.S. and Cuba, and in the July of the following year a lot of restrictions were lifted for N-registered aircraft operators wanting to do private and charter flights to Cuba.

However, the U.S. authorities (the Treasury Department, in this case) didn't want to break with tradition and make the process completely straight-forward and misery-free, so their Office of Foreign Asset Control (OFAC) introduced a rule which means that only 12 categories of travel are permitted between the US and Cuba. This was then further complicated by legislation introduced by President Trump in June 2017! Here are the permitted categories of travel:

- (1) family visits
- (2) official business of the U.S. government, foreign governments, and certain intergovernmental organisations
- (3) journalistic activity
- (4) professional research and professional meetings
- (5) educational activities or so-called "people-to-people" travel – **it's not possible to claim this category if you make your own travel arrangements; this is only possible for officially sanctioned group travel.**
- (6) religious activities
- (7) public performances, clinics, workshops, athletic and other competitions, and exhibitions
- (8) support for the Cuban people
- (9) humanitarian projects
- (10) activities of private foundations or research or educational institutes
- (11) exportation, importation, or transmission of information or information materials
- (12) certain export transactions that may be considered for authorisation under existing regulations and guidelines.

As you might have spotted, you cannot simply travel from the U.S. to Cuba for the purpose of general tourism! You have to match one of these 12 categories.

Applying for a licence to travel

Here's the thing: you don't actually have to do this.

Once you decide which category applies to you, you do not need to apply for any kind of licence to travel from OFAC – you will simply qualify under their rules for the so-called 'General Licence'.

However, each one of these 12 categories for permitted travel is highly controlled and has specific requirements that must be met for the exemption to apply. If you want help in trying to work out which one of these categories might apply to you, read the FAQ section of the official guidance – it's actually pretty good: https://www.treasury.gov/resource-center/sanctions/Programs/Documents/cuba_faqs_new.pdf

Once you've done that, you might want to read the extra little FAQ they put together, following the changes made by President Trump in June 2017 (basically this just says that no more *individual* travel for educational or "people-to-people" will be allowed – only *group* travel will be allowed in this category): https://www.treasury.gov/resource-center/sanctions/Programs/Documents/cuba_faqs_20170725.pdf

I don't match any of those 12 categories - what do I do?

If you do not match any of the categories, things get tricky. In this case you would need to apply to OFAC for a 'Specific Licence' – although this process can take up to 3 months. You can do this online at the US Treasury Dept page: <https://www.treasury.gov/resource-center/sanctions/Pages/licensing.aspx>

Should I book a trip myself, or book through a tour agent?

If you *really* are going to Cuba to visit relatives, or for some kind of religious pilgrimage, you could probably get away with making your own travel arrangements.

If not though, the easiest way to make sure you qualify will probably be to just engage the services of a U.S. based company to help make your travel arrangements – they'll book you on to some kind of tour and get you to sign a "travel affidavit" to confirm that you really are going to Cuba for the reason you say you are!

If you decide to make your own arrangements, you'll still need to make sure you carry one of these documents. You don't need to submit it anywhere in advance, but you do need to keep it handy just in case anyone from CBP asks to see it. To get a sample of this form, [click here](#).

Bear in mind that if you book through a tour company, you will be traveling under a specific, government-approved itinerary. That means that when you get to Cuba, officially, you can't just go wandering off by yourself. Your tour company won't be able to book you into Cuban hotels, rent cars or take buses at all, since the Cuban government owns them. You'll most likely be booked into a bed-and-breakfast, or a homestay, and you will only be able to take part in pre-approved, pre-arranged activities.

All this talk of OFAC and categories and travel affidavits is hurting my brain. Isn't there an easier way?

Technically, yes there is.

If you want to avoid all this bureaucratic misery, you could always fly to Cuba by way of Mexico or Canada. There are no restrictions from those countries regarding travel to Cuba, so U.S. citizens can fly straight in. Remember, Cuba doesn't restrict U.S. citizens from entering – just get a visa in advance, and that's all you need.

However, bear in mind that when you return back to the U.S. – if you get caught out trying to hide your trip to Cuba from U.S. Customs officers, you could face serious punishment.

Cuba landing permit

You'll need one, regardless of where you're flying from, or what country your aircraft is registered in. The official notice required by the Cuban authorities to process a permit request is 3 working days. No docs are required to obtain an overflight permit, but for a landing permit, the following is required: CoR, CoA, Col, crew and pax information, reason for flight and receiving party in Cuba for landing approval. Which brings us neatly on to...

Receiving party

Cuba will only give you a landing permit if you provide the name and contact details of a local receiving party or 'business sponsor'. If you're trying to do it yourself and do not yet have a local receiving party arranged in Cuba, you should contact your ground handler to check if they can act in this role for you.

Landing fees

There's actually a very simple way to work these out:

AIRPORTS	MUHA / MUVR / MUCC	MUHU / MUCM / MUHG	MUSC / MUCF	MUCL / MUMZ	OTHER AIRPORTS
LANDING FEES USD/TON	\$7	\$6	\$5	\$4	\$2

Handling

The Cuban CAA require all operators to obtain handling confirmation from a company based in Cuba. If you

don't have a copy of an 'Airworthiness Review Certificate' for your aircraft (N-registered aircraft, for instance), you have to show a copy of aircraft maintenance log book entries showing the recent work performed on the aircraft and confirming that the aircraft was returned to service in an airworthy condition. Also, any jet over 10,000 LBS MTOW must provide a noise certificate via their handling company.

Visas

If you're flying to Cuba from the U.S. you're going to need to get proper business visas (remember, you're not a tourist!). Although it is possible to obtain these on arrival in Cuba, reports suggest that it takes ages to process, so it's probably best to get these in advance.

Insurance

Make sure that your aircraft insurance does not specifically exclude travel to Cuba – many do!

Foreign passengers

If you're flying between the U.S. and Cuba with foreign nationals onboard – they are subject to the exact same rules as U.S. nationals in terms of meeting OFAC licensing requirements. The only exception is for Cuban citizens present in the United States in a non-immigrant status – they can travel to Cuba without having to tick any of those 12 OFAC boxes.

Time on the ground in Cuba

U.S.-registered aircraft are allowed remain in Cuba for up to seven consecutive nights. If you want to go for longer then you will need to get an export licence – that gets complicated.

International Airports in Cuba			
ICAO/IATA	Airport	Rwy(m)	PCN
MUHA/HAV	Havana	4000	057FBXT
MUVR/VRA	Varadero	3500	052FAXT
MUHG/HOG	Holguin	3200	057FBXU
MUSC/SNU	Santa Clara	3000	055FBXU
MUCC/CCC	Cayo Coco	3000	057FBXT
MUCL/CYO	Cayo Largo	3000	050FBXU
MUCM/CMW	Camaguey	3000	057FBXT
MUCF/CFG	Cienfuegos	2400	050FBWU
MUCU/SCU	Santiago	4000	050FAXT
MUMZ/MZO	Manzanillo	2400	042FBXU

US Airports of Entry for your return flight

Recent policy changes mean that aircraft can now depart to Cuba from any customs designated airport in the U.S. (this applies to both U.S. and foreign-registered aircraft). However, when you return to the US, as you will be entering from the south, you will need to land at the first designated airport of entry that is nearest to the point of crossing the U.S. border or coastline; if you want to land elsewhere you will need to get a Border Overflight Exemption.

