

New rules for charter flights to Malaysia

David Mumford

31 December, 2019



Foreign operators doing charter flights to Malaysia now need to obtain a “Foreign Air Operator Certificate” (FAOC) to be able to get a landing permit, and this needs to be requested 90 days in advance!

This new requirement was introduced earlier this year with AIC 3/2019, but authorities have only recently started implementing it.

Private flights are not affected. The process for these remains the same as before – apply a week in advance, either direct to the authorities at airtransport@dca.gov.my, or through a third party agent (recommended!). Local agents have said that Air Ambulance / Medevac flights do not need to obtain an FAOC either.

But for charter flights, the new requirement looks like a real pain. Here’s how it works... (thank you Julie at ASA Group for helping with this info!)

1. Application needs to be sent 90 DAYS prior to the intended first trip into/out of Malaysia. The following documents need to be submitted:

- Completed FAOC Matrix form (see links below).
- Carriers liability insurance.
- If aircraft is leased, approval of civil aviation authorities of the State of the Operator of the lessee, with identification of the operator that exercises operational control on the aircraft.
- Document authorizing the specific traffic rights, issued by appropriate department or resulting from a bilateral air transport agreement (and any other document the CAAM considers necessary to ensure that the intended operations will be conducted safely).
- Letter of appointment on behalf of the operator to say that their chosen handling agent in Malaysia (i.e. ASA Group) can apply on the operator’s behalf.

The FAOC will be valid for one year.

2. Once the FAOC is issued, then you have to get your handling agent to apply for each landing/overflight

permit for you via the Aerofile system. Here's what they'll need from you to make that happen:

- Airline/Operator Code in IATA (2 characters) & ICAO (3-4 characters) format.
- Home country of registration.
- Copy of FAOC.
- Copy of your own AOC issued in your country of registry.
- Main office address and contact for the operator.
- Copy of insurance coverage.
- Appointment letter from operator stating that the handling agent can apply on their behalf

All subsequent individual applications for landing permit requests after successful application in the AeroFile system will require a copy of the Gendec (and for bigger aircraft with 20 seats or more, you'll also need to provide a copy of the Charter Agreement).

For these landing permit requests through the Aerofile system, your handler will need a minimum of three days notice. They should request slots at the same time as requesting the landing permit.

To clarify - an FAOC is only required for landing permits for charter flights. Overflight permits will need to be applied for via the Aerofile system, but do not need an FAOC.

Handy links:

Aerofile system - <https://www.mavcom.my/en/industry/aerofile-registration/>

FAOC forms -

<http://www.dca.gov.my/sectors-divisions/flight-operations/forms/foreign-air-operator-certificate-faoc/>

AIC 3/2019 - <https://ops.group/dashboard/wp-content/uploads/2019/12/WM-eAIC-2019-03-en-MS.pdf>

Samoa state of emergency due to measles outbreak

David Mumford

31 December, 2019



Samoa is in the grip of a **serious measles outbreak** right now. Over the past six weeks, the outbreak has infected nearly 4,000 people out of a population of 200,000, killing 60, mostly children under four. **A nationwide state of emergency** has been declared, which will remain in place until Dec 29.

Medical teams from around the world are now working with UNICEF to bring in vaccines to support the Samoan government's vaccination programme.



A Royal New Zealand Air Force Boeing 757 offloads medical stores in Samoa. Photo: NZDF

Tonga and **Fiji** have also reported cases of measles, although the situation seems to be more under control here – largely due to the higher rates of vaccination amongst its populations. In Samoa, the World Health Organisation estimates that only around 30% of the population had been vaccinated prior to the recent outbreak.

The Samoan government effectively shut down the island on Dec 5 and 6, whilst they carried out a door-to-door **mass vaccination campaign** across the country.



Government of Samoa @samoagovt · 19h

In response to the current measles outbreak, the @samoagovt will be undertaking a 'Door to door Mass Vaccination Campaign' on Thursday 5th and Friday 6th December, 2019 from 7am to 5pm throughout the whole country.

Read full notice at facebook.com/samoagovt/



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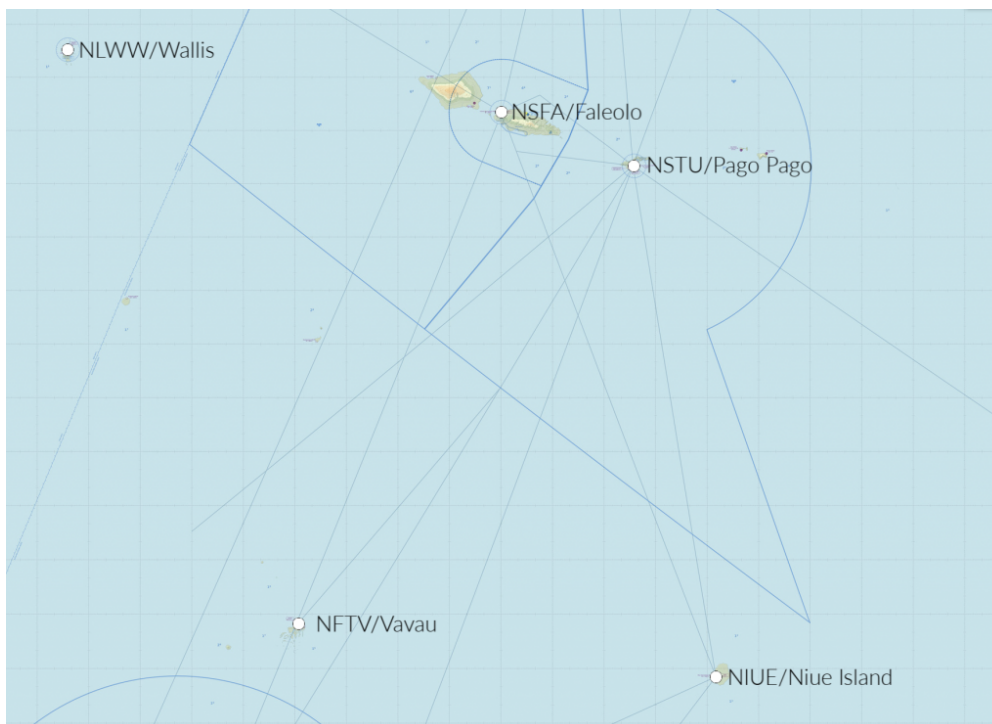
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As of Dec 16, the government says that 93% of population had been vaccinated, and announced that the state of emergency would be extended to Dec 29 to allow the authorities to reach the remainder of the population that is yet to be vaccinated.

So far, flights have been operating as usual, and no restrictions have been announced at the country's international airport, NSFA/Faleolo.



Neighbouring **American Samoa** has reported two cases of measles in the past few weeks. Concerned about the spread of the virus, authorities at NSTU/Pago Pago airport on American Samoa have been denying landing to anyone flying in from **Samoa** (i.e. NSFA/Faleolo) or **Tonga** (i.e. NTF/Fua'amotu) if they don't have a measles vaccination certificate. We've had reports in AiportSpy that the same has been

happening at **PLCH/Christmas Island** as well. In addition, authorities in the **Marshall Islands** and the **Solomon Islands** have announced that travellers will need proof of measles vaccination to be able to enter the country.

For operations to all airports in the region, **ensure your vaccinations are all up to date**, and that you **carry certificates on board** with you to present to the local authorities.

Three-day French ATC strike this week

David Mumford

31 December, 2019



French ATC strike alert! And this one's going to be a MONSTER!! Notams have now been published confirming this week's strike will last for three whole days, from 1800z on Wednesday Dec 4 until 0500z on Sunday Dec 8.

It's part of a nationwide strike which will also impact ground handling services at airports nationwide. Initially called by public transport unions opposed to the government's pension reforms, various other unions have since pledged to join the strike, including public sector workers, teachers, postal workers, hospital staff, firefighters and lorry drivers. Many unions have warned that strikes might run until Christmas, but for now, air traffic controllers have only planned strike action for three days this week.

In the Eurocontrol teleconference on Monday Dec 3, managers said they expect en-route regulations will be applied across all sectors – which means **big delays pretty much everywhere**. If you can avoid France during this period, do so.

The situation at the airports is slightly more complex. The worst staff shortages are expected to happen at the ACC level, rather than at the local airport level. However, there are some airports which are expected to have some issues:

LFPG/Paris Charles De Gaulle: On the morning of Thursday 5th Dec, there will be an airport firefighter strike between 07-12 local time (06-11z). As a result, only one runway will be available for this period, so

significant delays are expected all morning, particularly if weather conditions aren't so great.

LFBO/Toulouse & LFBD/Bordeaux: High delays expected all three days

LFBP/Pau, LFBT/Tarbes, LFBZ/Biarritz, LFMD/Cannes, LFOP/Rouen, LFQQ/Lille: Smaller airports mean possible closures, particularly at night. For these and other smaller airports, ATS services may not be provided at all at certain times – and you'll probably need to check the airport's own Notams for any signs of that.

Additionally, the government has stepped in and decided to request the **airlines to reduce their schedules by 20%** between 05-23z on December 5th at these airports: LFOB/Beauvais, LFPG/Paris Charles De Gaulle, LFLL/Lyon, LFML/Marseille, LFBO/Toulouse, LFBD/Bordeaux. The Notam confirming that can be found [here](#).

As usual with these French strikes, **Algeria** and **Tunisia** have both said their airspace can be used by flights trying to route around French airspace, without having to obtain overflight permits. But operators need to make sure they add their AFTN codes on flight plans! That means **don't just file your FPL to the normal Eurocontrol addresses**, but include those for Algeria (DAAAZQZX and DTTCZQZX) and Tunisia (DTTCZQZX and DTTCZRZX) – and make sure these are included for any subsequent DLA messages as well.

For real-time updates of any airspace issues once the strike has started, keep an eye on this handy French ATC webpage: <http://dsnado.canalblog.com/>

And check out our article for everything else you need to know about how to survive French ATC strikes!

Italy nationwide ATC strike on Nov 25

David Mumford
31 December, 2019

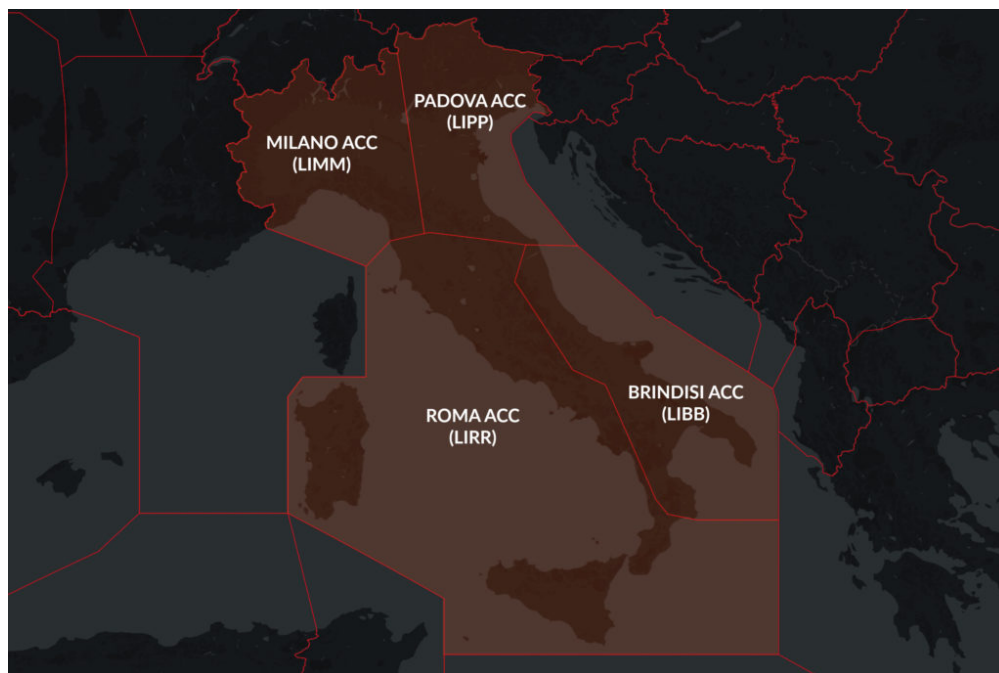


Update Nov 22: The Italian ATC strike on Monday 25th Nov isn't going to be as bad as expected. The 24

hour strike has been downgraded to a 4 hour strike, from 12-16Z, 1-5pm local. Overflights and intercontinental arrivals exempt; other traffic may see a delay but it will vary from place to place. Primarily, it is the en-route center controllers that are striking.

ATC staff from all four ACC's across the country (LIRR/Roma, LIBB/Brindisi, LIMM/Milano and LIPP/Padova) will be on strike, plus local ATC at the following airports: LIRA/Rome, LIBR/Brindisi, LIBD/Bari, LIBP/Pescara.

Watch out if you're headed to either LIPY/Ancona or LIRZ/Perugia though - ATC at these airports will still be going on strike for the full 24hrs as originally planned, so big delays expected here.



For updates, keep an eye on the Eurocontrol NOP page on the day of the strike.

Venezuela issues another surprise ban on GA/BA Flights

David Mumford
31 December, 2019



On Nov 15, authorities in Venezuela issued a Notam immediately suspending all GA/BA flights from operating to airports in the country. The ban was due to remain in place until 2359z on Nov 20, but got cancelled on Nov 18.

Here was the Notam, issued by the SVZM/Maiquetia FIR:

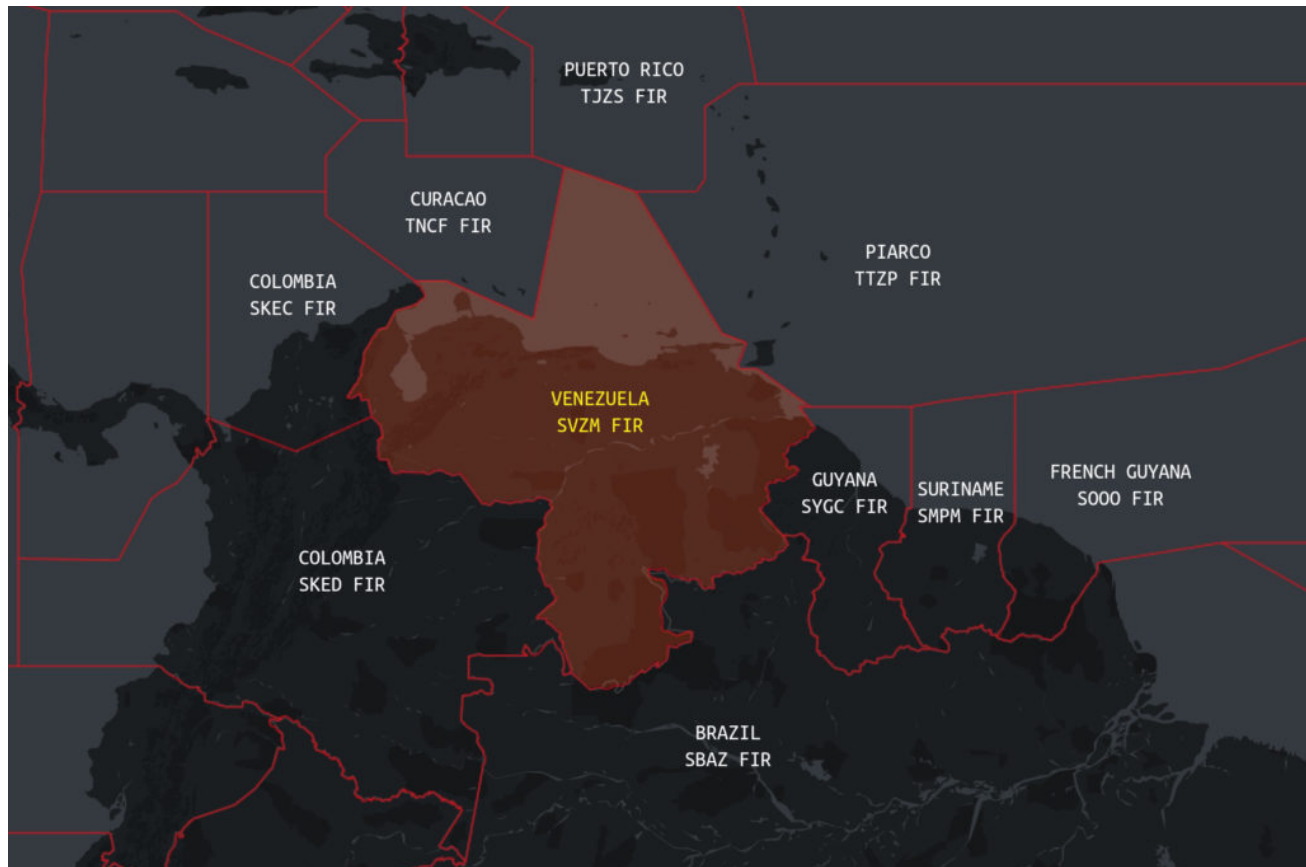
A0842/19 - GENERAL AND PRIVATE AVIATION OPS INCLUDING REMOTELY PILOTED AIRCRAFT SYSTEM (RPAS) ARE SUSPENDED. OVERFLIGHTS CROSSING SVZM / FIR ARE ALLOWED. 15 NOV 10:00 2019 UNTIL 20 NOV 23:59 2019. CREATED: 15 NOV 04:01 2019

The last time the Venezuelan government issued a ban like this was back in Feb 2019, which seemed to be related to wider attempts by the government to limit the travel of opposition politicians. This latest ban probably had similar motivations – with Venezuela’s President Maduro calling for government supporters to march and rally across the country on Nov 16 to counter protests called for by opposition leader Juan Guaidó in Caracas on the same date.

U.S. operators have been prohibited from operating to Venezuelan airports — and from overflying the country below FL260 — ever since 1st May 2019 when the US FAA issued a “Do Not Fly” instruction. Two weeks after that, the U.S. ordered the suspension of all commercial passenger and cargo flights between the U.S. and Venezuela, and this applies to both U.S. and foreign registered carriers.

Our advice remains the same: **you don’t want to go to Venezuela at the moment.** The official advice of both the US and Canada couldn’t be clearer, they both say the same thing: **do not travel to Venezuela** due to risks posed by the ongoing unstable political and economic situations and the significant levels of violent crime.

For overflights, here’s what we suggest...



To the **WEST**

- via Colombia (SKED/Bogota FIR) - **permit required** for all overflights.