Here is the list of southern airports of entry, from US Code of Federal Regulations 19 122.24

Location	Name
Beaumont, Tex	Jefferson County Airport.
Brownsville, Tex ..	Brownsville International Airport.
Calexico, Calif	Calexico International Airport.
Corpus Christi, Tex.	Corpus Christi International Airport.
Del Rio, Tex	Del Rio International Airport.
Douglas, Ariz	Bisbee-Douglas International Airport.
Douglas, Ariz	Douglas Municipal Airport.
Eagle Pass, Tex ..	Eagle Pass Municipal Airport.
El Paso, Tex	El Paso International Airport.
Fort Lauderdale, Fla.	Fort Lauderdale Executive Airport.
Fort Lauderdale, Fla.	Fort Lauderdale-Hollywood International Airport.
Fort Pierce, Fla	St. Lucie County Airport.
Houston, Tex	William P. Hobby Airport.
Key West, Fla	Key West International Airport.
Laredo, Tex	Laredo International Airport.
McAllen, Tex	Miller International Airport.
Miami, Fla	Miami International Airport.
Miami, Fla	Opa-Locka Airport.
Miami, Fla	Tamiami Airport.
Midland, TX	Midland International Airport.
New Orleans, La ..	New Orleans International Airport (Moissant Field).
New Orleans, La ..	New Orleans Lakefront Airport.
Nogales, Ariz	Nogales International Airport.
Presidio, Tex	Presidio-Lely International Airport.
San Antonio Tex ..	San Antonio International Airport.
San Diego, Calif ..	Brown Field.
Santa Teresa, N. Mex.	Santa Teresa Airport.
Tampa, Fla	Tampa International Airport.
Tucson, Ariz	Tucson International Airport.
West Palm Beach, Fla.	Palm Beach International Airport.
Wilmington, NC	New Hanover County Airport
Yuma, Ariz	Yuma International Airport.

More information: There are a ton of reports on Cuba in Airport Spy, which is where all of us in OpsGroup tell each other about the airports we've been to – good ATC, bad handlers, rip-off fees... think of it as the TripAdvisor of airports. Also, if you want to know exactly how to get your Cuba landing permit, check out our Permit Book – this tells you how to get a permit for each and every country in the world!

ENSB: No more direct flights, emergency diverts still OK

David Mumford
11 January, 2018



This is now officially a domestic airport – international arrivals are no longer permitted.

We asked the Norwegian CAA the million-dollar question: can ENSB still be used as an ETOPS or emergency enroute alternate?

Their response: “ENSB now being a domestic airport, it shall not be used as an alternate airport in normal flight planning, but in case of emergency, medical – or flight safety related, the airport may be used.”

In other words, if you are planning a Polar flight and want to use ENSB as an ETOPS or emergency enroute alternate, you can.

We also spoke with the ATC tower at the airport: they confirmed that you can still use ENSB as an emergency divert, and they have someone there on duty H24. The normal RFF category is 8.



So why has the airport been downgraded from international to domestic?

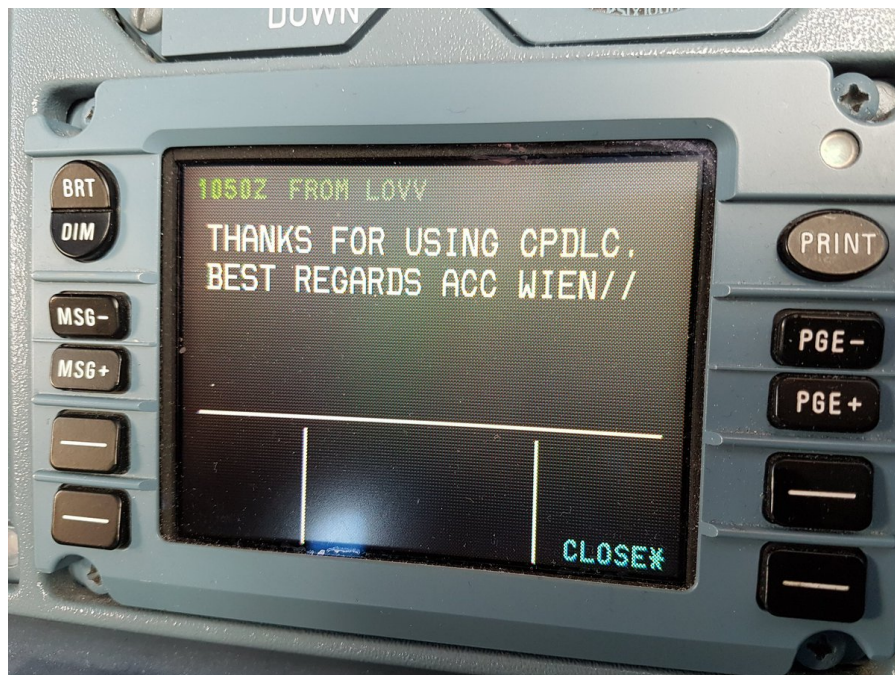
It seems it has something to do with the authorities desire to limit the amount of charter flights operating directly to Svalbard. Now, if you want to go there you will first have to go to one of Norway's international airports to clear customs, and then continue on to Svalbard as a domestic flight. The Norwegian CAA say direct international charter flights may still be allowed "in the interests of tourism", but it seems this will be the exception rather than the rule.

Interestingly, you can still fly to ENSB direct from Russia, as they have a separate agreement from 1974 regarding the use of the airport - which is unaffected by this new rule.

Even more interesting is that when you get to Svalbard, if you decide to leave the main town of Longyearbyen, it is a legal requirement to carry a gun, and to know how to use it - they're not joking about those polar bears.

Iridium Fault Fixed

David Mumford
11 January, 2018



Last week **we reported on an equipment issue with Iridium** satcom that prompted a ban by a number of Oceanic ATC agencies. Some aircraft were receiving massively delayed clearances sent by ATC via CPDLC – and one took the instruction and climbed 1000 feet, even though the message was meant for the flight the aircraft operated previously.

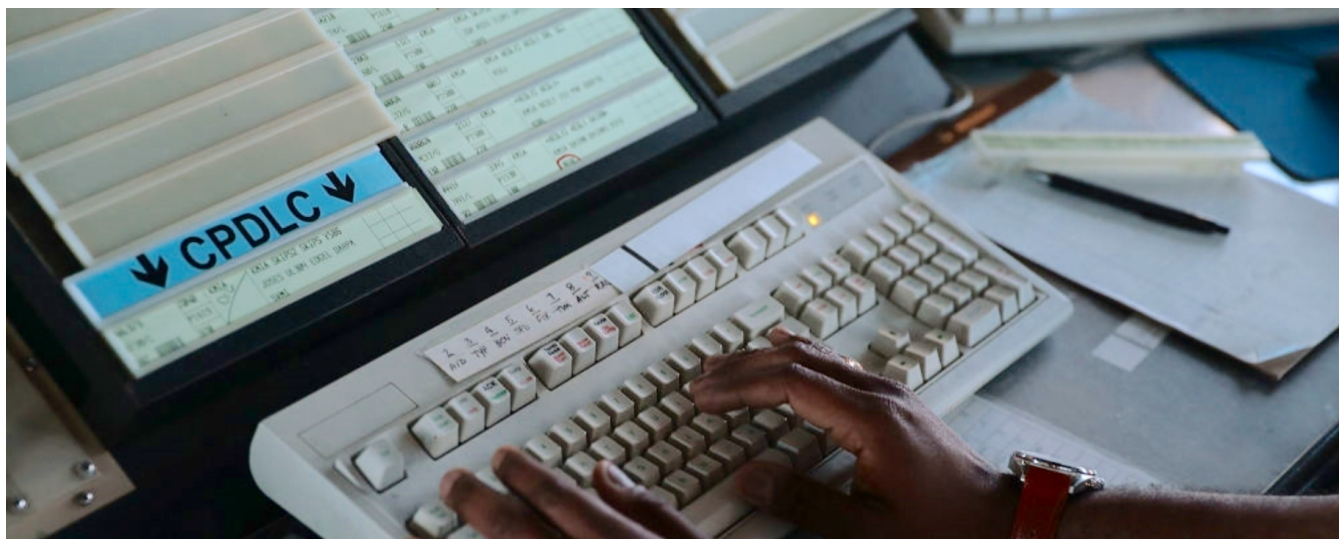
Here were the areas which had previously published Notams restricting the use of Iridium: Brazil Atlantico (SBAO), Auckland (NZZO), Chile (SCIZ), Japan (RJJJ), Anchorage (PAZA), Oakland (KZAK), New York (KZNY and KZWY).

However, all FIR's have now removed their notams which banned the use of Iridium for CPDLC and ADS-C. This has happened after tests were performed last week using Iridium SATCOM which confirmed that Iridium no longer queues CPDLC uplinks for more than five minutes.

Article header photo by @Zelgomat

Oceanic ATC's tell us their position on Iridium Satcom

David Mumford
11 January, 2018



Last week **we reported on an equipment issue with Iridium** satcom that prompted a ban by a number of Oceanic ATC agencies. Some aircraft were receiving massively delayed clearances sent by ATC via CPDLC – and one took the instruction and climbed 1000 feet, even though the message was meant for the flight the aircraft operated previously.

Today, we checked-in again with all the oceanic ATC centres, to see what their current policy is on the issue.

EGGX/Shanwick told FSB that they are aware of the issue, reviewed it, but have decided not to ban the use of Iridium for either CPDLC or ADS-C just yet. LPPO/Santa Maria have the same position. So, in this airspace, you can use Iridium, for now.

CZQX/Gander said they did a safety analysis of it, and decided not to ban it. They have all kinds of conformance alerts in place to prevent any problems from happening – so if aircraft deviate they get notified immediately.

BIRD/Reykjavik aren't that concerned about the issue – they use HF most of the time anyway.

Chile (SCIZ)

Japan (RJJJ)

Anchorage (PAZA)

Oakland (KZAK)

New York (KZNY and KZWY)

All these centres have published Notams instructing crews not to use Iridium for CPDLC **or ADS-C**. Until the fault is fixed, in those regions you'll have to either use HF for ATC comms, or use another SAT provider.

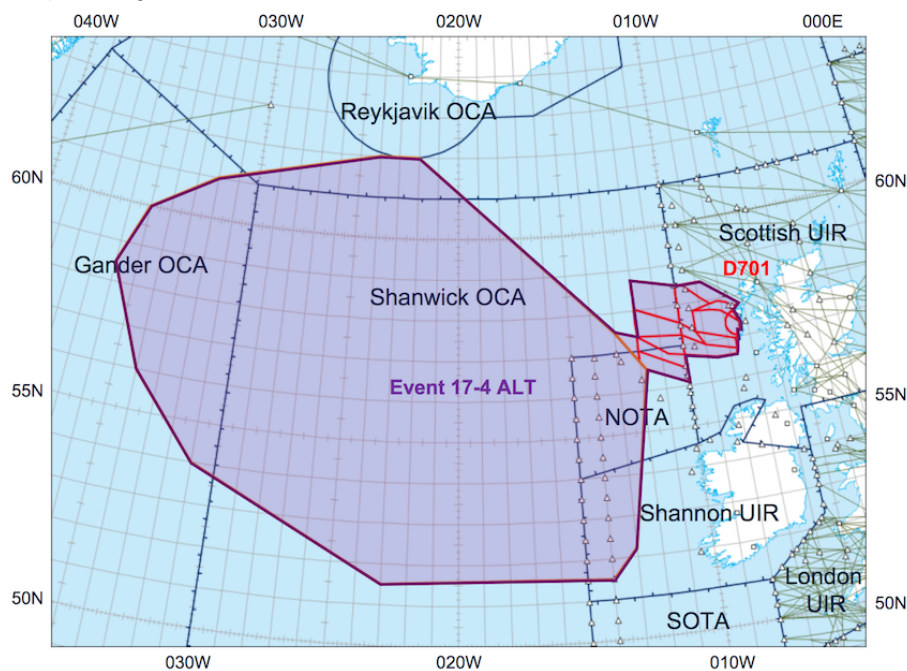
Auckland (NZZO) and **Brazil (Atlantico SBAO)** have applied the ban to CPDLC alone. Use ADS-C if you like.

From Iridium themselves, they told FSB: "We've updated their queue management system. Every minute, there is a queue check. If there is any message that is older than 4 minutes, it marks as timed out, and will not be delivered. This update was done at ground level, so it does not require any software updates by the user. We're still waiting on feedback from FAA workgroup on the fix and if it's sufficient to allow use of Iridium for CPDLC and ADS-C."

That's it for now! We'll keep you posted, or, even better – tell us below in the comment section if you hear news.

NAT Airspace Closures

David Mumford
11 January, 2018



Update 18th Oct: No more events are planned at this time. However, we will keep this page updated with the latest news as we get it.

Sections of NAT airspace are set to close on various different dates in October. This is all due to U.S. and NATO joint military exercise that's going on, called Formidable Shield, which will mean huge chunks of airspace will be closed to civil ops for many hours.

The basics for each event are the same:

- **Airspace closed, SFC-UNL.**
- **Aircraft capable of flying in MNPS airspace will have to keep at least 30nm away from the area, other aircraft will need to keep 60nm away.**

Event 1 – Happened on 25th Sep.

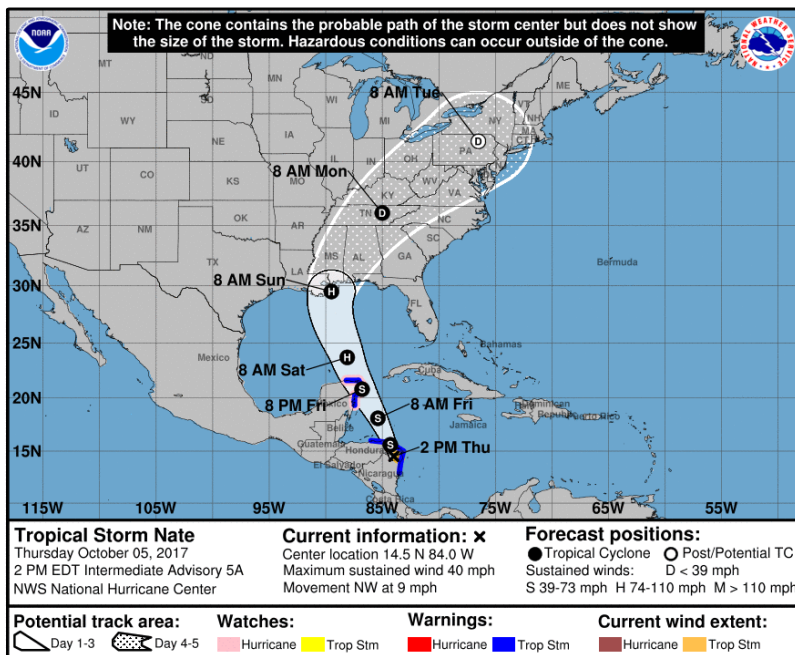
Event 2 – Happened on 7th Oct.