Note: watch out if planning a flight through the TNCF/Curacao FIR - although a permit to overfly is not required here, you will need to prepay for navigation fees in advance. More on that [here](#).

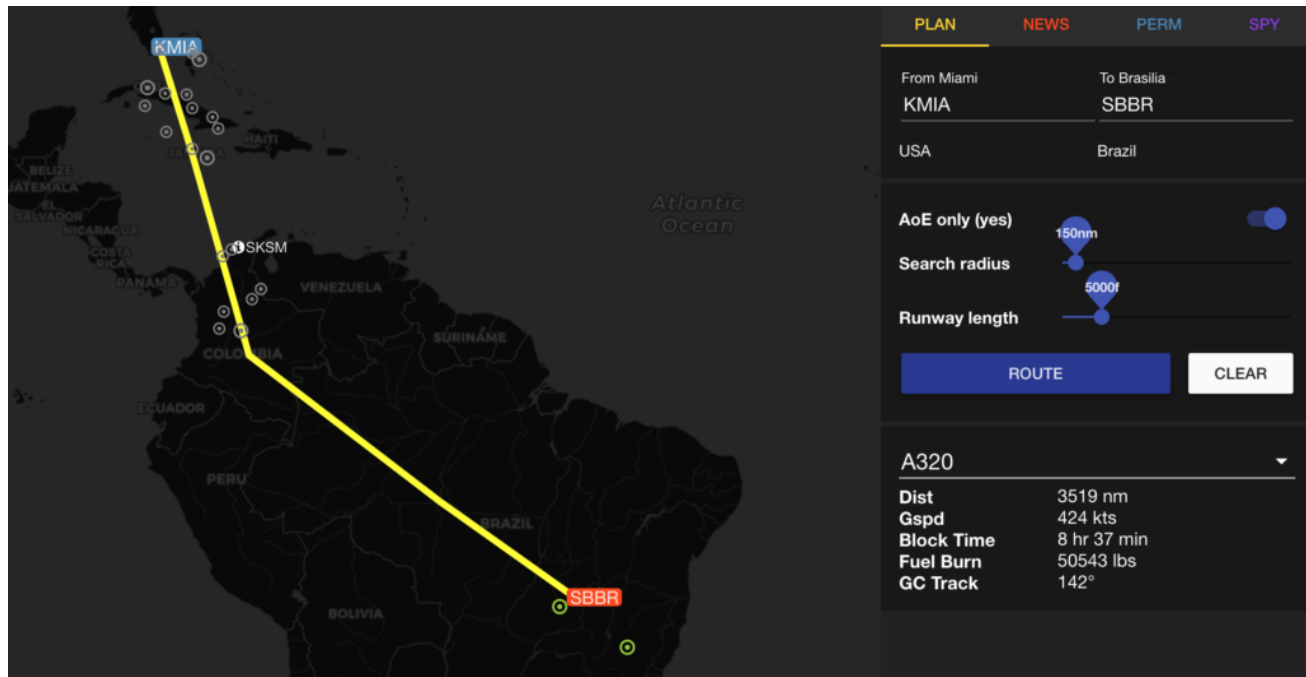
To the **EAST**

- via Guyana (SYGC/Georgetown FIR) - **permit not required**

- via Suriname (SMPM/Paramaribo FIR) - **permit required**

- via French Guyana (SOOO/Rochambeau FIR) - **permit required** unless operating a GA aircraft under 12.5k lbs.

If you need a tech stop and previously used/considered SVMI, then look at alternatives like TNCC, TTPP, SBEG, SMJP. Use OpsGroup's GoCrow planning map to figure your best alternate options:



New Procedures at Nice: Beware the Big CDM Computer

David Mumford
31 December, 2019



Nice Airport will launch Airport Collaborative Decision Making (A-CDM) on Nov 25. The main impact to operators will basically be that **strict timings will have to be adhered-to for the entire start-up process**: flight clearance, engines start-up approval and parking off-block will all have to be done within strict timeframes, otherwise your flight will drop out of the CDM system and you'll likely get hit with a **significant delay**.

Top tips from local handler Swissport are as follows (we've paraphrased slightly):

Flight dispatch:

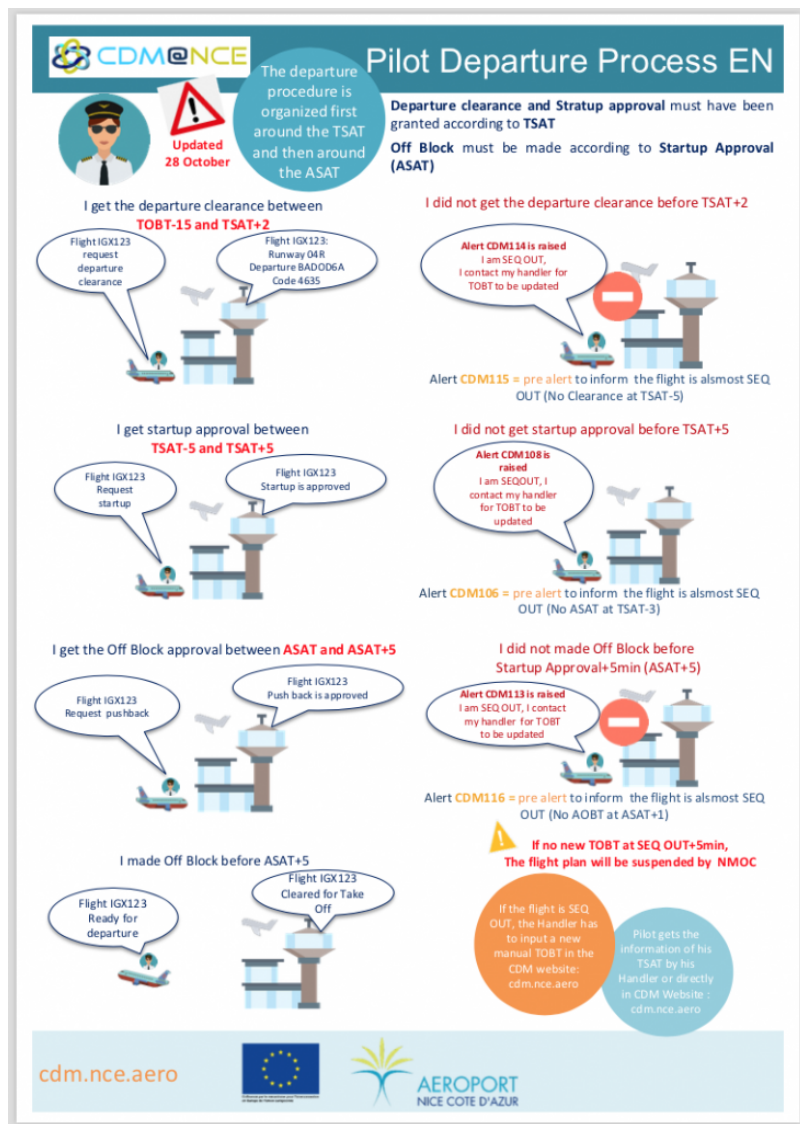
- It is now compulsory to file the flight plan so that it exactly matches the Airport Slot booked by your ground handler. If the flight plan and the Airport Slot timings are not exactly the same, **the Big CDM Computer** at the airport will get terribly confused, your flight plan will get rejected, and you won't be flying anywhere.
- As a consequence, any time you want to change your schedule you must let your handler know first! They get a new Airport Slot for you first, **then** enter your flight into the CDM system, and **then** you can change your flight plan.

Flight deck crew:

- **Strict timings** will have to be respected for the start-up process : flight clearance, engines start-up approval and parking off-block will have to be performed in due time, otherwise the flight will be *SEQUENCE OUT* and the CDM process will have to be reset, resulting in significant delays.
- **The TSAT** (Target Start-up Approval Time) is the key timing since all the departure process is based on it. Your ground handler can provide you with your TSAT, and it can also be monitored directly by the crew on the CDM website (see the attachments below on how to do that).
- The transponder is part of the process for the validation of some CDM milestones.
The transponder should be switched on before taxiing and switched off once on-block. Switching the transponder on/off during taxiing generates wrong timings in the whole process management, and the Big CDM Computer doesn't like that.

Bottom line, just make sure you **keep talking with your ground handler** throughout the whole departure process, so they can manage all these times for you in the system.

Swissport has provided a **handy guide for operators** on what to expect (click the image below to open the full version!):



Other things worth knowing at LFMN/Nice:

- With the change to **RNP approaches only** (i.e. what would be known in the U.S. as RNAV GPS approaches), the airport is filing **violation reports** even if you request and get cleared for any other type of approach. The tip is to **double check your FMS database** before you fly to confirm all approaches are loaded, especially the RWY 04 RNAV-A and RWY 22 RNAV-D. See Airport Spy reports on LFMN for full reports.
- From March 2019, any **schedule change** (ETA, ETD, flight number, provenance or destination airport) will generate a **new PPR number** – now called “Slot ID” – that will have to be updated in the FPL, still in field 18. Bear in mind that this process will take at least 10-15 minutes to have the new schedule validated by the airport and get the new Slot ID.
- France has started a thing called CASH – Collaborative Aerodrome Safety Highlights. It's basically a selection of **briefing packages** for certain airports, drawn from information supplied by airlines, operators, and ATC. So far, they've published ones for LFBK/Bastia, LFOB/Beauvais, LFKC/Calvi, LFPB/Paris Le Bourget, LFPG/Paris Charles De Gaulle, LFMN/Nice, and LFBO/Toulouse. More info

U.S. cracks down on scheduled flights to Cuba

David Mumford
31 December, 2019



The U.S. has announced it will **suspend scheduled flights to all airports in Cuba except for MUHA/Havana**, in another attempt to limit cash flows going to the Cuban government. The affected airlines, including American, Delta and JetBlue, now have 45 days to wrap up their operations to those other destinations in Cuba, before **the ban goes into effect on Dec 10**.

This does not apply to Part 135 non-scheduled charter flights – these are still allowed to operate from the U.S. to any international airport in Cuba. However, it's still a tricky business to operate these flights and stay within the rules. Policies introduced by the Office of Foreign Asset Control (OFAC) in 2017 mean that there are only a handful of **categories of permitted travel** between the US and Cuba.

As for **Part 91 private flights** from the U.S. to Cuba, these have been **completely banned** since June 2019. This was a policy introduced by the US Bureau of Industry and Security (BIS), which meant that U.S. operators could no longer operate an N-reg aircraft privately to Cuba for any reason – it doesn't matter if your passengers meet OFAC's "permitted categories of travel" or not, **it's a no-go**.



For **non-U.S. operators** 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. Check out our article for more info.

If you're headed to Cuba — even to MUHA/Havana — you should double-check with your **insurance** provider about your **coverage**. We received the following report, which suggests that with the new U.S. sanctions, **many U.S. operators may no longer be covered**:

"Being the insurance director of an Airline, I'm having the dilemma whether the insurance would cover any damages/losses/injuries may have occurred during Cuba flights. Because, when I raised the question, insurers simply replied with an aviation clause called AVN111/AVN111(R) which says insurers would verify each individual case with relevant sanction authority (in this case, OFAC) and do their best to grant permission to reimburse the losses. It can easily take years to get resolved which essentially means there is no actual protection against losses"...

In principle, U.S. operators with an insurance policy from a **non-U.S. based insurer** can get insurance cover for Cuban ops. However, in practice it may not be possible to even purchase this, as lots of these policies are underwritten by U.S. based insurers – especially for higher policy limits.

Libya Airspace Update Oct 2019

David Mumford
31 December, 2019

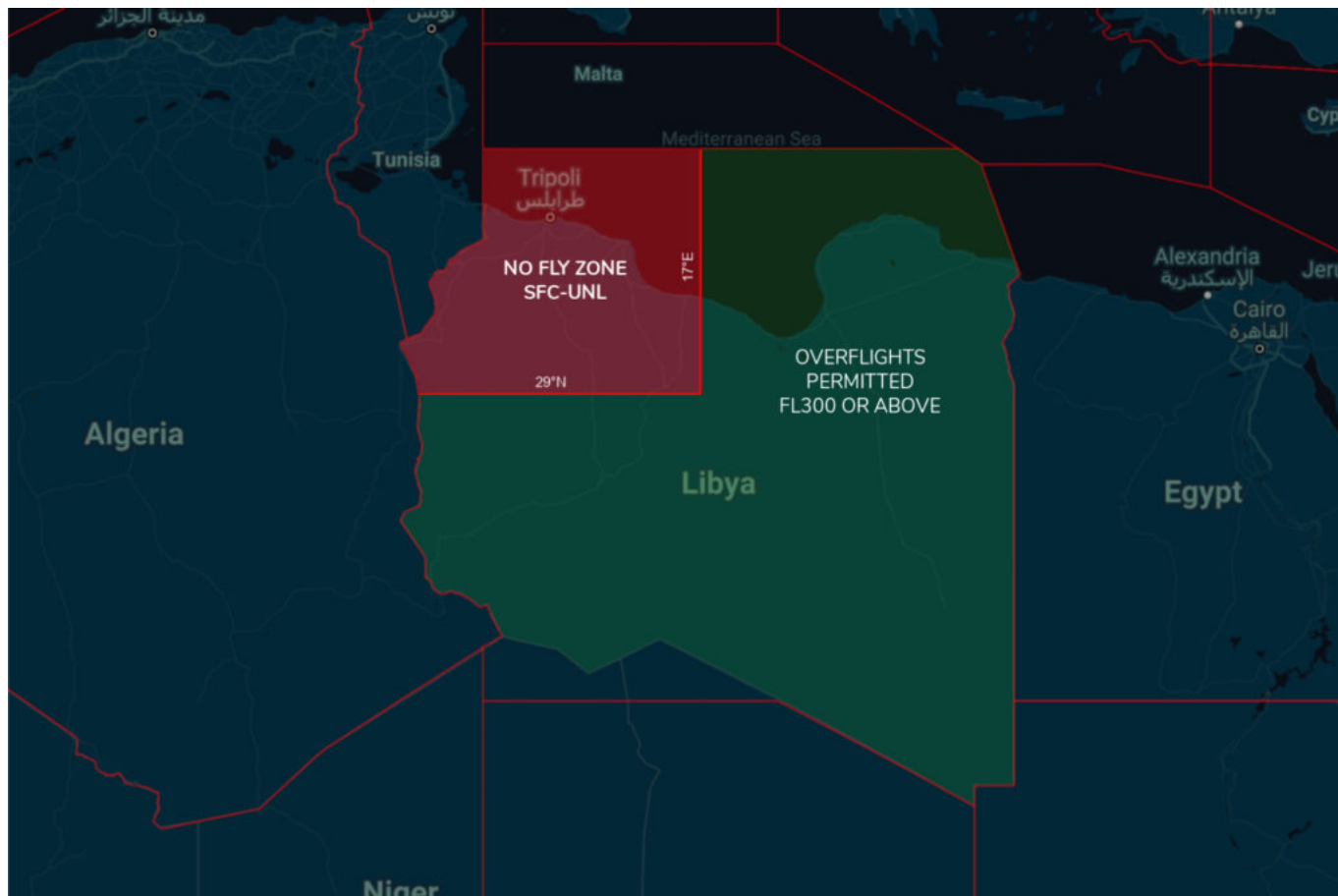


On 23rd Oct 2019, the US issued an emergency order **prohibiting U.S. operators from flying in Libyan airspace**. The guidance here is very clear: **do not operate anywhere in the HLLL/Tripoli FIR, at any flight level.**

This follows months of civil war in Libya, with militia from the east mounting a campaign to seize control of Tripoli, including HLLM airport, and threatening to shoot down aircraft operating in western Libya.

In recent months there have been a number of airstrikes targeting HLLM/Mitiga airport, the latest coming on Aug 15, which reportedly killed two people and forced the airport to close. There are videos on social media showing **planes landing at the airport as shells are falling** in the background.

Prior to yesterday's announcement, the U.S. guidance on Libya was that operators were allowed to overfly Libya at FL300 or above, except an area in the north-western part of the country over Tripoli, where all flights were prohibited. Here's what that looked like:



But this guidance is now defunct. The FAA website now shows the **updated guidance** for Libya – including the Background Notice.

Germany and **Malta** still have warnings in place which mirror the **old advice** of the U.S. – do not fly over the north-western part of Libya, but overflights of the rest of the country are permitted at the higher flight levels. **The UK** and **France** advise against all overflights. These warnings may be updated in the coming days, following the new advice from the U.S.

Libya remains politically unstable, with a fragile security situation across the country. In their SFAR issued back in March 2019, the U.S. said that the main threat to aviation at the lower flight levels stems from the widespread proliferation of man-portable air-defence systems (MANPADS) across the country:

“Both GNA and advancing LNA forces have access to advanced man portable air defense systems (MANPADS) and likely anti-aircraft artillery. These ground-based weapon systems present a risk to aircraft, but only at altitudes below FL300. LNA forces have tactical aircraft capable of intercepting aircraft at altitudes at and above FL300 within the self-declared military zone in Western Libya, which may present an inadvertent risk to civil aviation operations in Western Libya. While the LNA tactical aircraft threat is likely intended for GNA military aircraft, an inadvertent risk remains for civil aviation at all altitudes due to potential miscalculation or misidentification.”

However, there are factions on the ground in Libya which possess weapons capable of targeting aircraft above FL300. The LNA is one of many [armed groups in Libya](#) which continues to use various rocket systems looted from Gaddafi’s stockpiles at the end of the war in 2011. In May 2018, the LNA [proudly displayed a refurbished Russian-made surface-to-air missile system](#) at HLLB/Benina Airbase in Benghazi. This system has the capability to engage aircraft at altitudes up to FL450.