Event 4 - Happened on 15th Oct. (Yes, Event 4 happened before Event 3 - just to confuse us!)

Event 3 - Happened on 17th Oct.

Tropical Storm Nate headed for U.S. Gulf Coast

David Mumford
11 January, 2018



Tropical Storm Nate is currently just off the northern coast of Nicaragua, moving NW at 8kts with sustained winds of 35kts.

It's forecast to move on towards Louisiana over the weekend as a Cat 1 Hurricane.

Heavy rain expected across Nicaragua, Costa Rica, Panama, Honduras, Belize and Mexico's Yucatan Peninsular.

No airport closures anywhere yet, but keep an eye on the forecast for MMUN/Cancun, as that's directly in the path of the storm.

TIST/St. Thomas airport re-opens

David Mumford
11 January, 2018



St Thomas re-opens to commercial flights today.

All non-military aircraft need to use St. Thomas Jet Center. To request ops, there's a Notam out saying you should try calling them direct on +1-340-777-9177, but we've heard from our local contacts that might not work. If so, you should send your request via SMS to +1-340-998-7243, but make sure you include complete info about your planned flight:

- Company name
- Tail number
- Make and model of aircraft
- Date of arrival/departure
- Local time ETA/ETD (TIST is GMT-4)
- Number of crew/pax both in and out
- Fuel requirements
- Method of payment

Airport hours are 0900-1800 local time. Only military ops allowed outside these hours.

Tower and unicom frequency is 118.8. Limited coverage from SJU Center.

ATIS, nav aids, ILS, runway lights – all out of service.

No customs at the airport – if you need to clear customs then you can do so through TJIG/Isla Grande.

No internet, no ability to print out anything for flight crews, no rental cars. The only phone service that

seems to work is AT&T, and that is patchy at best. SMS messages seem to work much better than phone calls.

Typhoon Talim headed for Japan

David Mumford
11 January, 2018



Typhoon Talim, the equivalent of a category 4 hurricane, is now headed straight for Japan.

On Miyako-Jima Island in Okinawan island chain in the far south-west of Japan, Talim has already brought destruction: winds of over 100mph, power cuts, and the highest recorded rainfall in more than 50 years. The typhoon its expected to progress up towards the Japanese mainland over the weekend.

Forecasters had previously predicted it would pass over Taiwan's northern cities before continuing on towards the Chinese coastline. A few flights were cancelled, more than 200,000 people were evacuated from Fujian and Zhejiang provinces, and flow restriction Notams were issued for both countries airspace (RCAA/Taipei FIR & ZSHA/Shanghai FIR) - although airports in the region remained open as the typhoon's progress was closely monitored.

However, now it seems likely that Japan will bear the worst of the impact. If you're operating anywhere in this region over the next few days, best keep an eye on the Japanese Met Agency's dedicated webpage for Typhoon Talim... just in case it decides to change course again.

<http://www.jma.go.jp/en/typh/1718.html>

ZBAA/Beijing: New departure rules

David Mumford

11 January, 2018



There are some new rules at ZBAA about how to go about getting clearance to depart. The new guidance doesn't seem to have been officially published anywhere yet, but ground handling agents have been handing out a bit of paper translated from Chinese. Check out the image below for original version, which shows what you need to do. Here's the short version:

1. Make sure your tow tug is in position.
2. Contact the **delivery** frequency for ATC clearance. Tell them you're ready to go.
3. Next, contact the **ground** frequency to apply for clearance to push-back and start-up. (This clearance can only be given by controllers on the ground frequency, not the delivery frequency.)

Also, it's been reported by an Opsgroup member that if you do not then push-back within 5 minutes of getting your clearance, you will get bumped to the bottom of the pile. Same thing happens if your EOBT is more than 15 minutes early or late from the filed time in the FPL.

Remember, slots are required at ZBAA, and GA aircraft are not permitted to arrive/depart between peak hours 0700-0900 local. There's also only 24 hours maximum parking time allowed at ZBAA for foreign GA.

航班号 Flight Number: _____

飞行员须知 Information to Pilot:

一. 在北京首都机场, 出港飞行机组接受空中交通管制服务的步骤:

Steps how pilot obtains air traffic control service for departure at BCIA:

1. 联系塔台“放行许可”频率申请并抄收放行许可并复诵

Firstly, contact on “Beijing delivery” frequency to copy ATC clearance, then make read-back;

2. 在“放行许可频率”中向管制员报告: “已经做好出港准备”

Report to ATC controller on delivery frequency: “READY FOR DEPARTURE!” when you are fully ready.

3. 按照管制员的指挥联系“地面管制频率”

Contact “Ground control” frequency by delivery control’s instruction.

4. 在“地面管制频率”中向管制员申请“推出、开车许可”

Apply clearance for “push-back and start-up” on “Ground control” frequency.

5. 获得地面管制的“推出、开车许可”后, 联系地面机务, 推出飞机、启动发动机

Obtain the “push-back and start-up” clearance by ATC on “Ground control” frequency, then contact and follow the instruction of maintenance staff to move aircraft and start engine.

6. 向地面管制申请并获得滑行许可后, 开始滑行

Start to taxi out after pilot apply and has obtained the taxi clearance by ATC.

二. 其它提示信息 other information

1. 在首都机场运行时, 所有的推出、开车和滑行申请必须在地面管制频率中得到地面管制员的许可。

All operational movements regarding push-back, start-up and taxi maneuvers at Beijing International Airport **MUST BE** requested on the ATC frequency, and permitted by ATC controllers.

2. 出港前, 在放行频率中只是抄收放行许可内容。放行管制员不会给飞行员推出、滑行指令。

Prior to departure, delivery clearances are copied on delivery frequency and would only contain information of delivery clearance. Push-back and taxi clearance would **NEVER** be issued by controllers on the delivery frequency.

3. 在放行席位, 当放行管制员询问飞行员“是否有拖车?”时的含义是指“拖车是否到位?”; 而不是“可以推出”的含义。推出指令必须是在转频地面管制后由地面管制员给出。

On delivery frequency, when controllers ask pilots by *do you have a towing tractor or are your tugs ready*, what they mean are whether your towing tractors are in position. This **DOES NOT** authorize clearance to push-back maneuvers, and push-back maneuvers could only be authorized by controllers on ground frequency after pilots transferred frequency.

4. 当飞行员报告“我已准备好开车”, 管制员回复“稍等”时。管制员所代表的含义是“推出和开车都要稍等”; 而不是“可以推出, 开车稍等”的含义。

When pilots report ready for start-up maneuvers on ground frequency, controllers responds with “stand-by”, which means stand-by for **BOTH** push-back **AND** start-up maneuvers. This **DOES NOT** mean stand-by for start-up maneuvers only and cleared for push-back.

以上几点请在首都机场地面运行时严格遵守!

谢谢您的配合!

All the above should be complied with strictly at Beijing International Airport,

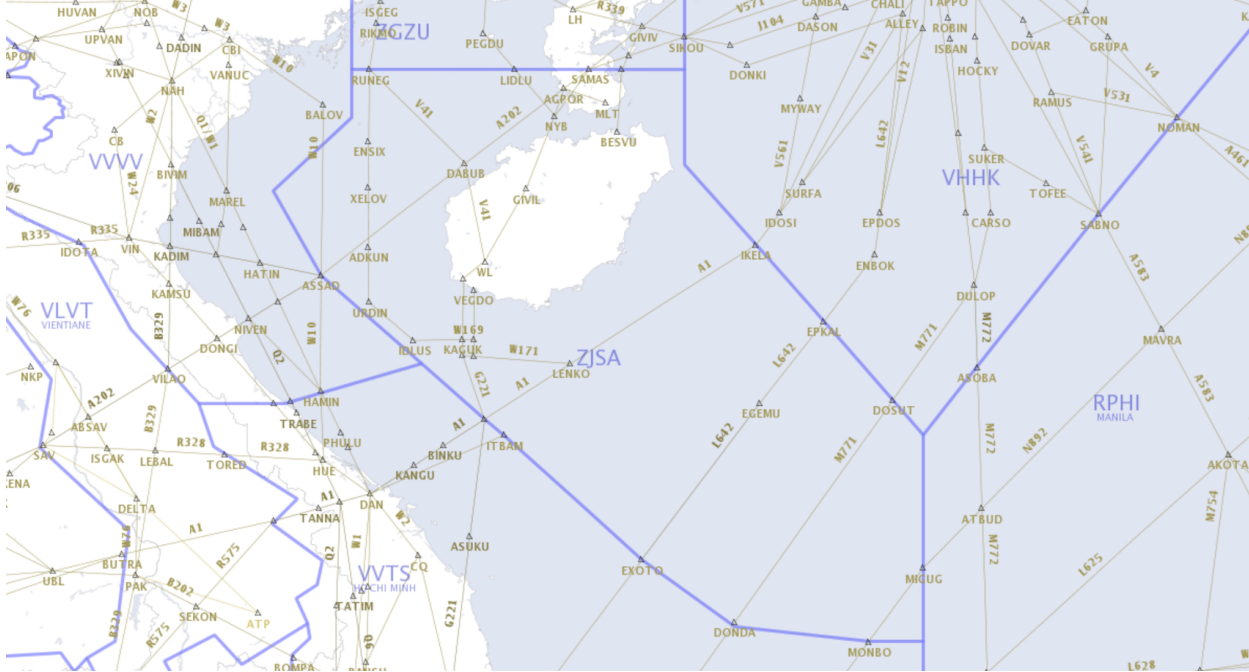
Thank you for your cooperation.

签名 Signature:

日期 Date:

Sanya FIR: Do I need an overflight permit?

David Mumford
11 January, 2018



The 3-second answer: you don't need a China overflight permit on airways: A1, L642, M771 and N892. You only need one if you're travelling on airway A202.

That kind of makes sense, as A202 is the only airway right up there at the very top of the Sanya FIR, cutting across Sanya's landmass, and connecting the VVVV/Hanoi FIR with the ZGZU/Guangzhou FIR. All the other airways are out over the ocean, down to the South of the Sanya FIR, and not going anywhere near the Chinese mainland.

So if you want to operate on A202, you'll need a China overflight permit. Technically, you're supposed to submit your request to the CAA by AFTN to: ZBBBZGZX, ZGGGZBZX and ZJSYZRZX, 3 days in advance. However, unless you've done it before and you know what you're doing, we suggest you just use an agent instead – dealing with the Chinese authorities direct can often be a misery.

Regardless of which airway you use, if you're flying on a call sign, remember to put down the aircraft reg in Field 18 of the flight plan, and fill the accumulated EET to the Sanya FIR. Also, if you're flying on L642, M771 or N892, you've got to be RNP10 approved, otherwise you'll have to stay below FL280.

China updates: ZBAA, ZBTJ, ZSAM

David Mumford
11 January, 2018



1. From now until the end of June, **ZSAM/Xiamen** airport will closed daily between 0010-0610 local time, and business flights will **not** be allowed to land or take-off between 0700-0900 local time daily as per the CAAC's regulation (the same regulation applies to over 20 other airports in China including ZBAA, ZSSS, ZSPD, ZGGG and ZGSZ).

2. **China's "two sessions" begins this week** – two big political conferences (CPPCC and NPC) that are held every year. **ZBAA/Beijing** gets busier than ever.

Even at the best of times, ZBAA only allows 24 hours maximum parking time for foreign GA, so expect to get sent to ZBTJ/Tianjin for parking: an Airport of Entry that regularly takes overflow traffic from Beijing.

As the nearest airport from ZBAA, ZBTJ is also accepting more ferry flights at the moment – the ZBTJ airport authority has been told to continue to do so until 30th April.

3. Be aware it's going to become more and more common this year for Chinese immigration to record fingerprints of foreign travellers who enter China via international airports.

Sorry, you gotta go to Seletar: Ops to Singapore

David Mumford
11 January, 2018

Singapore Changi Airport has been named the best airport in the world by Skytrax for the past four years running.

It already has a butterfly garden, free 24-hour cinema, rooftop swimming pool and spa, but soon it's going to become even more awesome – work is currently underway on the new ten-storey 'Jewel Terminal', scheduled for completion in 2018, with a gigantic 'rain vortex' waterfall cascading from the ceiling, indoor rainforest park, playgrounds, shopping mall and hotel complex. If it ends up looking anything like the pictures in the brochure, it will be pretty spectacular...



Unfortunately, if you're operating a business jet to Singapore, you probably won't be allowed to go there!

The Singapore authorities will not allow overnight parking at Changi for charter flights under any circumstances, and parking for private flights is limited to a maximum of 48 hours. Slots are required, and with the amount of scheduled traffic currently in place, unless you're planning to do a really quick turn at super off-peak times (ie. the middle of the night), your request will probably be denied.

This is where the authorities would like all corporate flights to go instead:



Seletar Airport. Doesn't look quite as fantastic, does it?

The good news is that unlike Changi, at Seletar there is much less congestion, no parking time limits, and much lower handling costs. However, it does only have a 6024 ft runway and is not due to have ILS installed until some time next year. Added to that, fuel is around \$1 per US gallon more expensive than at Changi.

Whether you end up going to Changi or Seletar, if you're operating as a non-scheduled commercial flight you're going to need a landing permit, which means you're going to have to jump through a few hoops. Here's a quick breakdown of how to organise that non-sked flight:

Step 1: Get an 'Operations Permit' (OP)

You will need to open an ATLAS Account with CAAS and then log in to appoint a handling agent. Then either you or the handling agent will be able to liaise with the authorities to obtain the Operations Permit (OP).

This is basically a blanket approval for that operator to conduct revenue flights to Singapore, and you may have up to 20 aircraft on this permit.

Once this permit is approved, CAAS will advise the validity period which may be up to one year, although the OP will only remain valid for as long as the other aircraft documents are valid for. The OP usually takes 3 working days for approval by CAAS if all paperwork submitted is in order.