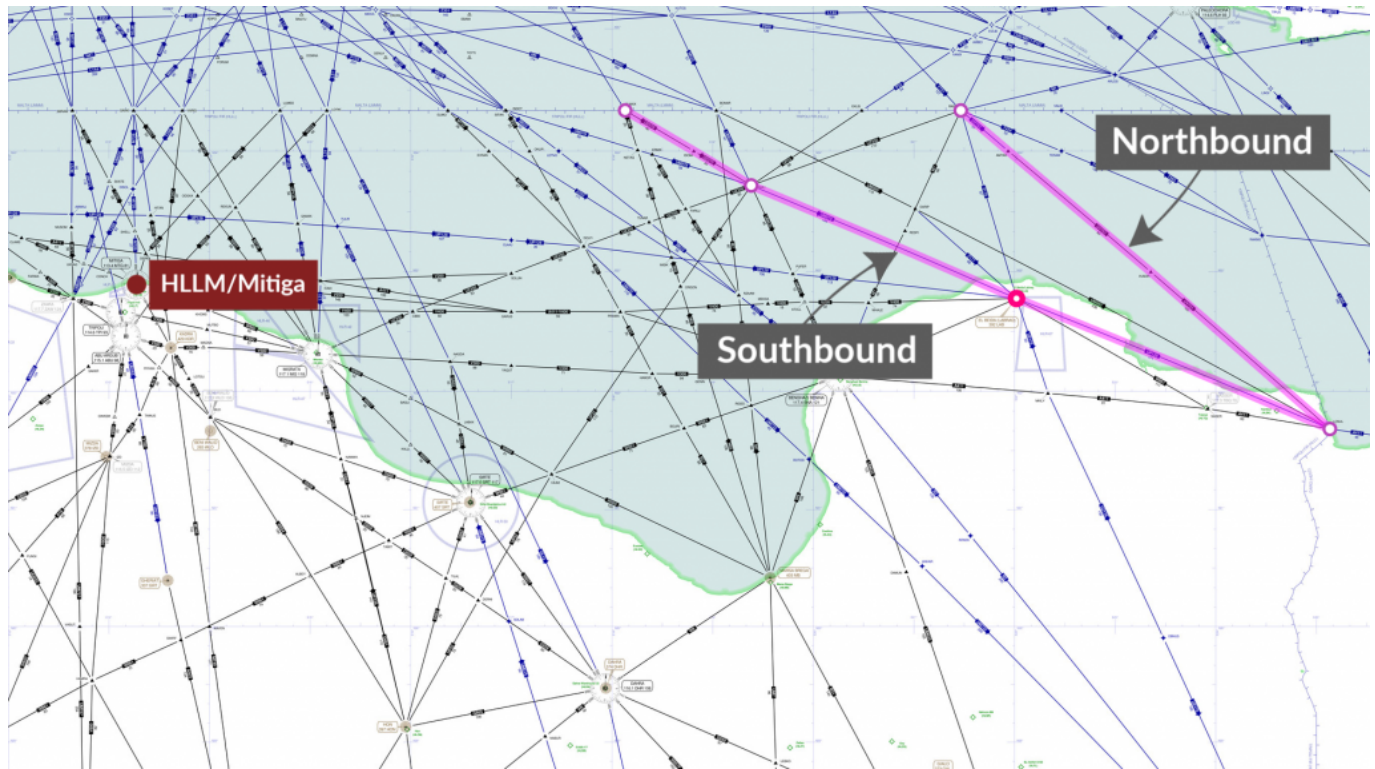


The opposing GNA forces have surface-to-air missile systems of their own. Some reports indicate that the GNA are in possession of the Russian-made SA-3 system, which has the capability to engage aircraft at altitudes over FL800.

With the current conflict between these and other rival factions on the ground in Libya now escalating, it's not clear what level of control the main players hold over their missile systems.

Bottom line, there's still a potential risk to aircraft **at all altitudes** and **across all parts** of Libya.

Even if you are allowed to overfly the country, there are only two approved routes available, in the far north-eastern corner of the country, as per HLLL Libyan Notam A0063/17:



Northbound: LOSUL UP128 LAB UM979 RAMLI UZ270 OLMAX (even levels)

Southbound: RASNO UY751 LOSUL (odd levels)

Even on these routes, reliable ATC services cannot be guaranteed. The past few years have seen regular ATS and radar outages across the HLLL FIR airspace, and severe limitations in VHF capability, with operators having to communicate with Malta ATC for guidance.

Given the current security concerns, we continue to list the entire country as “**Level 1 - Avoid**” at SafeAirspace.net

Conflict Zone & Risk Database

All current warnings, in one place

Updates

Alerts

Level 1 ●

Level 2 ●

Level 3 ●

Libya

24 Oct

New US Notam, advice changed: U.S. operators are prohibited from flying in Libyan airspace.

Libya

24 Oct

The old SFAR issued for Libya. The guidance here is now defunct, following the issuance of Notam A0026/19 on 23rd Oct 2019 which prohibits all flights by U.S. operators in Libyan airspace.

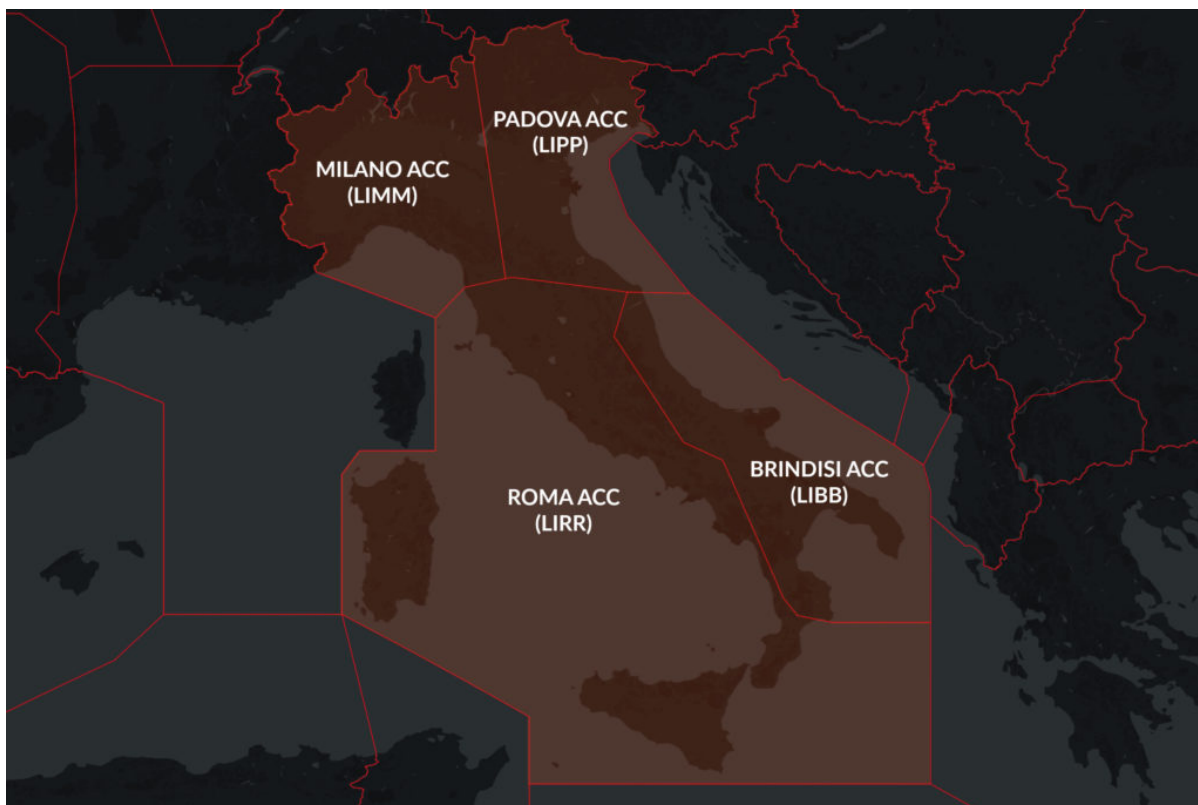
Italy ATC strike on Oct 25

David Mumford
31 December, 2019



Notams have now been published advising of the planned **nationwide ATC strike on Friday Oct 25**.

The strike will happen between **13-17 local time** (11-15z), although it looks like the LIBB/Brindisi sector in the south-east of the country will run from 12-16 local time.



When these 4-hour strikes go ahead, overflights and “incoming intercontinental flights” (i.e. those from outside Europe) are normally **not significantly affected**, but there are often **big delays for flights**

to/from Italian airports.

LIRZ/Perugia airport has also announced a local ATC strike between 1300-1700 local time the same day. There may be more local airport-level ATC strikes announced in the coming days, so watch out for those too, as these are the airports which are **always worst affected** by delays.

You can see the full Notam for the nationwide strike [here](#). For updates, keep an eye on the Eurocontrol NOP page on the day of the strike. Eurocontrol will be hosting a teleconference with more info on what to expect, on Thursday 24th Oct at 1200z; you can dial in on +44 2071 928000, and punch in the conference ID number 1581056.

Further reading:

- All the latest official information about Italy ATC strikes can be found [here](#). Just make sure you have your Google Translate tool enabled on your browser!

Five months of misery at Mumbai

David Mumford
31 December, 2019



Airlines and operators are preparing for **major peak-hour disruption** at VABB/Mumbai Airport, on account of a **partial shutdown of the main runway** over the next five months.

The main runway will be closed for repairs from 4th Nov 2019 to 28th Mar 2020, between 0930-1730 local time, Mondays to Saturdays. The second runway will be operational during this time, but this can only handle 36 flights per hour – which is around 80% of the regular traffic.

The main runway will remain open on all the big festivals and holiday dates during this period: Dec 25, Jan 1 & 15, Feb 19 & 21, Mar 10 & 25.

This is the second time this year that Mumbai airport has enforced a partial runway shutdown. The first instance, which lasted from Feb 7 to March 30, was for repair works at the intersection of the two runways, which lead to peak hour closures.

This new closure has been announced through a combination of Notam (for Nov 4 to Nov 7), and AIP SUP (for Nov 7 to Mar 28).

Other things worth knowing:

- It's not showing on the Notams, but local handlers have confirmed that **VABB/Mumbai is closed to GA/BA flights daily** at the following local times: 0800-1000, 1730-1930, 2115-2315, 0320-0400.
 - **VASU/Surat** airport may be a good alternate for VABB/Mumbai (120NM away). It became an international airport of entry in Feb 2019 and has a 2250 metre long runway with ILS. The next nearest airports are VOGO/Goa (230NM away), or VAAH/Ahmedabad (240NM away).
 - The **ADS-B mandate** across Indian airspace outlined in AIP SUP 148/2018 that was due to take effect on 1st Jan 2019, has now been **delayed to 1st Jan 2020**. Confirmation of this can be found in Notam G1995/18 (issued for VABF VIDF VECF VOMF).
 - Since India introduced **e-visas** back in Feb 2018, they have stopped issuing visas on arrival. **Crew must apply for the 'e-Business Visa'**, and passengers must apply for the 'e-Tourist Visa', on the government website: <https://indianvisaonline.gov.in/>
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New procedures at Toronto

David Mumford
31 December, 2019



The airport launched an Airport Collaborative Decision Making (A-CDM) trial on Sep 16 which will continue

until Spring 2020. In theory you should see faster turnaround and taxi times, but there are **two key requirements** to be aware of:

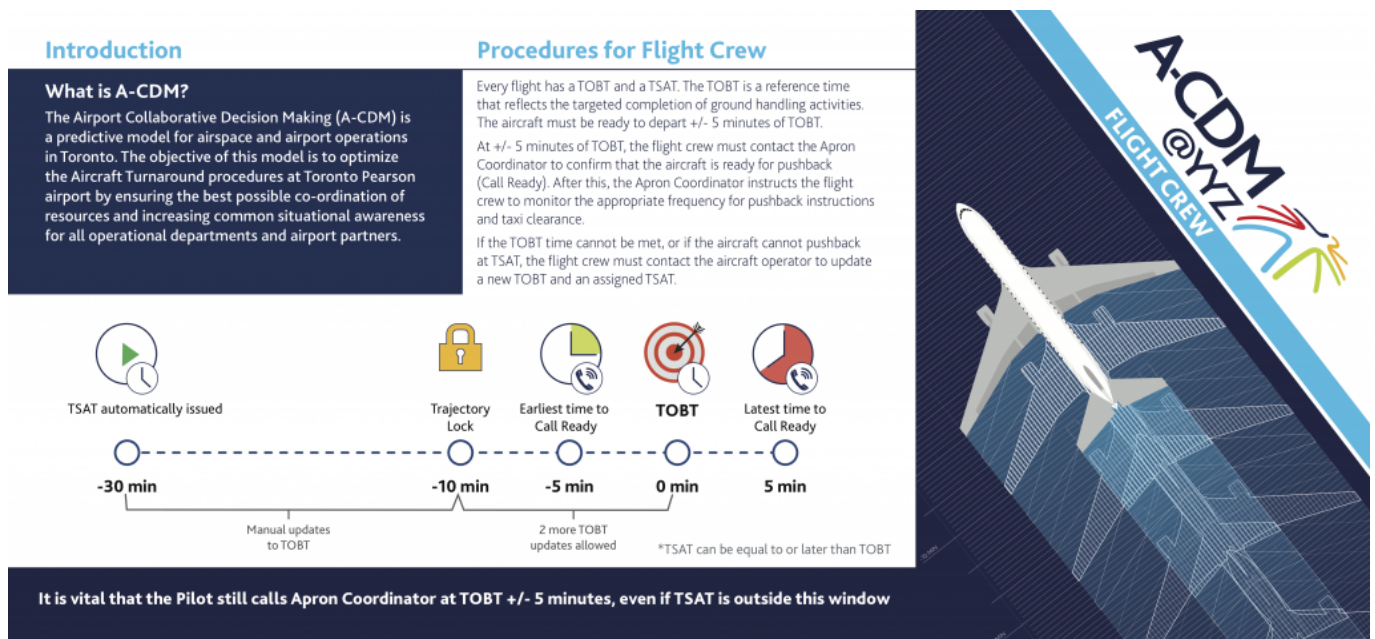
1. Make sure you've got **slots** approved in advance for arrival and departure.
2. For departure, you'll get a **Target off Block Time (TOBT)**, which you'll need to update with ATC if you think you're going to exceed it by 5 minutes or more.

The airport started requiring GA/BA flights to obtain slots back in February 2019. After a few teething problems, they decided to start allowing local handlers to arrange these on behalf of operators. If you get a local handler to do this for you, you can book slots up to 30 days in advance – Skycharter & Signature provide this service.

If you do want to arrange slots yourself, that's still an option, but you will only be able to request these 3 days in advance. Various flight planning providers have said they can arrange slots for operators too, but they all seem to be restricted to 3 days as well. Toronto is a busy airport, and this restriction may mean that you won't be able to get the arrival/departure times that you want.

Once you have your slots, your aircraft then gets automatically entered into the A-CDM system. For departure, you will get a **Target off Block Time (TOBT)**, and pilots will need to update this with ATC if they think they are going to exceed it by 5 minutes or more – getting your handler to update your slot reservation at this stage won't work! Once you get within 10 minutes of the TOBT, you can only update it 2 more times. If a third TOBT update is required, you'll need to contact the Airport Flow Manager for instructions (+1-416-776-2236).

The airport has published this A-CDM quick reference guide for operators:



Deicing

Deicing for an aircraft is available from OCT 1 to APR 30. The aircraft operator or flight crew must request deicing at Clearance Delivery. In situations where a deicing request must be made after Clearance Delivery, the flight crew must contact the Apron Coordinator with the request.

Target Off-Block Time (TOBT)

TOBT is a reference time which indicates when an aircraft is expected to be ready to leave its stand. It is kept up-to-date by the aircraft operator or ground handler to an accuracy of +/- 5 minutes to provide a reliable estimate of when the aircraft is ready to be off-blocks, and must be updated if it is different from the previous TOBT by 5 minutes or more. The TOBT is displayed on an Advanced Visual Display Guidance System (AVDGS) at the stand, or communicated by the airline or ground handler where an AVDGS is not present.

Target Start-Up Approval Time (TSAT)

TSAT represents the time an aircraft can expect to receive start-up and pushback approval. The TSAT takes into account the actual TOBT, variable taxi times to the runway, expected deicing time, applicable CTOT, and other real-time capacity and demand constraints at the airport. The TSAT is displayed on an AVDGS at the stand, or communicated by the airline or ground handler where an AVDGS is not present.

Target Take Off Time (TTOT)

TTOT is the time at which an aircraft is expected to be on the runway. It is based on the TOBT plus the estimated taxi time to the assigned runway.

Calculated Take Off Time (CTOT)

CTOT is a planned departure time assigned to a trajectory by the ATC (NAV CANADA) when certain restrictions exist. The aircraft must depart from the runway at this time, or the flight crew must contact the airline if this time cannot be met.

Call Ready

Call Ready is an indication from the flight crew to the Apron Coordinator to signify that the aircraft is ready for pushback. All doors must be closed with boarding bridges removed and the aircraft ready to depart from the stand.

Call Ready must be made within +/- 5 minutes of TOBT. If the aircraft is not ready at this time, the flight crew must contact the airline to update TOBT.

Pushback / Start-up approval

The Pre-departure sequence for aircraft is determined by the TSAT. Start-up approval will only be issued if the TSAT is valid. Pushback/taxi instructions are transmitted to the flight crew from North or South Apron. The flight crew must ensure that the flight is ready to pushback within +/- 5 minutes of TSAT.

Acronyms

A-CDM	Airport Collaborative Decision Making
ARDT	Actual Ready Time
AVDGS	Advanced Visual Docking Guidance System
CTOT	Calculated Take Off Time
EOBT	Estimated Off-Block Time
EXOT	Estimated Taxi-Out Time
SOBT	Scheduled Off-Block Time
TOBT	Target Off-Block Time
TSAT	Target Start-Up Approval Time
TTOT	Target Take Off Time
VTT	Variable Taxi Time

Contact Us

Manager of Operations, Airport Flow
Phone: 416-776-ACDM (2236)
Email: manageroperationsairportflow@gtaa.com
Web: torontopearson.com/acdm

Frequencies:
Apron Coordinator 122.875
South Apron 122.075
North Apron 122.275

A-CDM AT TORONTO PEARSON
3111 Convair Drive
Toronto AMF, Ontario, Canada
L5P 1B2



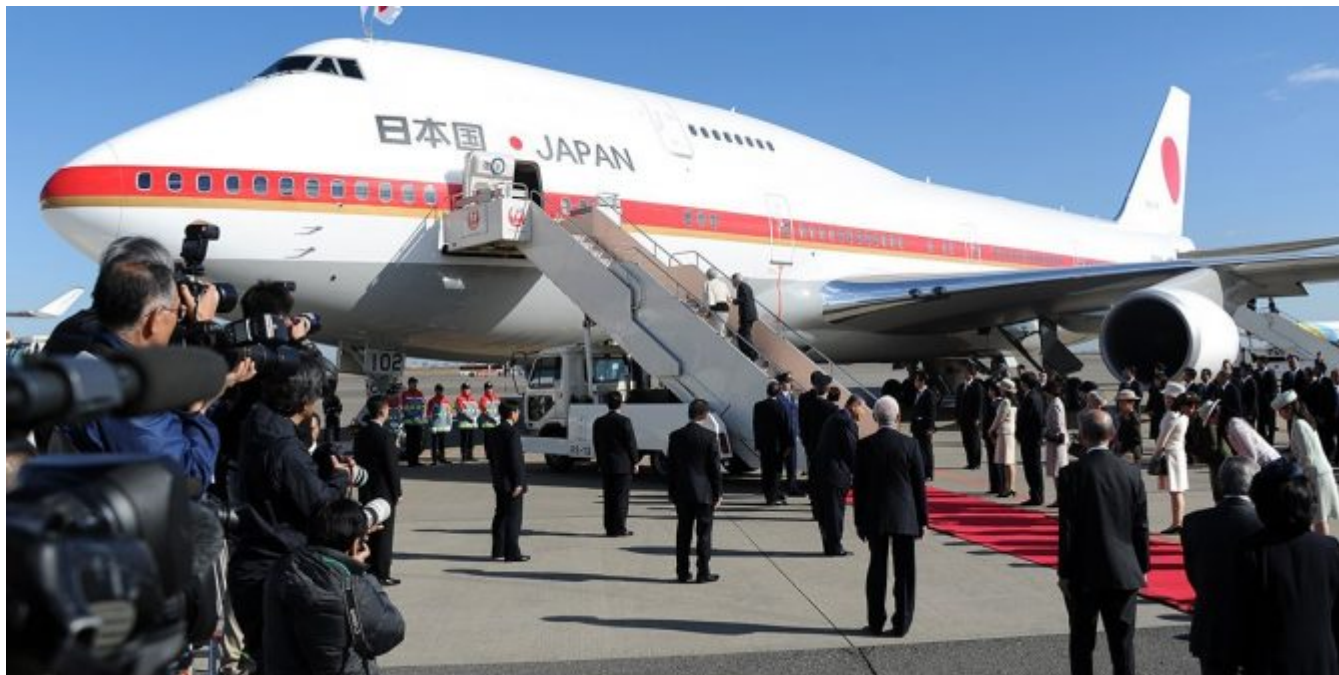
Other useful stuff to know about CYYZ/Toronto:

- Toronto still has a **night curfew** between the hours of 0030-0630L. If you need to arrive between those hours, you need to contact the after-hours slot team (+1-416-776-3480), who will consider your request. But watch out! For ops approved during the curfew hours they usually charge you around 20 times the landing fee!
- All the approach charts now make reference to a new procedure, implemented in Feb 2019, called **Continuous Descent Operations** (Jepp chart 10-2). This is designed to help reduce airport noise levels, and involves aircraft flying a continuous descent in the lowest power and drag configuration possible. ATC may instruct pilots to do this during daytime and evening periods when traffic is relatively light. More info
- Updated advice has been issued about the **runway selection criteria** at Pearson. When the north-south runways are in use (RWY 15/33) the airport sees an arrival capacity reduction of around 40%. So crosswind component guidelines have been included in AIC 12/19 for dry, wet and contaminated runways.

If you have further info to report, please do! Email us at news@ops.group

Tokyo airports set to ban GA/BA ops for a week

David Mumford
31 December, 2019



Plans are afoot for the big event happening in Tokyo in October – the enthronement of the new emperor!

The bad news for operators – authorities are now telling local handlers that GA/BA will be completely prohibited from both RJAA/Narita and RJTT/Haneda airports in Tokyo from 19-26 Oct.

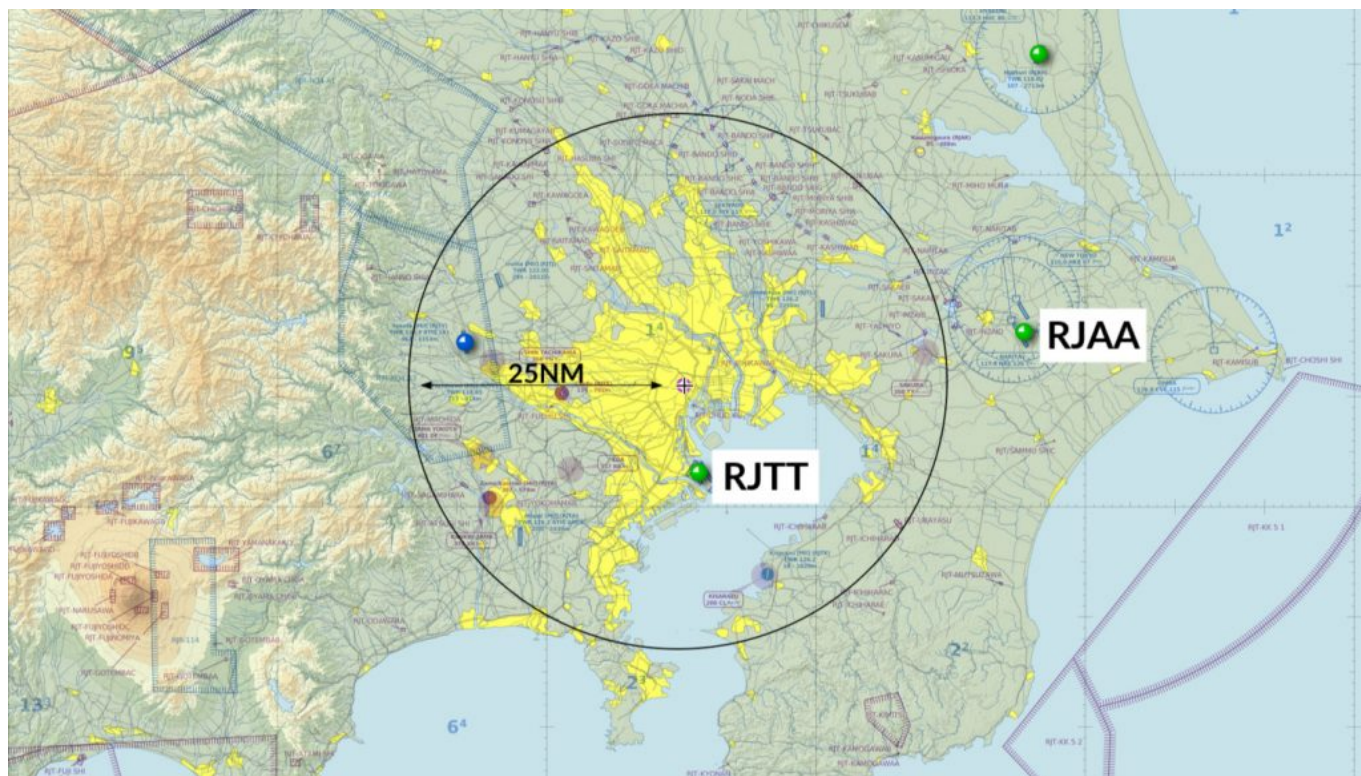
The only flights that will be considered are those carrying official delegations – but even most of those will have to find parking elsewhere. Japan Civil Aviation Bureau (JCAB) anticipates around 150 official delegation flights will visit Japan for the event, but with the Tokyo airports only having space for around 50 aircraft between then, the remaining 100 or so aircraft will be forced to reposition elsewhere.



So far, the only advisory JCAB have officially published on this is here – a vague warning that basically says head of state flights will be given priority at the Tokyo airports, and to expect congestion at all the other main international airports across the country. Local handlers expect RJGG/Nagoya, RJBB/Osaka, and RJSS/Sendai to be worst affected.

Airspace Restrictions

JCAB have published these already, available here. Ultimately, between Oct 21-25, SFC-UNL, no one will be allowed to fly within 25NM of the Imperial Palace in Tokyo, unless they have special approval from ATC.



We will keep this page updated with further restrictions and announcements as we get them. If you have any news to share, please email us at news@ops.group

Your MNPS approval is about to expire (so don't get banned from the NAT)

David Mumford
31 December, 2019



U.S. operators with the old MNPS approvals issued before 2016 have until 31 Dec 2019 to get these updated if they want to keep flying on the North Atlantic!

The FAA issued new guidance on this on 18 July 2019:

NOTICE	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	N 8900.518
	National Policy	Effective Date: 7/18/19 Cancellation Date: 7/18/20
SUBJ: Operations in North Atlantic Airspace: Expiring Letters of Authorization (LOA) and New Contingency Procedures		
<p>1. Purpose of This Notice. This notice serves to remind General Aviation Safety Assurance office managers and aviation safety inspectors (ASI) of an impending deadline affecting Letter of Authorization (LOA) B039, Operations in North Atlantic High Level Airspace (NAT HLA), for Title 14 of the Code of Federal Regulations (14 CFR) part 91. This notice also requests action to notify operators holding expiring LOAs and of the existence of new contingency procedures for operations in North Atlantic (NAT) airspace.</p> <p>2. Audience. The primary audience for this notice is General Aviation Safety Assurance office and International Field Office (IFO) managers and ASIs assigned oversight of part 91 operators. The secondary audience includes the Safety Standards and Foundational Business offices.</p> <p>Note: While the requirements highlighted in this notice also apply to 14 CFR parts 91 subpart K (part 91K), 121, 125, and 135, most of those operators have obtained an amended operations specification (OpSpec)/management specification (MSpec) B039 based on the most recent template revision. However, as is mentioned in subparagraph 4a, because a significant number (more than 1,000) of part 91 operators have not yet obtained an amended LOA B039 based on the current template, the target audience for this notice is part 91.</p>		

They say that there could be more than **1,000 GA operators** who still have old NAT MNPS approvals, and all these operators will need to get new B039 LOAs to be able to continue flying on the North Atlantic beyond 31 Dec 2019.

The new **B039 LOA** is for “Operations in the North Atlantic High Level Airspace”. To get it, operators need to provide evidence of compliance with the NAT HLA requirements particularly in regard to RNP 10 equipage, flight crew training (including the new contingency procedures), and have operating procedures in place.

Operators will also need to make sure they have an **B036 LOA** for “Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems”.

Here's the lowdown: If you have an old MNPS approval, you need to apply for the B039 LOA very, very soon! The closer we get to the Dec 31 deadline, the stronger the chance that it will take longer for the FAA to process yours, and this means that 2020 will not get off to a good start when you have to explain **why you've been banned from the NAT!** Help yourself, and the FAA, get through this by applying for it as soon as possible.

Mitch Launius is an International Procedures Instructor Pilot with 30West IP and can be contacted through his website: www.30westip.com

No, Pakistan's airspace is not closed

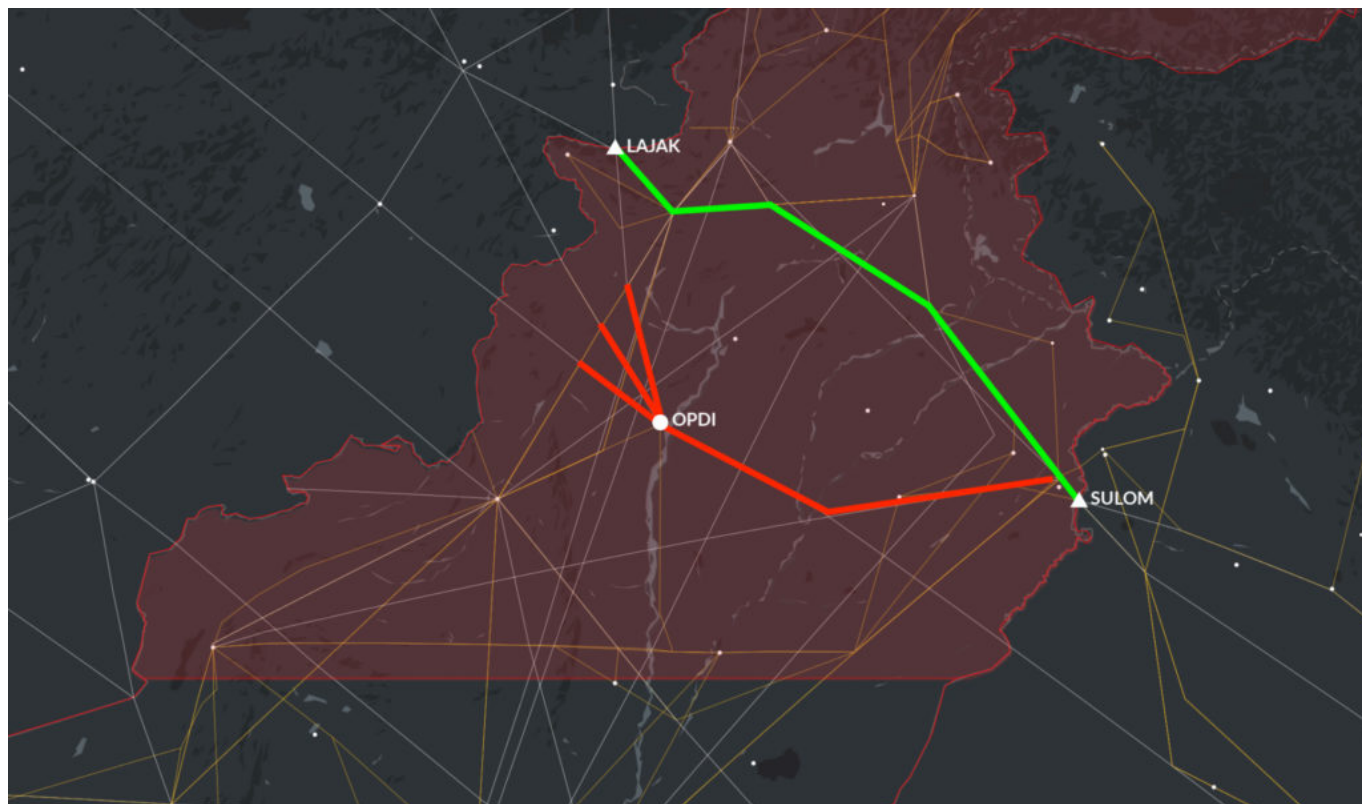
David Mumford

31 December, 2019



Several reports have emerged in the media over the past few days claiming Pakistan has closed a number of airways to Indian carriers, linking these closures to the rising tensions between the two countries over the disputed Kashmir region.

But these reports are not strictly accurate. Pakistan **has partially closed** some airways in the north of the country used for overflights between India and Afghanistan, which pass over OPDI/Dera Ismail Khan airport – but these particular airway closures have been ongoing since 23rd July. Local agents say these closures are simply due to operational reasons, and not related to the current political situation.



Here's the Notam which has caused all the fuss:

OPLR NOTAM A0785/19
 FLW RTE SEGMENTS OF INTL ATS RTE WI LAHORE FIR WILL NOT BE AVBL
 AT OR BELOW FL460 DUE OPS REASONS.

INTL ATS RTE RTE SEGMENT
 =====
 A466 SAKUV-SAJAN
 N644 REGET-D.I.KHAN
 P500/M881 LAKRA-D.I.KHAN

ALTN RTE SEGMENT AVBL FOR TRANSITS AT OR ABOVE FL300:
 SULOM / LA - INDEK DCT NONIB - HANGU - LAJAK / SITAX (VIA SAJAN) / DOBAT (VIA REGET) AND VICE
 VERSA.
 NOTE: FLT BELOW FL300 TO OPR VIA INDEK DCT 3333N07251E (BTR VOR 114.6 MHZ) DCT KALMI NONIB
 AND
 VICE VERSA.

GND - FL460, FM 06TH AUG TO 05TH SEP 2019 BTN 0245-1100 DLY (EXCLUDING SUNDAYS),
 06 AUG 12:30 2019 UNTIL 05 SEP 11:00 2019.
 CREATED: 06 AUG 12:43 2019.

So these airways will be closed between 0245-1100z daily (except Sundays) until Sep 5. And there's an **alternate route** for operators to use, from SULOM on the Indian FIR boundary, to LAJAK on the Afghanistan FIR boundary. Hardly a big deal.

The rest of Pakistan's airspace remains **open to overflights**.

It is true that this week has seen a **worsening of diplomatic ties** between India and Pakistan with

regards to the disputed Kashmir region.

Indian-administered Kashmir has been on **lockdown** since 5th August, when the Indian government decided to take back control of the region by stripping it of its special constitutional status.

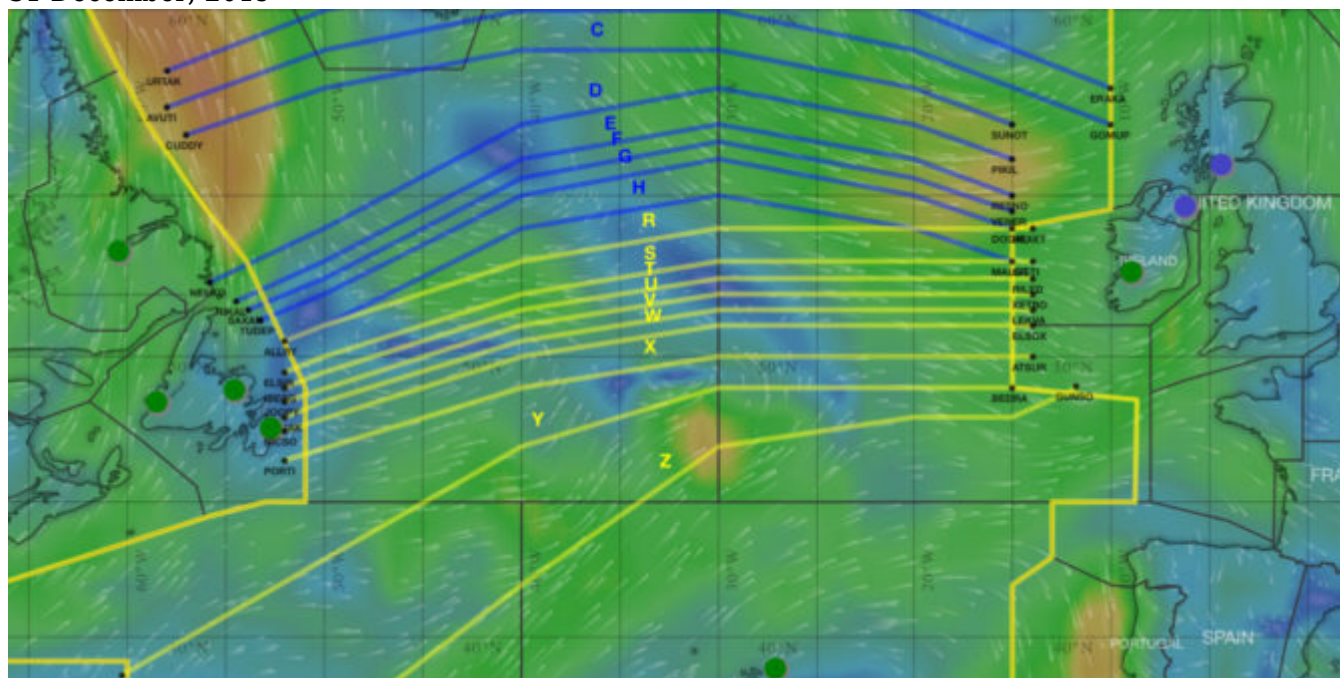
Authorities in Pakistan are not too happy about this, and have responded by downgrading their diplomatic ties with India and suspended trade between the countries. Both countries' air forces are now on high alert, and there has been **daily artillery shelling** along the Line of Control by both sides.