Step 2: Get an 'Air Transport Permit' (AT)

After securing the OP, it means CAAS have in principle approved you as an operator to carry out charter flights to Singapore.

With the OP in place, you can then apply for an Air Transport Permit (AT) which is required for every individual charter schedule into Singapore (WSSS or WSSL). The AT Permit for WSSS usually takes around 3-5 working days for approval by CAAS, although they will often reject your request and demand that you operate to WSSL instead. The AT Permit for WSSL usually takes around 3 working days for approval.

For the OP and AT permits, you should register an account here:
<https://appserver1.caas.gov.sg/ATLAS/welcome.do>

Step 3: Slots - but only if you're going to Changi!

Remember, slots are only required at Changi, and not at Seletar. You can only obtain slots after you've obtained an OP and an AT. Slots will likely take several hours to obtain, and available slot times may differ from what you've requested, due to other scheduled traffic. You can only submit requests for slots a maximum of 7 days prior to ops, and a minimum of 24 hours prior. And you will nearly always need to change your schedule in order to match available slot options!

For more information than you could ever possibly need about slot requests at Changi, check the Singapore AIC 2/13:
http://www.caas.gov.sg/caasWeb2010/export/sites/caas/en/Regulations/Aeronautical_Information/AIC/AIC_PDFs/2-13.pdf

For requesting Changi airport slots, if you already have an account then you should use the online system:
<https://www.online-coordination.com>

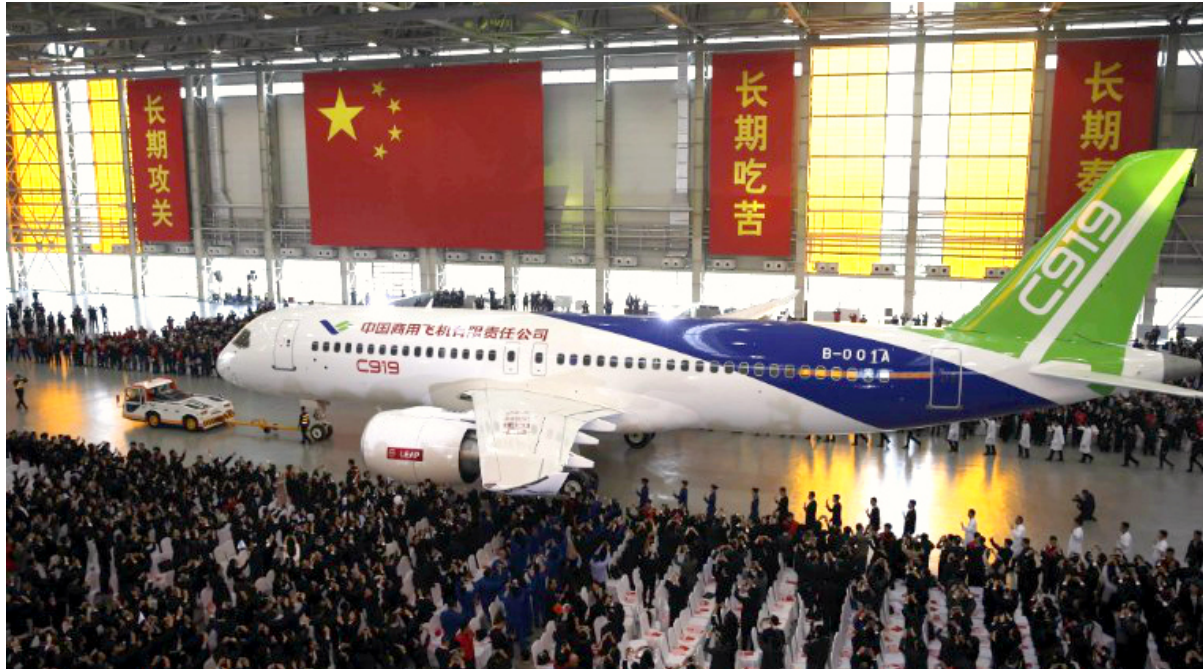
Or if you don't have an account then just send an email with your request in the standard SCR format to:
csc@changiairport.com

Other things to consider...

- If you're operating as a **private flight** to Singapore (instead of non-scheduled commercial), life suddenly gets considerably easier, as permits are not required for private flights! Just make sure you have parking arranged, and file your inbound ATC flight plan 12 hours in advance, being sure to copy in the Singapore ATC AFTN address WSJCZQZX. You'll still need slots if operating to Changi, but at least you don't have the added hassle of having to obtain the OP/AT.
- Permits are not required for Singapore **overflights** either. The only exception to this is for special airworthiness flights, where for both overflights and landings you basically follow same process - apply for a Singapore Permit To Fly. To do that, complete the form at the following link:
http://www.caas.gov.sg/caasWeb2010/export/sites/caas/en/PDF_Documents/Others/aw101.doc
- It's also worth noting that in the Singapore FIR, ADS-B is now mandatory for aircraft wishing to fly at or above FL290.

The Hidden Costs of Operating to China

David Mumford
11 January, 2018



China has always been challenging to operate to. Handling rates are prohibitively expensive, half the country's airways are closed to foreign operators, and slots and parking at the major airports can often be impossible to obtain.

But often the most frustrating thing about operating to China is just trying to work out what all the different charges are for. If you receive a big bill post-flight from a company called Tong Da Air Service, unfortunately it's not a scam! These guys are the government-appointed agency in China who are responsible for collecting all the NAV fees for flights by foreign operators.

TONG DA AIR SERVICE

**ADDRESS: B-7-D, FUHUA MANSION, NO.8 CHAOYANGMEN NORTH STREET,
DONGCHENG DISTRICT, BEIJING, CHINA**

POSTCODE: 100027

TEL: +86 10 6554 6588/6388

FAX: +86 10 6554 6168

E-mail: tongda@tdas-intl.com

Dear Sir/Madam,

It is governmentally confirmed that the Tongda Air service is authorized by the Air Traffic Management Bureau of the General Administration of Civil Aviation of China to collect the en-route charge, the compensation charges and the service charge. And on Jan-01 2011, CAAC Settlement Center authorised Tongda Air Service to charge the Terminal Navigation Fee for all non-scheduled foreign civil aircraft.

Charges:

Invoice No. TDAS/*****

It's important to know in advance what you will get charged here, as it's not totally clear without doing a bit of digging - and your handling agent will likely not include all these complicated fees when they provide you with handling quotes!

For NAV fees in China, you will always get charged for four separate things:

- En-Route Charge.
- Terminal Navigation Charge.
- Compensation Charge (the fee paid to the government for the permit)
- Service Charge (Tongda Air's charge for obtaining the permit)

Importantly...