But for now, most of the airspace over Pakistan remains open to overflights.

July 2019 North Atlantic Update

David Mumford

31 December, 2019



There are **four new things** to tell you about the North Atlantic, following the flurry of new and updated NAT Bulletins that ICAO issued last week. Get ready for some acronyms! Here's a summary:

1. OWAFS

Operations Without an Assigned Fixed Speed

ICAO NAT Bulletin 2019_001

We wrote about this before. This Bulletin just formalises the practice that has already been in place since April 2019 in the Shanwick, Santa Maria, and New York Oceanic FIRs (not WATRS).

Here's how it works: You'll get a normal oceanic clearance, with a fixed Mach Number, like you always did. But then somewhere after the Oceanic Entry Point, you may get a CPDLC message saying **RESUME NORMAL SPEED**. You should reply with **WILCO**. What that means is: **Fly ECON, or a Cost Index with Variable Mach**. You can fly within 0.01 up or down of your cleared Mach, but if it varies by 0.02 or more you must advise ATC.

2. ASEPS

Advanced Surveillance Enhanced Procedural Separation

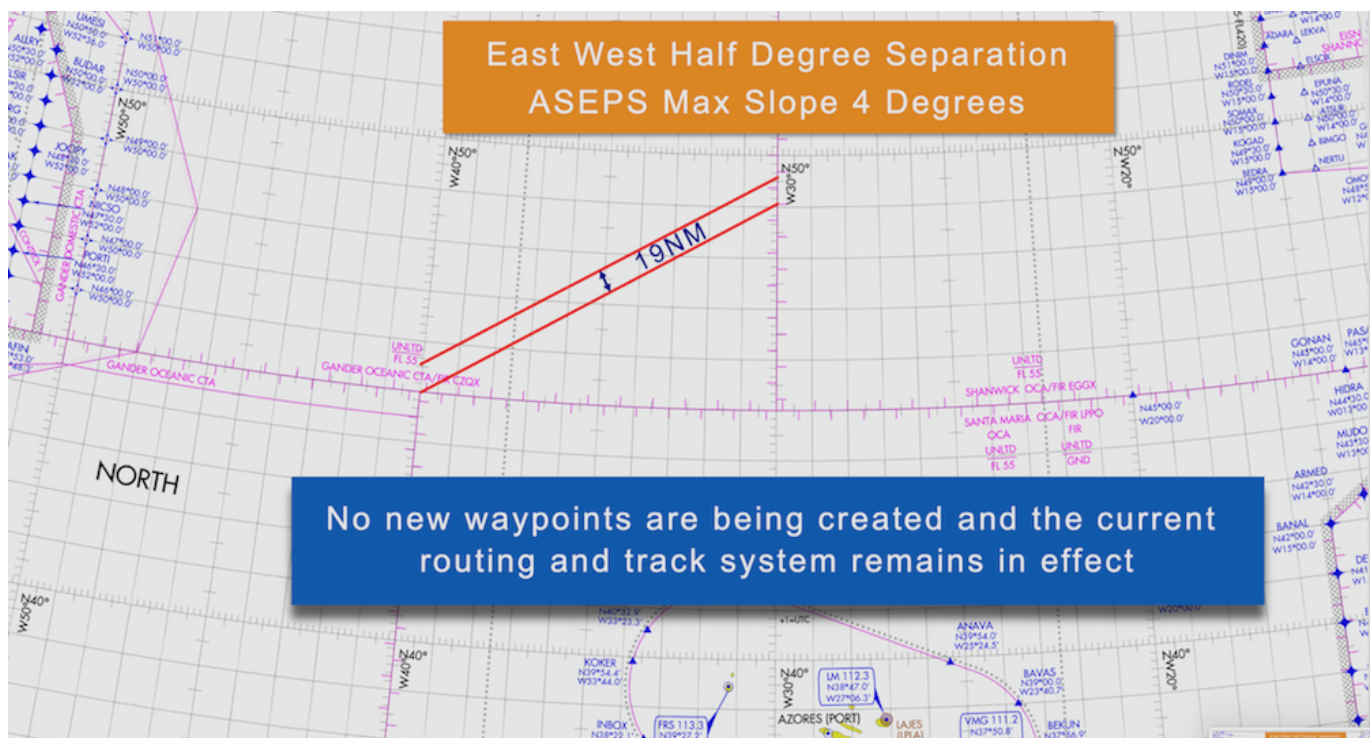
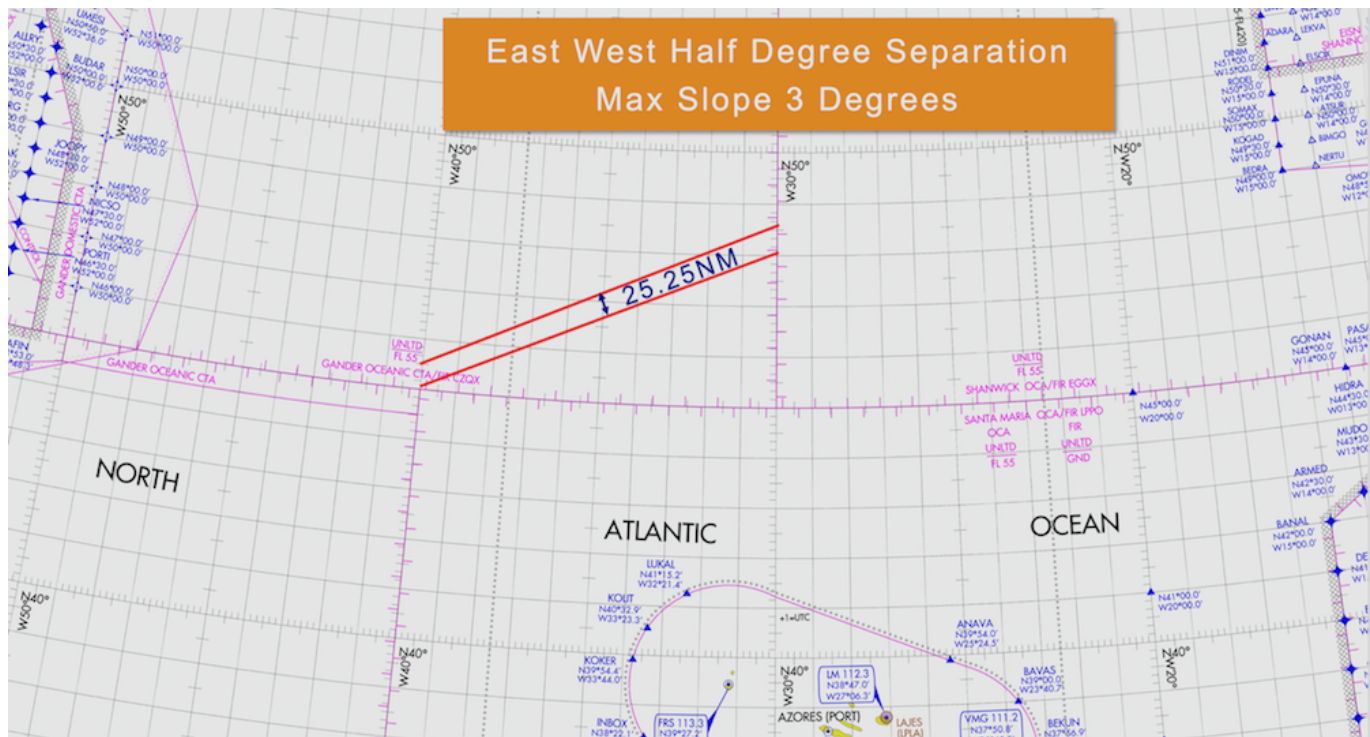
ICAO NAT Bulletin 2019_002

ASEPS was another trial that started in April 2019 – this time in the Shanwick, Gander and Santa Maria FIRs.

So far it has only been for **longitudinal separation**, which can be brought down to as close as **14NM** for compliant aircraft (RVSM/HLA approval, ADS-B, and fully PBCS compliant – which means meeting the specifications of RNP4, RCP240 and RSP180).

But in the new Bulletin, from October 2019 they plan to reduce **lateral separation** for compliant aircraft as well – down to **19NM** from the previous limit of 25NM.

There are no plans to change the design of the NAT Tracks, which will continue to be spaced 25NM apart. The initial benefit of the 19NM lateral separation will basically just be that steeper route angles will now be available for pairs of aircraft flying parallel routes outside of the NAT Track system – the current “gentle sloping turn” limitation is 3 degrees latitude between 10 degrees of longitude, but on 10th October 2019 that will change to a limitation of 4 degrees latitude between 10 degrees of longitude. The result of this will be a lateral separation of 19NM on the steeper turning routes.



Images courtesy of 30WestIP

3. Data Link Performance Improvement Options

ICAO NAT Bulletin 2019_003

Nothing to worry about, this is just a list of common datalink errors and what to do about them.

Two key take-aways:

1. Update your aircraft avionics software as soon as updates are available.
2. Answer your messages within 60 seconds or send a Standby message (recent data indicates Business Aviation operators are very bad at this).

4. NAT DLM - The North Atlantic Data Link Mandate

ICAO NAT Bulletin 2017_001_Revision 04

This one is just a slight revision to the plans for the datalink mandate. Datalink is currently required between **FL350-390** in the NAT region, and from 30th Jan 2020 this mandate will be extended to between **FL290-410**.

So with this revised Bulletin, the **change** is that they have decided they will **cap it at FL410** – whereas previously there were no plans for any upper limit at all. This will basically match the NAT HLA and RVSM vertical limits and makes sense. This will allow non-compliant aircraft to continue to operate at FL430 and above – mostly GA/BA operators.

Further reading:

- **OPSGROUP members** can watch the replay of Member Chat #9, where we discuss all these changes in more detail.
- The last round of important changes on the NAT went into effect on 29th March 2019: the PBCS tracks were expanded; real-time Space-Based ADS-B surveillance and reduced longitudinal separation standards were introduced; and the contingency and weather deviation procedures were changed.
- Check out our NAT Plotting & Planning Chart – updated for July 2019.

*Special thanks to Mitch Launius at **30WestIP.com** for help with this post. For assistance with international procedures training for business aviation crews worldwide, check out the website.*

Africa: Hajj 2019 routes in operation

David Mumford
31 December, 2019



The Hajj routes for 2019 will take effect from 18 Jul through to 9 Oct.

What are Hajj routes?

Every year, millions of pilgrims travel to Mecca and other sites in Saudi Arabia – and this changes the predominant traffic flow over the African continent. ATC in the FIRs most affected put in place standard routings to help flow that traffic.

Normally, traffic is very much north-south predominant, with Europe-Africa flights being the main flow. When Hajj operations start up, a good amount of traffic starts operating east-west (ie. Africa-Saudi Arabia and vice versa), and this is something to be aware of when cruising along at FL330 with spotty HF comms.

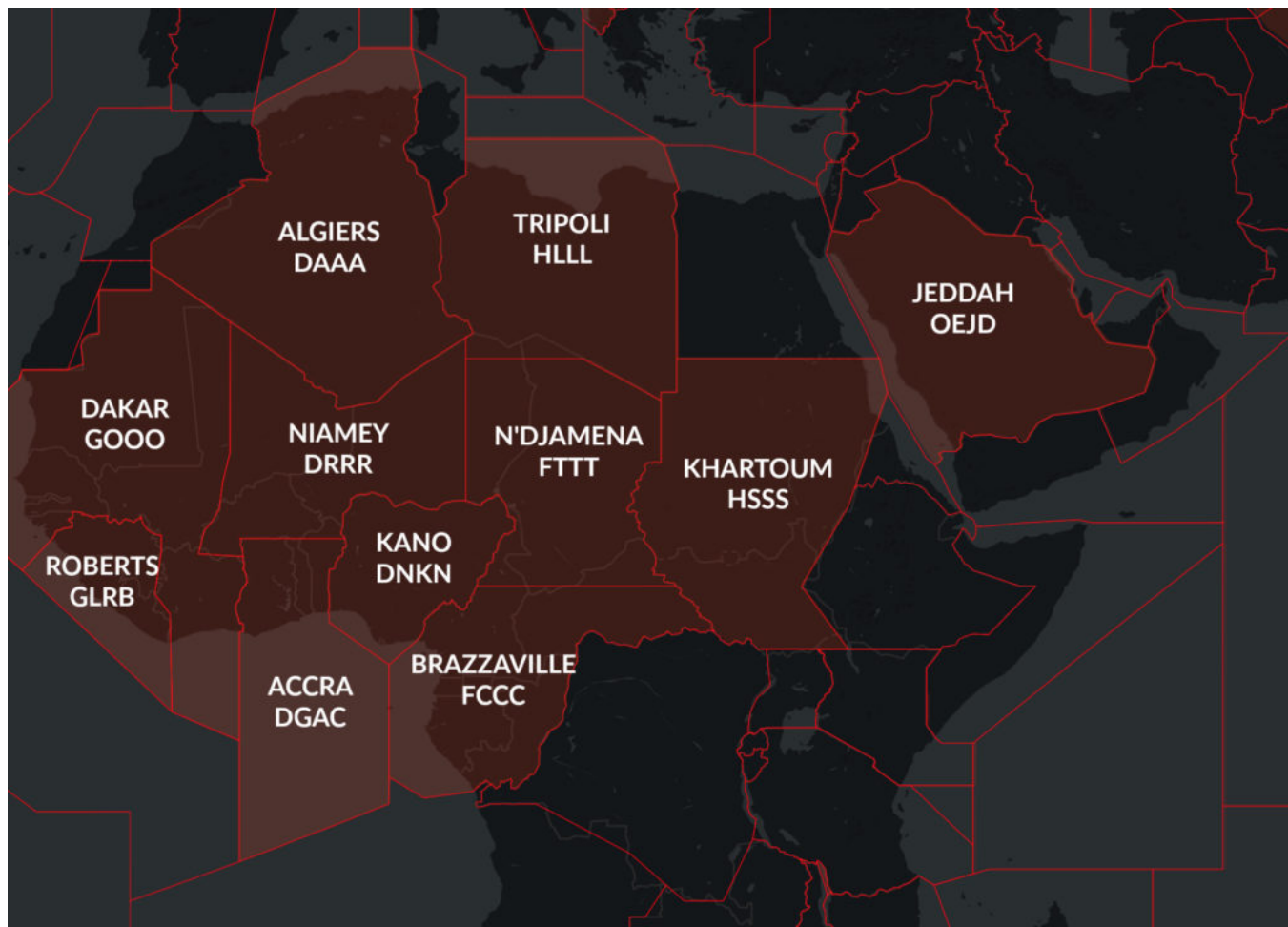
So, in addition to the normal IFBP belt and braces on 126.9, keep an eye out for a much higher amount of crossing traffic during the coming months.

The FIR's affected are: Algiers, Accra, Brazzaville, Dakar, Jeddah, Kano, Khartoum, N'Djamena, Niamey, Roberts, and Tripoli.

Of these, **watch out for Tripoli** – risk remains high across Libyan airspace at all flight levels, and multiple countries have “**do not fly**” warnings in place. There are **daily airstrikes** taking place, severe limitations in ATC services, and massive areas of the FIR are without surveillance and communications capabilities.

Malta FIR is currently managing all east-west routes in this airspace, and operators can contact them for additional information on email: airspace.cell@maltats.com

The Hajj routings are contained in this **ASECNA AIP Supplement**.



Further reading:

- Read IFALPA's information on recommended procedures when operating in the African region [here](#).

Charter Flights Within Russia Now Require Cartel Approval

David Mumford
31 December, 2019



There's a new rule for **charter flights to Russia**, effective 21 JUN, which says you must now seek permission from a bunch of different Russian carriers and companies (a.k.a. the 'Cartel') before you can go.

The way it's written suggests that it applies to **all** charter flights, even if you fly straight in and out again. But local agents are saying it's more complicated than that. They say that for aircraft with less than 20 seats, you only need Cartel approval for **charter flights with domestic legs** in Russia:

Russia is issuing new rules thick and fast at the moment. Last week it was for **private flights** – to fly domestic legs in Russia you now have to get approval from Customs in advance. If the early feedback from local agents is correct, the new rule issued this week for **charter flights** seems to have been designed to establish a parallel framework for dealing with foreign commercial operators wanting to fly domestically within Russia.

The process seems fairly straight-forward: you send off an email to the group of Russian carriers and companies, and once you get permission from all of them, you can then apply for your landing permit.

They're saying that your request for approval should be made at least 5 days in advance of your planned flight. But you also have to then add on extra time to get your landing permit – there's a 1-day lead time for aircraft with less than 20 seats, and a 5-day lead time for those with 20 seats or more.

Here is the info you need to send them:

- Full company name and postal address, telephone number, e-mail address, and the name of the country that issued your AOC.
- Flight details: date of a flight, flight number, point of departure, point of destination, and anywhere else you're stopping en-route.
- Aircraft details: type, nationality, and reg.
- Passengers: names and total number, and details of any cargo transported.
- Charterer of the aircraft: name, postal address, and e-mail address.
- Consignor and consignee details

To check out exactly who is in the Cartel, plus the email addresses you should send your requests to, click [here](#) if your aircraft has **less than 20 seats**, and [here](#) if it has **more than 20 seats**.