En-Route Charge = **this is charged for each individual flight**

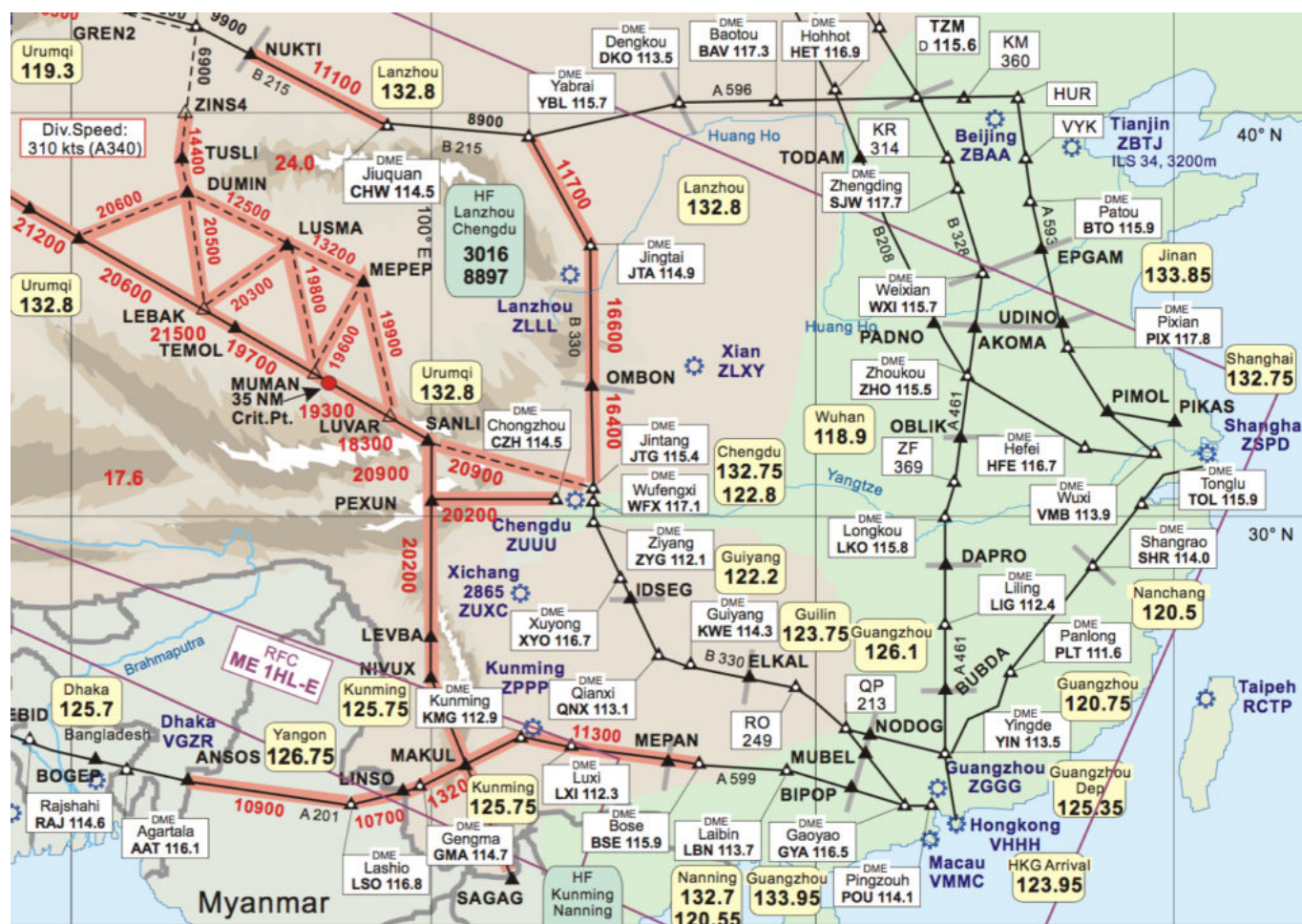
Terminal Navigation / Service Charge / Compensation Charge = **these are charged per permit**, and are always set costs.

So let's say you fly RKSS-ZBAA-RKSS: you will need to pay En-Route Charges for each sector, and one set of Terminal Navigation / Service / Compensation charges.

Similarly, if your routing involves multiple domestic flights within China, (eg. RKSS-ZBAA-ZBTJ-ZSPD-RKSS) you only need one permit to cover all those stops, which means you will only pay one set of Terminal Navigation / Service / Compensation charges. So far so good...

But let's say you fly something like RKSS-ZBAA-VHHH-ZGSD: on this routing you will effectively be

departing China when you go to VHHH, so you will need **two** permits – one for each stop in China (ZBAA and ZGSD). And because of this, you would need to pay **two** sets of Terminal Navigation / Service / Compensation charges!



So here's how you work out the 4 charges:

1. En-Route Charge

There's a very lengthy and complicated method of working this out, but the easiest thing to do is just use your flight-planning tool to tell you the answer. Most tools have this function – just make sure you click the button that says something like 'overflight costs' and find the section on the output of the flight plan that looks something like this:

OVERFLIGHT CHARGE COSTINGS

COUNTRY/AGENCY	FIR	GCD	AWY	FIR COST	CUR	USD	X/RATE
CHINA	ZBPE	237	278	1736.12	CNY	255.57	0.147
CHINA	ZHWH	430	434	2712.22	CNY	399.26	0.147
CHINA	ZGZU	435	447	2791.35	CNY	410.90	0.147
HONG KONG	VHHK	27	28	0.00	USD	0.00	

TOTAL OVERFLT COSTING FOR ROUTE: MAN = 1065.73 USD

(Showing costs for a B737 operating from ZBAA/Beijing to VHHH/Hong Kong)

2. Terminal Navigation Charge

MTOW Charges (RMB Yuan)

Up to 25	990
26-50	1060
51-100	$1060 + 21*(T-50)$
101-200	$1920 + 23*(T-100)$
above 201	$3820 + 27*(T-200)$

T = the actual MTOW rounded up to the nearest tonne

So for example:

an aircraft with a MTOW of 60T = $1060 + 21*(60-50) = 1270\text{RMB}$

an aircraft with a MTOW of 110T = $1920 + 23*(110-100) = 2150\text{RMB}$

an aircraft with a MTOW of 210T = $3820 + 27*(210-200) = 4090\text{RMB}$

3. Compensation Charge

This will always be \$3000.

4. Service Charge:

This will be either \$1200 for landing permit, or \$500 for overflight permit.

Hong Kong is a pain in the ass - it's official

David Mumford

11 January, 2018



After a few members complained, we put the question out to OpsGroup: **is operating a non-scheduled flight to Hong Kong really that difficult?**

The response was a resounding “Yes”.

Why then? Operators talk of having to cancel planned flights, that it's impossible to get a decent schedule,

and even with a poor one, that lining up slots, parking, permits and handling is extremely difficult. End result: a mountain of frustration.

Trying to get slots at Hong Kong International Airport has always been tricky. Now the world's third busiest airport with over 1000 flights per day departing from its two runways, severe congestion means that only a handful of daily slots have been available to private, corporate and non-scheduled operators.

Here's a look at a typical daily slot availability chart at Hong Kong International Airport:

Day	Slot Availability						
Hour UTC	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0000-0059	A	A	A	A	A	A	A
0100-0159	A	A	A	A	A	A	A
0200-0259	X	X	X	X	X	X	X
0300-0359	X	X	X	X	X	X	X
0400-0459	D	X	X	X	X	X	X
0500-0559	A	D	X	D	X	X	X
0600-0659	X	X	X	X	X	X	X
0700-0759	X	X	X	X	X	X	X
0800-0859	X	X	X	X	X	X	X
0900-0959	X	X	A	X	X	X	D
1000-1059	X	C	X	X	A	X	C
1100-1159	C	X	A	A	A	X	X
1200-1259	D	A	X	A	X	X	X
1300-1359	A	C	A	A	A	X	X
1400-1459	X	X	X	X	X	X	X
1500-1559	X	X	X	X	X	X	X
1600-1659	X	X	X	X	X	X	X
1700-1759	X	X	X	X	X	X	X
1800-1859	X	X	X	X	X	X	X
1900-1959	X	X	X	X	X	X	X
2000-2059	X	X	X	X	X	X	X
2100-2159	X	X	X	X	X	X	X
2200-2259	X	X	X	X	X	X	X
2300-2359	X	X	X	X	X	X	X

X

 Full

C

 Close to full

A

 Available for arrivals only

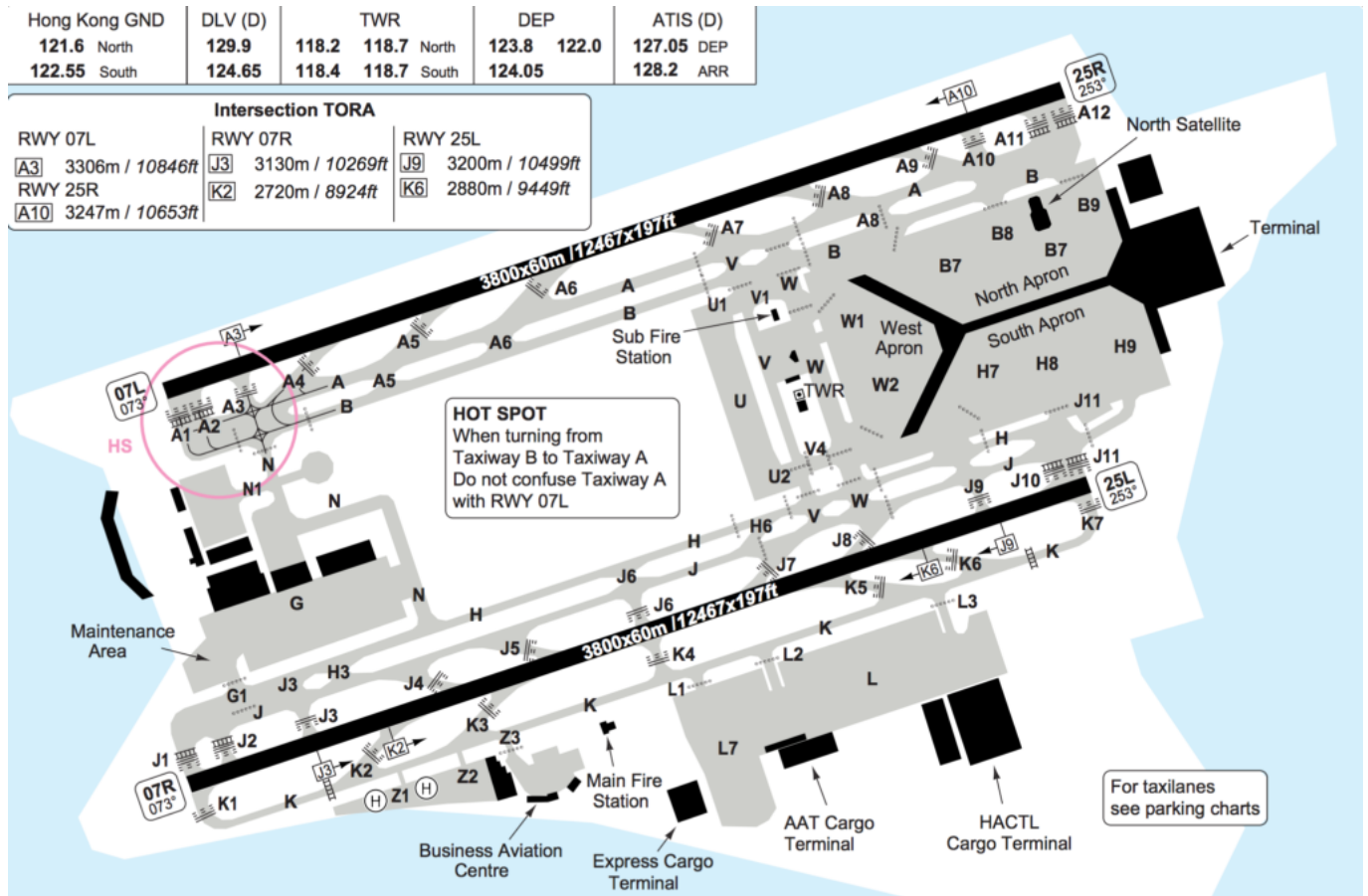
D

 Available for departures only

Back in March 2016, the airport authority made it mandatory for all BA/GA operators to start using the Online Coordination System (OCS) to reserve their slots, rather than by email as they had done previously. But for many, this system has proven to be frustrating, as a lack of enforcement has meant that **slot hoarding and mismanagement** by some operators has largely gone unpunished.

But in a recent attempt to crack down on such behaviour and to prevent slots going unused, the airport authority has tightened restrictions for operators flying into or out of Hong Kong. You now need all 4 of the following to be confirmed in advance: **landing permit, parking, ground handling, and slots**.

New changes mean that slots can be booked up to 14 days in advance (instead of 7 days as before), and authorities will monitor the slot system for intentional misuse – which could lead to operators being banned from using the system altogether. Other violations include any cancellations of outbound flights less than 72 hours before departure, and delays on the day by more than 2 hours – although any off-slot operations outside a tolerance of +/-20 minutes can still flag up for potential slot misuse.



As for parking - again, severe congestion means this is problematic. Parking is confirmed on a first-come-first-served basis, and can be applied for up to 30 days in advance - ultimately, the earlier you apply the better. However, parking requests for 5 days or more will likely be rejected, and overnight parking is often denied during busy periods. If this happens, unfortunately the best strategy is still to just keep making new applications until you get accepted!

Over 100 business jets use HKIA as their home base, but fewer than 70 parking spaces are available at any given time, and the GA ramp itself only has space for 20 aircraft. If full, the authorities will rarely grant parking on the commercial side, and often they will just deny the parking request altogether. Once your parking is approved, you'll receive a confirmation, and this must be given to your ground handler.

It should be noted that the requests for the landing permit, parking, ground handling and slots are all separate from each other, and need to be applied for individually. We would recommend the following, in order:

1. Apply for LANDING PERMIT

Can be done whenever, but should probably be done first.

www.cad.gov.hk/english/efiling_home.html

Civil Aviation Department (CAD)

Email: asd@cad.gov.hk, gcmtse@cad.gov.hk

Phone: +852 2910-6648, -6629

2. Apply for PARKING

Can be done up to 14 days in advance of flight, the earlier you do this the better!

<https://extranet.hongkongairport.com/baps/>

Hong Kong Airport Authority (HKAA)

Email: bjetslot@hkairport.com

3. Apply for GROUND HANDLING

There are plenty of agents and handlers at VHHH, but only one dedicated FBO for BA/GA flights:

<http://www.hkbac.com/en>

Hong Kong Business Aviation Centre (HKBAC)

Email: hkbac@hkbac.com

Phone: +852 2949 9000

4. Apply for SLOTS

Will only be considered 14 days prior to flight.

http://www.hkgslot.gov.hk/Online_Coordination.html

Hong Kong Schedule Coordination Office (HKSCO)

Email: hkgslot@cad.gov.hk

Phone: +852 2910 6898