Once that's all done, and you have permission from everyone, send copies of everything along with your landing permit application straight to the authorities, at: permit@matfmc.ru and aviapermit@scaa.ru

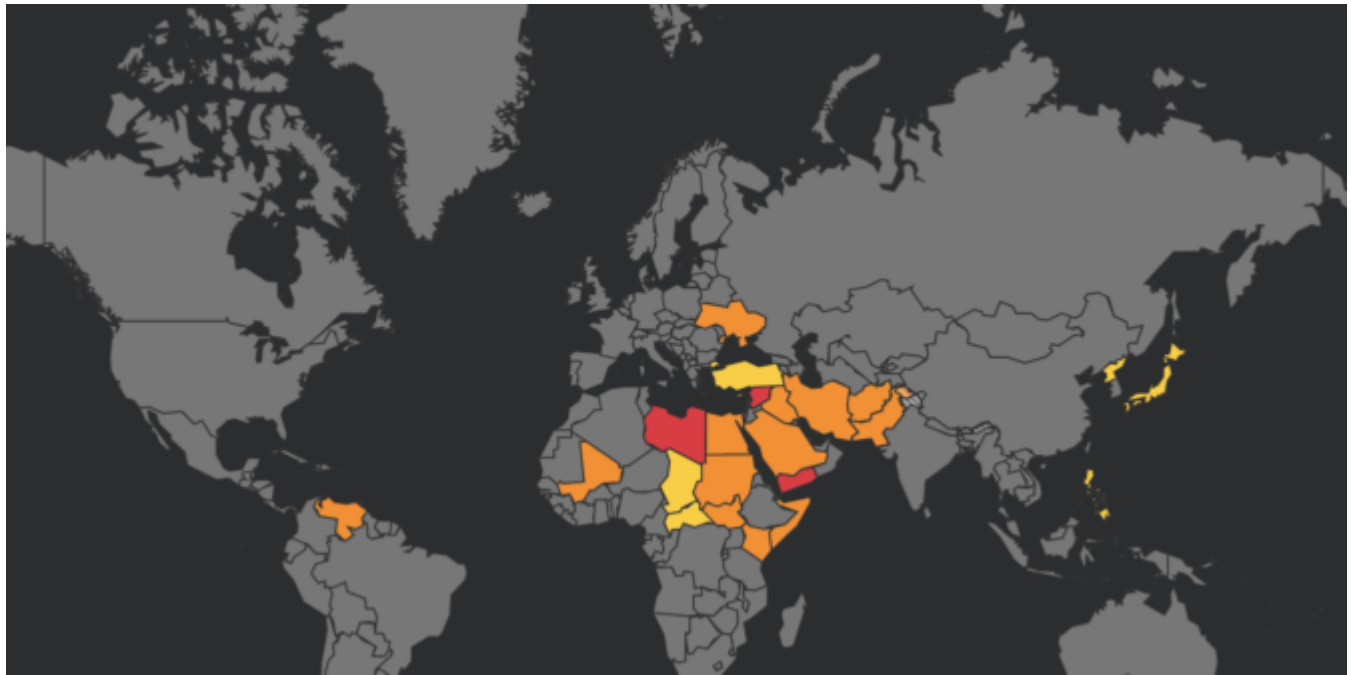
This is a new procedure, so we expect there will be some teething problems early on, but initial reports from OPSGROUP members suggest that it's already working, with non-objections coming back from the Cartel fairly quickly.

For full details of this new rule, straight from the horse's mouth, check out Russian AIP SUP 14/19.

New features - Conflict Zone & Risk Database

David Mumford

31 December, 2019



To make it even easier to get a current risk picture for International Flight Ops, we've added a bunch of new features to the **Conflict Zone & Risk Database** at SafeAirspace.net.

Thank you to all OPSGROUP members – all our airlines, aircraft operators, pilots, dispatchers, and industry colleagues who've made this possible. Now we have a simple, single source of information for all risk warnings, analysis, that includes our Risk Radar project (so **for the first time** we can see what other operators are doing), all state warnings, and the ability to auto-generate a live Summary PDF of the current situation.

Start at SafeAirspace.net, where you have the current risk map, and feed of Updates and Alerts:



On each country page, you will now see Risk Radar information like this:



For each country, you'll see the current list of warnings, both from the country concerned and other states:

Current warnings list :

Source	Reference	Issued	Valid to
Germany	Notam B0261/19	05 Apr 2019	04 Jul 2019
France	AIC 03/19	24 Jan 2019	Ongoing
USA	Notam KICZ A0025/18	10 Dec 2018	30 Dec 2020
UK	UK AIP ENR 1.1 (1.4.5)	22 Oct 2018	Ongoing
USA	Notam KICZ A0009/18	14 Apr 2018	Ongoing
UK	UK AIP ENR 1.1 (1.4.5)	12 Jun 2015	Ongoing

Scrolling down, you'll get the current Notam/AIC/AIP reference and a copy of the text:

Source: USA

Reference: [US FAA Background Notice](#)

Issued: 16-May-19, valid until: 16-May-20

Plain English: Exercise caution in the overwater airspace above the Persian Gulf and Gulf of Oman region.

Due to increased political tensions and heightened military activities in the region, there is an increasing inadvertent risk to U.S. civil aviation operating in overwater airspace above the Persian Gulf and Gulf of Oman. As a result, on 16 May 2019, the FAA issued Notice to Airmen (NOTAM) EICL A0015/19, advising U.S. civil flight operations to exercise caution when operating in the above area.

For each country, there is a Summary and Analysis, so you get some background on why these warnings exist:

Iran

Risk Level: Two - Danger exists

[\[about risk levels \]](#)


Developments in Iran should be closely monitored, especially for US operators. In June 2018, tension between the US and Iran has continued to rise, with the US sending 1,000 additional troops to the region, while Iran announced the deployment of an indigenous air defense missile system, capable of tracking and shooting down six targets at the same time. On 16 May 2019, the US issued a new Notam and Background Notice advising operators to exercise caution in the overwater airspace above the Persian Gulf and Gulf of Oman region. The US has deployed warships and aircraft to the Gulf, and several attacks on tankers in the Strait of Hormuz have been blamed on Iran.

Consider carefully overflights of the Tehran FIR (OIR), as landings in Iran for US operators especially could be an issue. A Norwegian 737 was stuck in Iran for two months, due to sanctions around spare parts. The US says that Iran has publicly made threats to US military operations, and are concerned about "a possible risk of miscalculation or misidentification, especially during periods of heightened political tension and rhetoric". They also warn of increased GPS jamming by Iran throughout this region.

A new feature is the ability to generate a **live summary** into a PDF, so you can print out everything into one document to share with your crew, dispatchers, and security team:

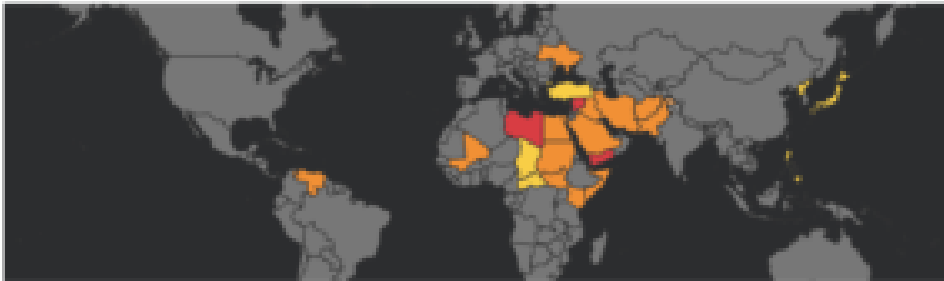
Print PDF

19 JUN 2019
WORLD AIRSPACE RISK SUMMARY



RISK SUMMARY
19 JUN 2019

ISSUED BY OPSGROUP
 SITA HELFPOH ARLFSDH
 AFTH RMCDRAAL
 EMAIL: REPORT@SAFEAIRSPACE.NET



World airspace risk map at SafeAirspace.net as at Jun 19th, 2019

LEVEL 2: Danger exists

Criteria: Any of these will trigger Level 2: A prohibition warning is issued by another state, for specific altitudes or areas (usually with a "Do not operate below FLxxxx"), but not for the entire airspace, OR more than one caution warning from other states, OR an OPSGROUP quick assessment of risk shows a clear threat to operators, and that risk is at least low.

Iran Level 2

Developments in Iran should be closely monitored, especially for US operators. In June 2019, tension between the US and Iran has continued to rise, with the US sending 1,000 additional troops to the region, while Iran announced the deployment of an indigenous air defense missile system, capable of tracking and shooting down six targets at the same time. On 16 May 2019, the US issued a new Notam and Background Notice advising operators to exercise caution in the overseas airspace above the Persian Gulf and Gulf of Oman region. The US has deployed warships and aircraft to the Gulf, and several attacks on tankers in the Strait of Hormuz have been blamed on Iran.

Consider carefully overflights of the Tehran FIR (OIII), as landings in Iran for US operators especially could be an issue. A Norwegian 737 was stuck in Iran for two months, due to sanctions around spare parts. The US says that Iran has

Kenya Level 2

Kenya is affected by the ongoing Somali Civil War. There is a high threat from terrorism, including kidnapping. The main threat comes from extremists in response to Kenya's military intervention in Somalia. IED attack at HKJK/Nairobi in 2014.

Risk Radar 12% avoiding

26FEB19 USA Notam KICZ A0002/19 Exercise caution below FL260 in Kenya's airspace east of 40 degrees East longitude (the border region with Somalia) due to extremist and militant activity.

26FEB19 USA US FAA Background Notice Exercise caution below FL260 in Kenya's airspace east of 40 degrees East longitude (the border region with Somalia) due to extremist and militant activity.

13AUG16 UK UK AIP ENR 1.1 (1.4.5) Risk to aircraft overflying Kenya at less than FL250.

You can download an example of the PDF, generated on June 19th, 2019, here:

PDF Summary - World Airspace Risk at SafeAirspace.net



Download PDF, 800kb

You can generate your own live PDF here.

About the Conflict Zone & Risk Database

The Conflict Zone & Risk Database provides a single, independent, and eternally free resource for all airspace risk warnings, so that airlines and aircraft operators can easily see the current risk picture for unfamiliar airspace.

Safe Airspace is an initiative from OPSGROUP, an independent organisation with 5000 members, made up of airlines, corporate flight departments, private operators, charter operators, military, and government.

The Conflict Zone & Risk Database was launched in September 2016 as the lifespan of the ICAO CZIR was

coming to a close, keeping the work ICAO did on the project alive, and providing the autonomous platform needed to make the concept work.

Objective - one single source

A single source for all risk warnings issued about an individual country, independent of any political or commercial motivation, so that a pilot, flight dispatcher, security department, or anyone responsible for flight safety can quickly and easily see the current risk picture.

Oversight and independence

The CZ&RD is managed by OPSGROUP. Because we are outside the chain of government, we are responsible only to our member airlines and aircraft operators, and more importantly, to the people ensuring a safe flight operation, and to the passengers that fly on our aircraft. For this reason, all information pertinent to a country can be assured to be carried here.

Eternally free

To remain completely independent of any bias, and to ensure that everybody has access, the Conflict Zone & Risk Database is completely free of charge. We have no commercial interest in publishing this information, it exists as a public service because our members care deeply about flight safety.

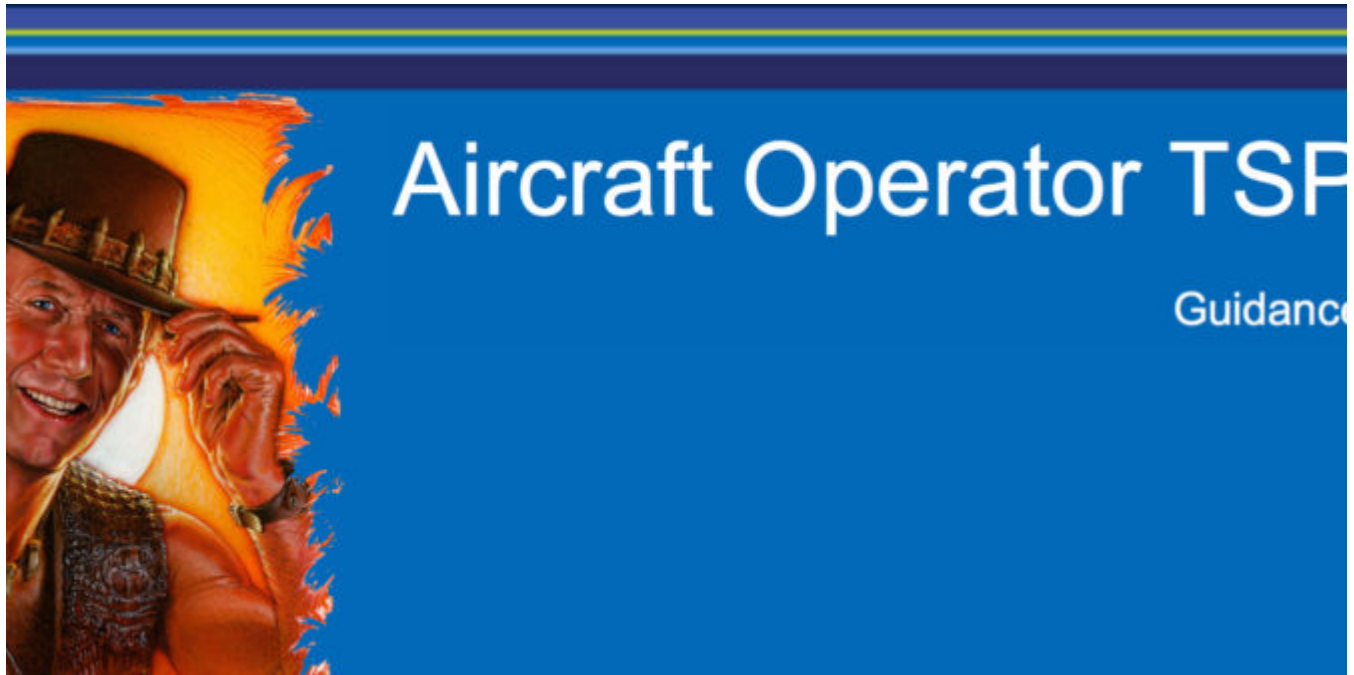
Contacting us

We rely on your input. If you have information to add, please email report@safeairspace.net. You can also use this address to discuss any content here. The collaborative effort is our focus. We're still a team of humans, and we miss stuff. If you see something missing here, please tell us!

All submissions are anonymous, and our only concern is for the safety of all airspace users – the crew and the passengers. We appreciate your help.

Australia confirms TSP is a nightmare

David Mumford
31 December, 2019



Update June 17, 2019: We have launched a **TSP Victim Support Group** for OPSGROUP members, so we can share experiences, and help each other to get the approval. We feel the pain!

Oops, Freudian slip: What we meant was, **Australia confirms TSP is *required***. But trust us, it's a nightmare.

A TSP is a Transport Security Program, and if you don't know what that is yet, prepare for some painful bureaucracy.

Over the last few years, they exempted lots of corporate and private ops. Now they say they've changed their mind. **Everybody operating a jet needs one** – Private, Charter, Commercial, Air Force One – whoever. **You have got to do one, no exceptions.**

The official line is that it takes **two months** to get one. The best we've heard from OPSGROUP members is 40 days.

If you've got a trip planned and need TSP approval quicker than that, you can always check with guidancecentre@homeaffairs.gov.au to be sure – they might be able to help you with a shorter timeframe, but there are no guarantees.

The official guidance on **how to apply** can be found here, and they have at least been good enough to provide a **template application form** (all 66 pages of it – ouch!!) which can be found here. If at all possible, save yourself some misery and get someone else to apply on your behalf!

Have you applied for a TSP before? What do they want to see, exactly? What does a good TSP look like? Are you willing to **share your approved TSP as a guide to help others?** If you send us yours, we'll anonymize it completely, and it will be used internally within the group as a shining example of perfection!

Flying within Russia just got tougher - leave your business jet at home

David Mumford
31 December, 2019



There's a new Customs procedure in Russia that we're trying to get to grips with. It's called "Import 53" (IM53), and it affects **foreign aircraft looking to do private flights on domestic legs within Russia**. It's a tricky one – so much so that some of the Customs authorities at the airports there in Russia don't even understand it themselves.

The standard block of text doing the rounds is this:

Please be aware cabotage flights are strictly prohibited in Russia. To perform flights inside Eurasian Economic Union(EAEU) by aircraft with foreign registration, customs clearance must be obtained by aircraft owner in accordance with the customs legislation. Import to the territory of the Eurasian Economic Union (EAEU) of a foreign aircraft of business aviation with dry weight(BOF) less than 28 tons with the number of passenger seats less than 19 without payment of customs taxes is possible according to customs procedure called IM53(Import 53) which must be performed without commercial benefit by aircraft owner, authorized person or by customs broker. Otherwise, 3% of the amount of import customs

duties and taxes would be applied upon the release of the aircraft for domestic consumption.

Most of the bigger handling agents at the major airports are sending this out. **But what does it mean?** We asked a dozen questions to try to get a clear answer, and it seems this is it:

Private flights: you **can** operate domestic legs in Russia if your aircraft is below 28 tonnes (62,000 lbs) **and** less than 19 seats – by applying for IM53. If your aircraft busts either of those two metrics (above 28 tonnes, or 19 seats or more) you **can't** apply for IM53, and you therefore **can't** fly domestic legs in Russia.

And here's where it gets **super annoying** – to get IM53 approval, you have to request it direct with Customs **yourself**, or use a customs broker. From the handling agents we've spoken to, they are **not allowed** to help with this.

(Also watch out for the whole 'Eurasian Economic Union' thing – that includes: Russia, Belarus, Kazakhstan, Armenia, Kyrgyzstan. So watch out if you're planning on flying between Russia and any these other countries, as Customs will consider it to be a domestic flight!)

We have received reports from members saying that this new rule is already affecting some of their trips to Russia, and that some local Customs at smaller airports are as confused as everyone else about exactly how it interpret them:

Our local handler in [insert second tier Russian city] advises us to cancel the trip there.

The problem is that this Customs procedure, Import 53, is pretty new, and very complicated. It must be opened first in the airport of entry, then closed in the last airport of EAU. Their Customs officers don't know how to interpret the new rules (probably afraid, who knows?), and refuse to do this.

The last client who arrived to [insert second tier Russian city] had to delay the departure for 6 hours due to the new Customs procedure, and our handler says it is a very good result, and they were lucky.

Our handler cannot guarantee that everything will go well in [insert second tier Russian city], the situation could become worse any time, and there is nothing we can do with Customs. If the customer still wants to go there, it will be at their own risk.

With the new IM53 rule, the authorities seem to be attempting to establish a standard rule for foreign aircraft operating domestic legs in Russia. Have you been to Russia recently and tried to do a domestic leg? How did it go? Let us know, and help us get the word out.

Rockwell GPS fix coming soon

David Mumford
31 December, 2019



A large number of operators have been affected this week by a software glitch in some Rockwell Collins GPS receivers. After a few days of head-scratching, the cause of the problem was tracked back to the receivers' failure to compensate for the "leap second" event which happens once every 2.5 years when the US Government update their satellites - which they did on 9th June.

This meant that certain aircraft equipped with the affected GPS receivers suddenly started getting 'ADS-B fail' messages, which initially led to groundings of aircraft which did not have GPS on their minimum equipment lists (MEL).

In a note from Rockwell on Monday 10th June, they advise that the next scheduled update by the U.S. Government to the GPS constellation is set for Sunday 16th June at 0000Z. **This is when things should start working again, but they are not guaranteeing this will definitely fix the issue.** Rockwell told OPSGROUP it's a 'wait and see' situation.

In the meantime, it seems as though all the affected aircraft have been identified, and you should know at this stage if yours is working or not. Some aircraft remain grounded because there is no MEL relief. Rockwell are advising those who have not powered on their GPS units since the 9th June should leave them switched off. Make sure to check the advice from your OEM - some are advising to pull the GPS circuit breakers to prevent further issues.

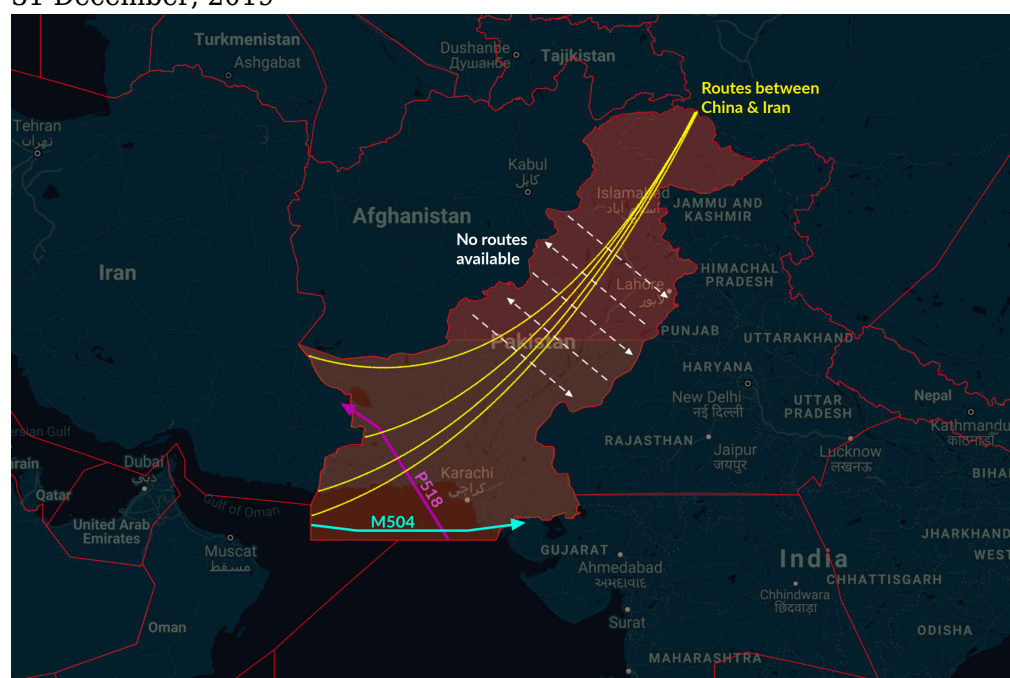
Until the issue is fixed, many aircraft will be forced to fly non-RNP routes below FL280 and navigate VOR-VOR, or else remain on the ground.

For more on this, or if you have something to share, head over to the OPSGROUP forum.

Another Pakistan overflight route reopens

David Mumford

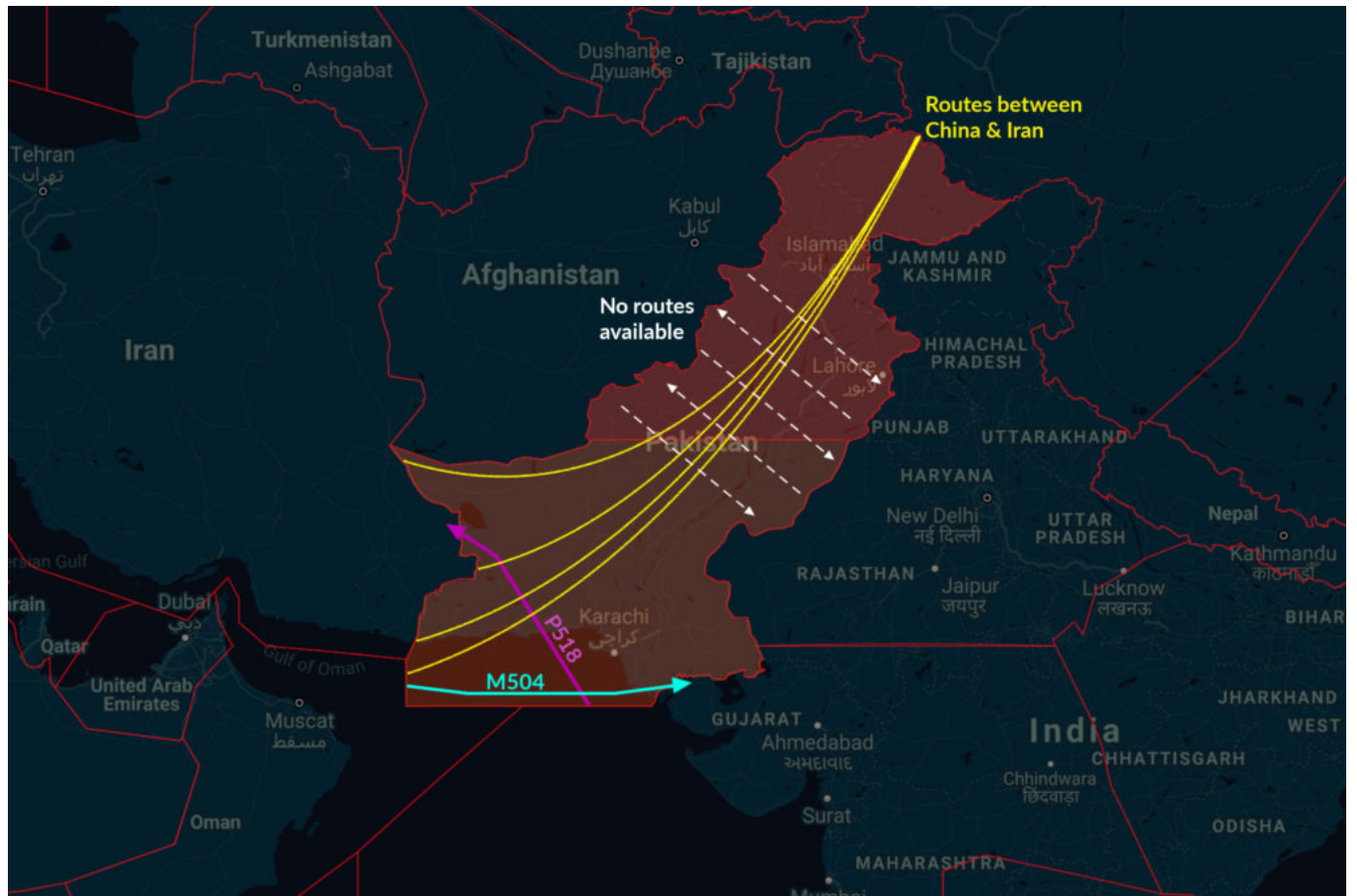
31 December, 2019



Three months since the Pakistan airspace closure began, there are now finally some options for overflights between Pakistan and India.

Since April, there has only been one airway available for flights between the two countries – airway **P518**, for **westbound flights only**.

At that time, Pakistan also published a bunch of Notams saying that they would allow **eastbound overflights** on a few airways which connect Oman and India through Pakistan's airspace over the Gulf of Oman, but initially India did not authorise the use of these.



That changed on 2nd June, when India published a Notam saying they would allow eastbound flights to enter Indian airspace at waypoint TELEM.

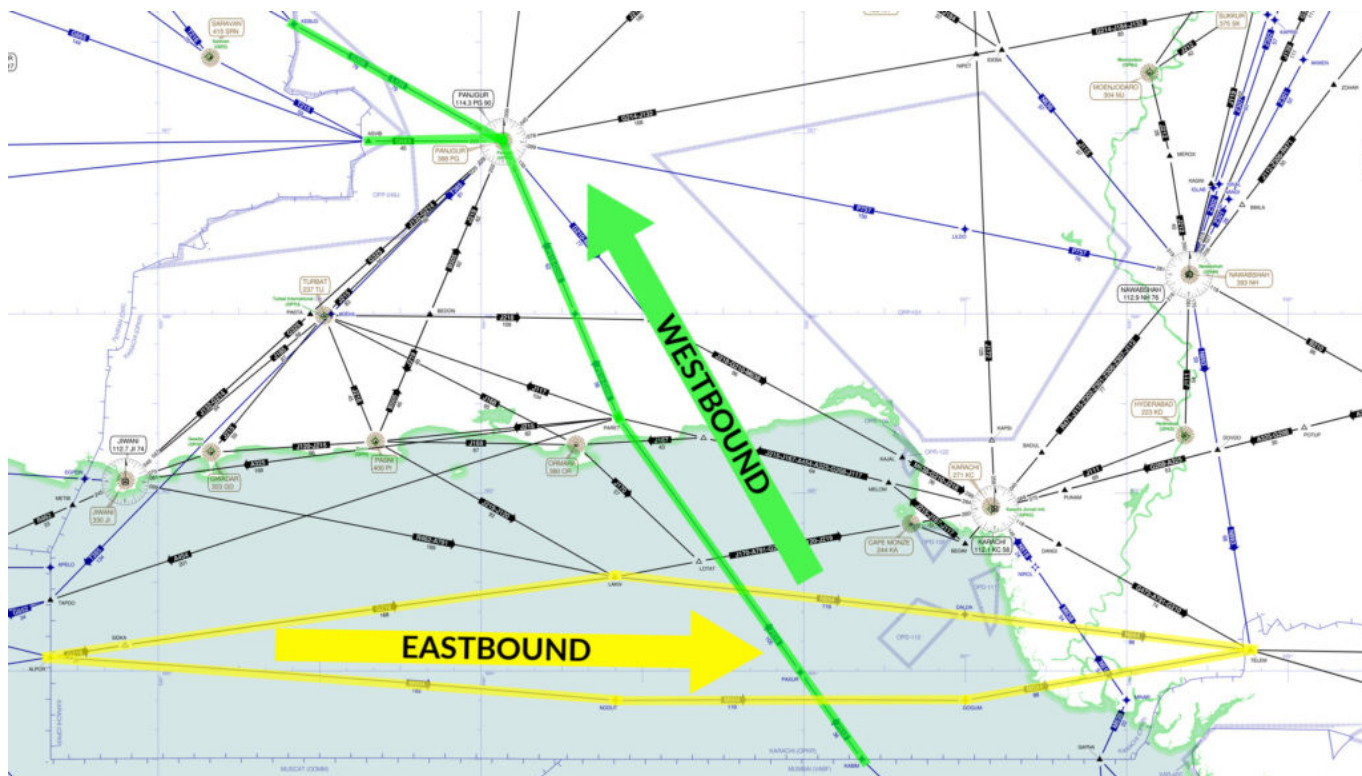
So now, piecing together the Notams issued by both countries, here are the options for overflights:

Westbound

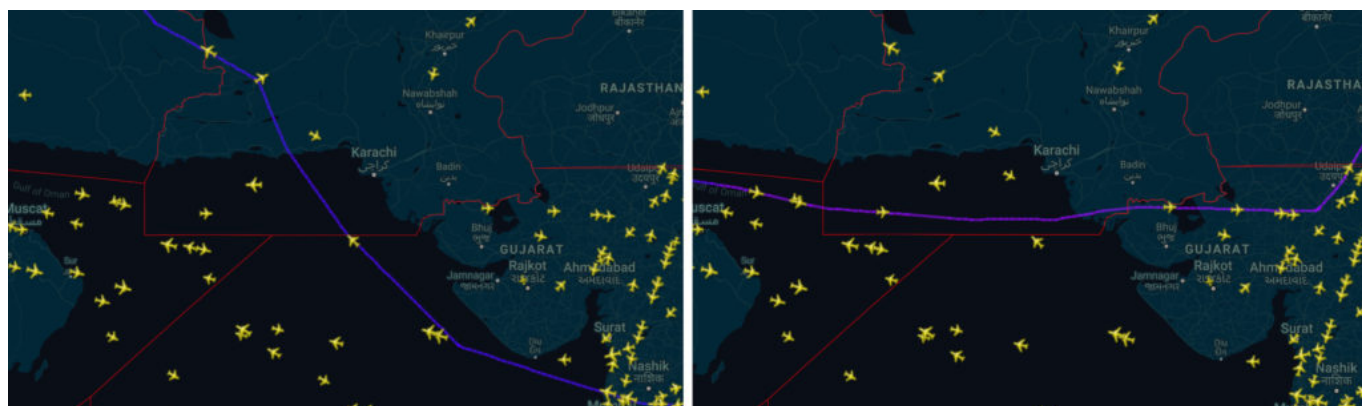
Airway P518, from waypoint KABIM on the Pakistan/India border in the south, to either KEBUD or ASVIB on the the Pakistan/Iran border in the north.

Eastbound

Choice of two routes from waypoint ALPOR on the Oman/Pakistan border in the west, to waypoint TELEM on the Pakistan/India border in the east.



Some airlines have started using both these eastbound and westbound routes, although many continue to avoid Pakistan by routing south over the ocean instead.



India and Oman both therefore remain congested with extra flights – they have published Notams showing all the restrictions on the various different overflight routes, are advising operators to carry extra fuel, and to expect lower flight levels than requested.

Most of the Pakistan airspace restrictions which were introduced in Feb 2019 have been **extended to 27 July**: specific routes remain open for international flights to all the main airports in Pakistan, and for east-west overflights of the country (i.e. between China and Iran).

Why?

On Feb 26, Pakistan shot down an Indian military jet and captured a pilot in a major escalation between the two countries over disputed Kashmir. This came a day after India launched air strikes on militant bases across the border in Pakistan, which itself was a response to a deadly attack on Feb 14 when a militant killed more than 40 Indian troops in Kashmir. The captured pilot has since been returned to India, but tensions remain heightened between the two countries in wake of airstrikes by each side in areas in the border region.

Airspace warning

The US FAA has since updated its airspace warning for Pakistan, which now notes that military activity by Pakistan and India in the disputed Kashmir region poses a potential inadvertent risk to aviation at all altitudes. The US continues to warn against flying into or over Pakistan due to the risks posed by “extremist and militant activities”, although it does not recommend any specific minimum safe altitude for overflights; other countries advise FL250 or above, but we think FL300 is more sensible. More info

If you have further ops info to report, please do! Email us at blog@ops.group, or comment below.

New rules for ops to Japan

David Mumford
31 December, 2019



Operators to all the main airports in Japan must now sign a statement saying they will take measures to ensure objects don't fall off the aircraft. The authorities also want you to agree to pay compensation for any incidents where damage is caused by falling objects – potentially also when the falling objects don't even come from your aircraft!

For the past ten years, Japan has required its own airlines to report any objects falling off aircraft during take-off or landing. But from March 2019, this applies to all foreign operators too.

Japan published **AIC 7/19** on 28 FEB 2019, which outlines the measures they require all crews to take when operating at Japan's airports. It comes with two attachments which both need to be signed and returned to the Japanese authorities **by post**, prior to ops.

Technically, you must send **hard copies** of these to **each airport** you will fly to in Japan. However, local handler Aeroworks has told us that operators can email them copies of everything by email, along with a power of attorney letter, and they are authorised to pass everything on to local authorities – they can provide this service for most airports in the country.

Attachment 1: This lists all the measures to take, including: completely draining the lav/waste pipes prior to take off to prevent ice blocks from forming, confirming all panel doors are closed, inspecting for leaks, removing rainwater or snow from cargo when loading.

Attachment 2: This is a strange one. It says the following:

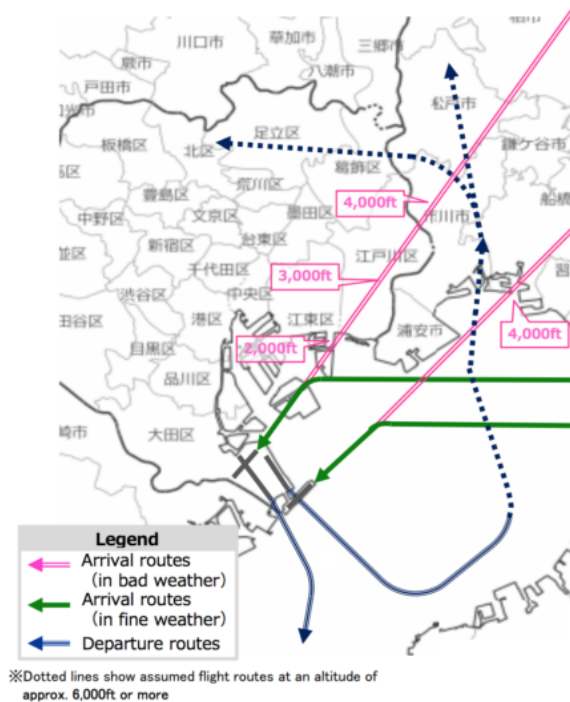
“In case that it is unable to identify one specific aircraft which caused the damage by falling objects from aircraft (hereinafter referred to as “the causing aircraft”) and to identify a person responsible for the compensation of the damage, and if the Falling Object Confirmation Committee established in Regional Civil Aviation Bureaus of Ministry of Land, Infrastructure, Transport and Tourism determines a presumably causing aircraft (hereinafter referred to as “the acknowledged aircraft”), the operator of the acknowledged aircraft shall bear the amount of expenses for compensation of the damage, proportionally divided by the number of the acknowledged aircraft.”

If we're reading that right, that basically means if something falls off a plane and causes damage, and they can't figure out which specific one it came from, whichever aircraft were in the area at the time may all be required to share the cost of paying for any compensation that may be due!

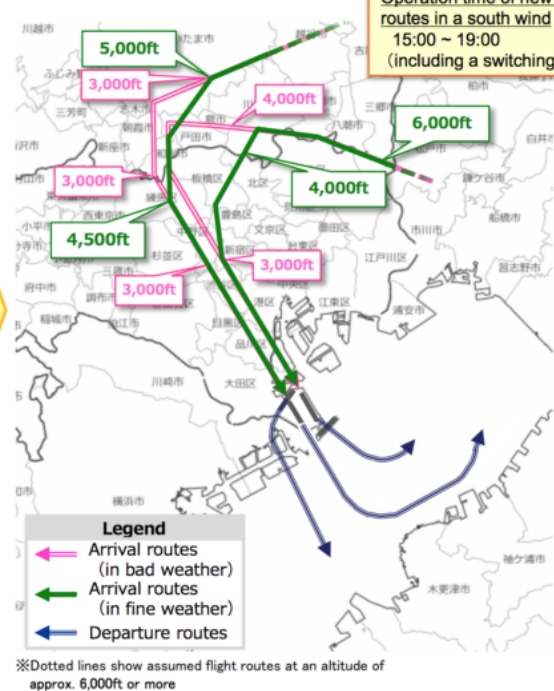
Over the past few years there have been a number of high-profile incidents in Japan where objects have fallen off aircraft. In September 2017, an aircraft panel fell onto a car driving on a busy street in Osaka; and in May 2018, a hospital in Kumamoto was sprayed with metal fragments from an aircraft that had suffered engine failure after taking off from RJFT/Kumamoto Airport.

With the Tokyo Olympic Games coming up in July 2020, local authorities are keen to ensure no such incidents occur here.

Current Flight Routes



New Flight Routes



Percentage of a south wind operation
About 40% (Annual average)
Operation time of new flight routes in a south wind
15:00 ~ 19:00
(including a switching time)

Change of Runway Operation and Flight Routes (South wind operation)

Airport authorities are looking at ways to increase slot capacity at Tokyo's airports, and one such measure will be to revise the arrival routes to RJTT/Tokyo Haneda, which will mean that flights will operate almost directly over the city centre - and these new rules regarding objects falling off planes have been implemented in response to this.

Further reading

- The presentation made by the Japanese delegation to ICAO's Air Navigation Oct 2018 Conference, regarding the various measures taken to prevent objects falling off airplanes in Japan. Check it out [here](#).
- IFALPA has published a Safety Bulletin which provides some great info on the various different approaches that are available at RJTT/Tokyo Haneda, depending on the wind direction and the time of the day, with a focus on the reduced options available if operating overnight. Definitely worth a read if operating to RJTT. Check it out [here](#).

Goose Bay: "Our runway is broken"

David Mumford
31 December, 2019



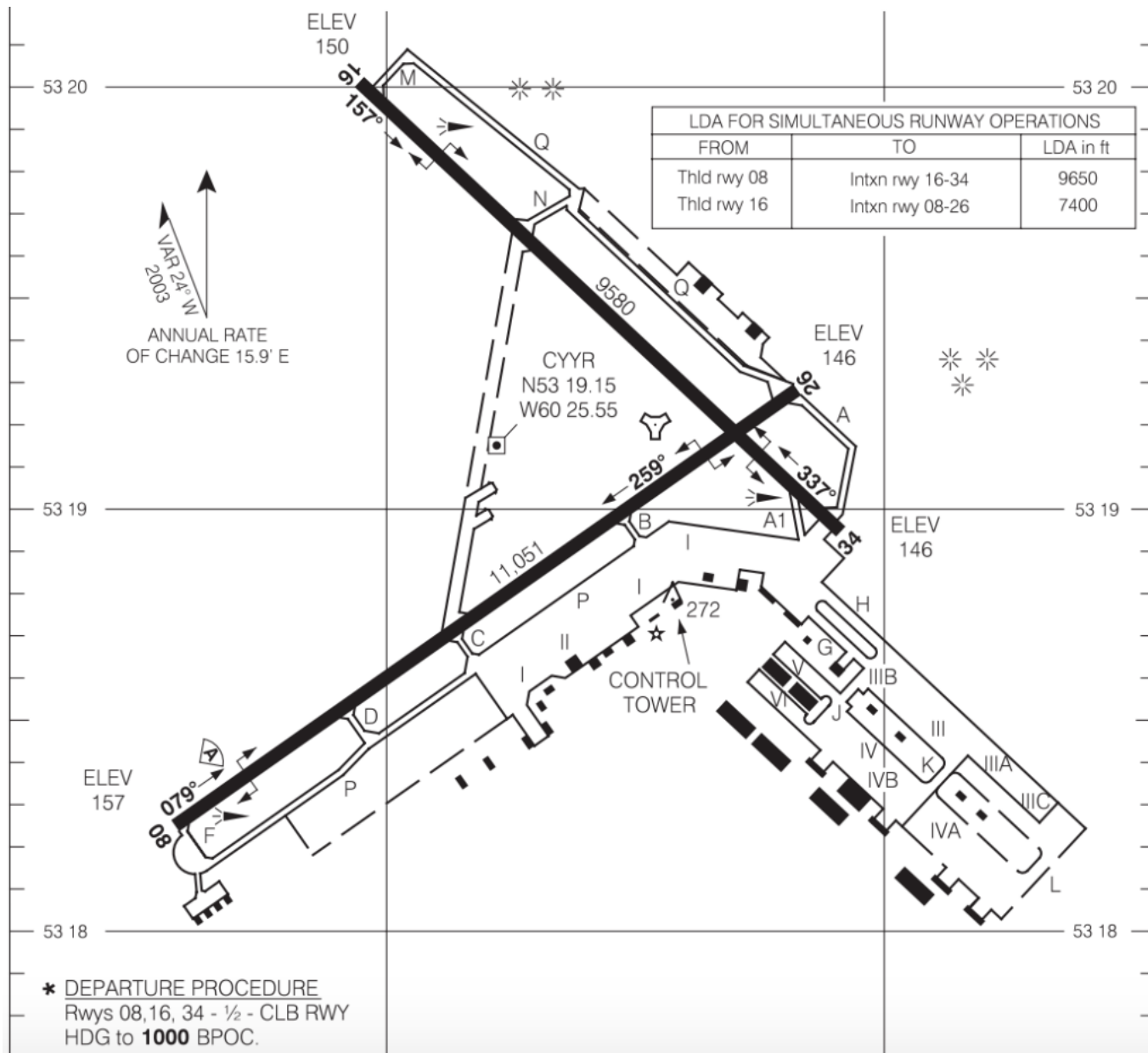
Larger jets will not be allowed to land on three out of four runways at Goose Bay for the next three months, as they've found cracks after the winter thaw.

The airport has settled on a final version of their "Our runway is broken" Notam, and it looks like this:

05/037 - CYYR RWY 08, 26 AND 34 NOT AVBL FOR ACFT WITH TIRE PRESSURE OF 1.0MPA (145 PSI) OR GREATER AND ACFT WITH ACN/PCN OF 40 OR GREATER, EXC MEDEVAC AND AVBL AS EXTENDED RANGE TWIN-ENGINE OPS (ETOPS) ALTERNATE.

21 MAY 14:01 2019 UNTIL 17 AUG 23:59 2019. CREATED: 21 MAY 14:06 2019

So not the most pilot-friendly piece of information! Unless you happen to know your tire pressure off-hand, best head for **RWY 16**, which is the only one that remains fully open and operational to all aircraft (the only reason RWY 34 is restricted is because aircraft using that runway touch-down on the intersection with RWY 08/26 - which is where some of the cracking damage has been found).



The Notam does state that the other three runways at CYR **can still be used an ETOPS alternate**, meaning that you're allowed to divert there in an emergency regardless of size, weight, tire pressure, or ACN. However, with the deteriorating runway conditions they're also warning of possible aircraft damage due to loose sealant and asphalt:

05/038 (190206) - CYR RWY 08/26 SFC IS DETERIORATING AND CRACKING AND MAY PRODUCE FOREIGN OBJECT DEBRIS (LOOSE SEALANT AND ASPHALT) ACFT DAMAGE MAY OCCUR. 23 MAY 18:20 2019 UNTIL 23 AUG 23:59 2019. CREATED: 23 MAY 18:24 2019

ACN vs PCN

The mention of "ACN/PCN" in Goose Bay's Notam made us close our eyes and try to imagine a world where Notams just made immediate sense.

Knowing your tire pressure is one thing, but trying to work out your **ACN number** is a much more tricky business, as it has to factor in the aircraft's maximum centre of gravity, maximum ramp weight, wheel spacing, tire pressure, and other factors. Your AFM should have a bunch of pages which tell you this (or you can have a quick look here instead).

Once you know your ACN number (or rather, 'numbers' – as there are different ACN numbers for each aircraft depending on the strength of the runway you'll be landing on), you can then check it against the runway **PCN number** – the number issued for each runway which tells you what kind of surface it is, how strong it is, and what level of stress it is able to withstand.

Ultimately, if your aircraft's ACN is equal to or less than the runway's PCN, you're good to go.

In the AIP, Goose Bay's runway PCN is **076FBXU**. The important bits here:

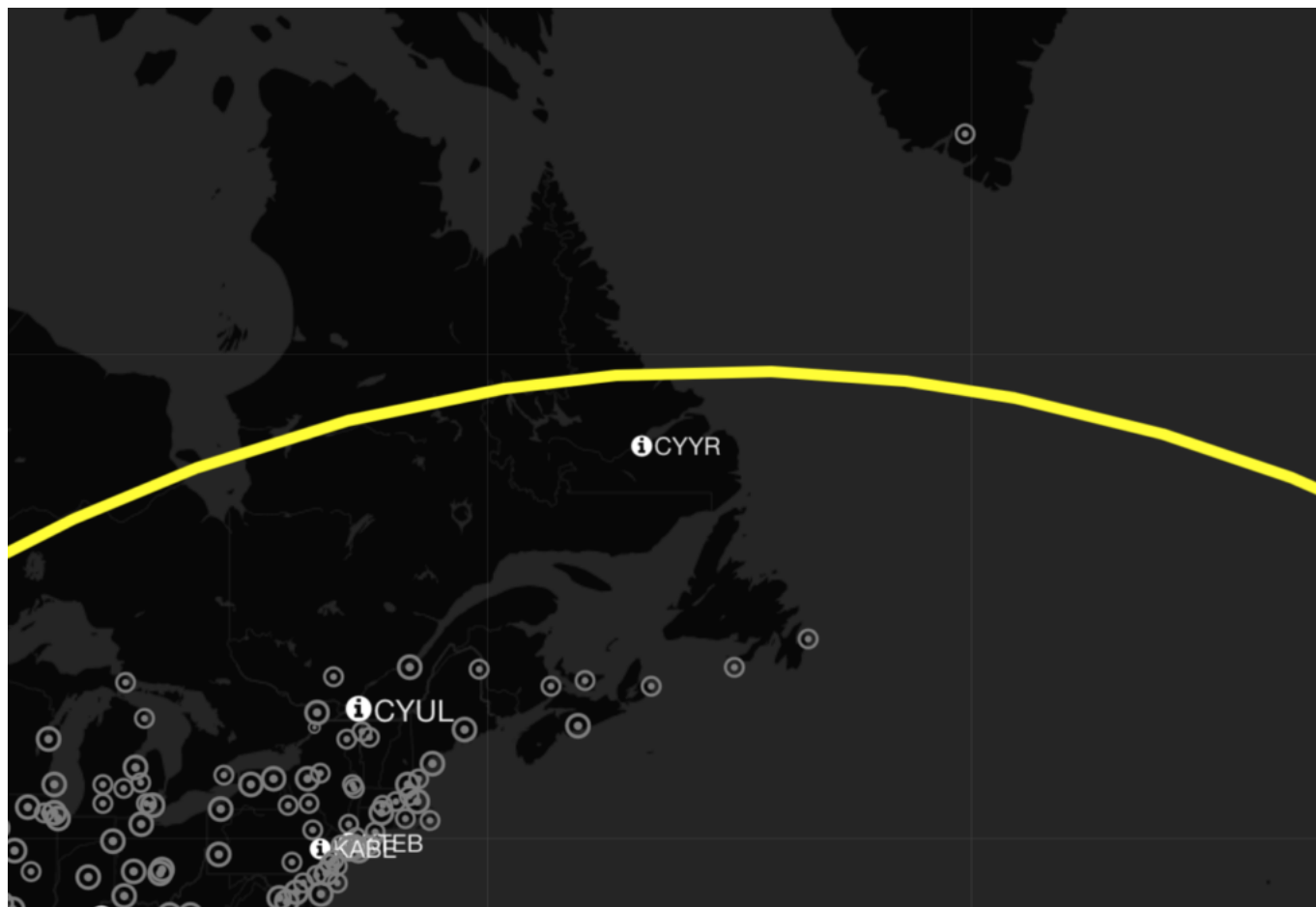
- the PCN number here is **76**
- the **F** means that the runway is 'Flexible' (i.e. made of asphalt rather than concrete)
- the **B** means it is of 'Medium' strength
- the **X** means it has maximum tire pressure of 1.75 MPa.

So, under normal circumstances, CYYR has a runway PCN of **76**, meaning most aircraft would be able to operate here:

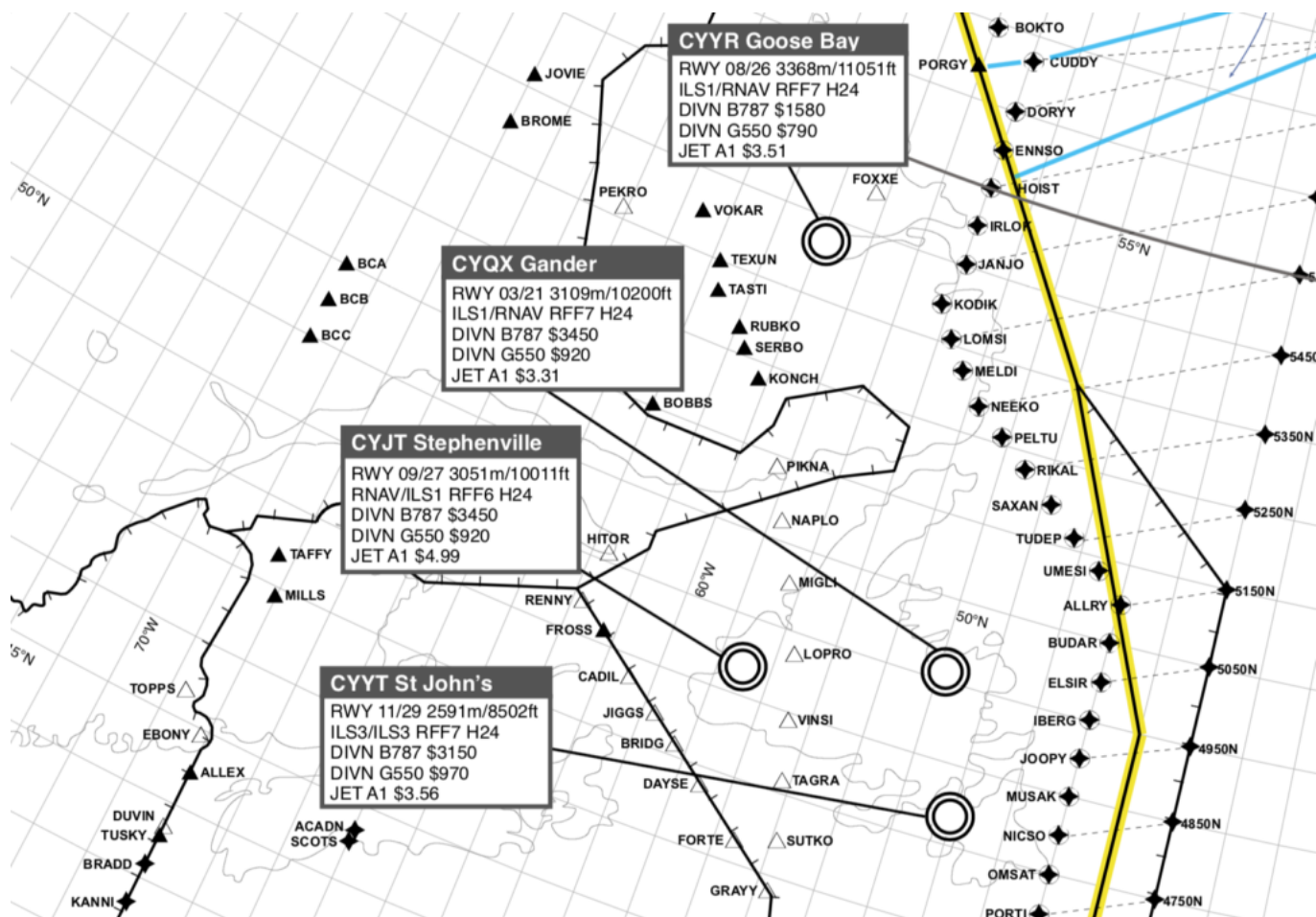
But with all the runway cracking that's been going on, Goose Bay's PCN number is no longer accurate. It's probably safer to assume the **B** is more like a **D** right now – runway strength 'Very low'. And the new CYYR Notam suggests the new PCN number is **40** (as aircraft with an ACN number higher than that are not allowed to go there).

Other NAT alternates?

A quick check on GoCrow shows us there's really nothing available to the north of CYYR:



But there are some decent options to the south:



This isn't the first time Goose Bay has had problems with its runways. In Nov 2017, the airport was closed due to **'sticky' runways** - during snow removal crack sealant was found on vehicles after they were used on the runways.

Further reading:

- United Airlines has downgraded Goose Bay Airport's suitability for diversions, after one of its flights with 250 passengers on board diverted there on 19th Jan 2019, and was then forced to spend 16 hours on the ground as there were not enough customs staff available to process everyone on board to enter Canada. Customs opening hours at the airport are 8am to midnight daily.

What's going on in the Strait of Hormuz?

David Mumford
 31 December, 2019



Amid rising tensions between the US and Iran, on 16th May the US FAA issued a new Notam and Background Notice advising operators to exercise caution in the overwater airspace above the Persian Gulf and Gulf of Oman.

The US has deployed warships and planes to the region, and withdrawn embassy staff from Iraq in recent days, and Iran has allegedly placed missiles on boats in the Persian Gulf.

In their Background Notice, the US FAA say that **“Iran has publicly made threats to US military operations”**, and are concerned about **“a possible risk of miscalculation or misidentification, especially during periods of heightened political tension and rhetoric.”** They also warn of increased GPS jamming by Iran throughout this region.



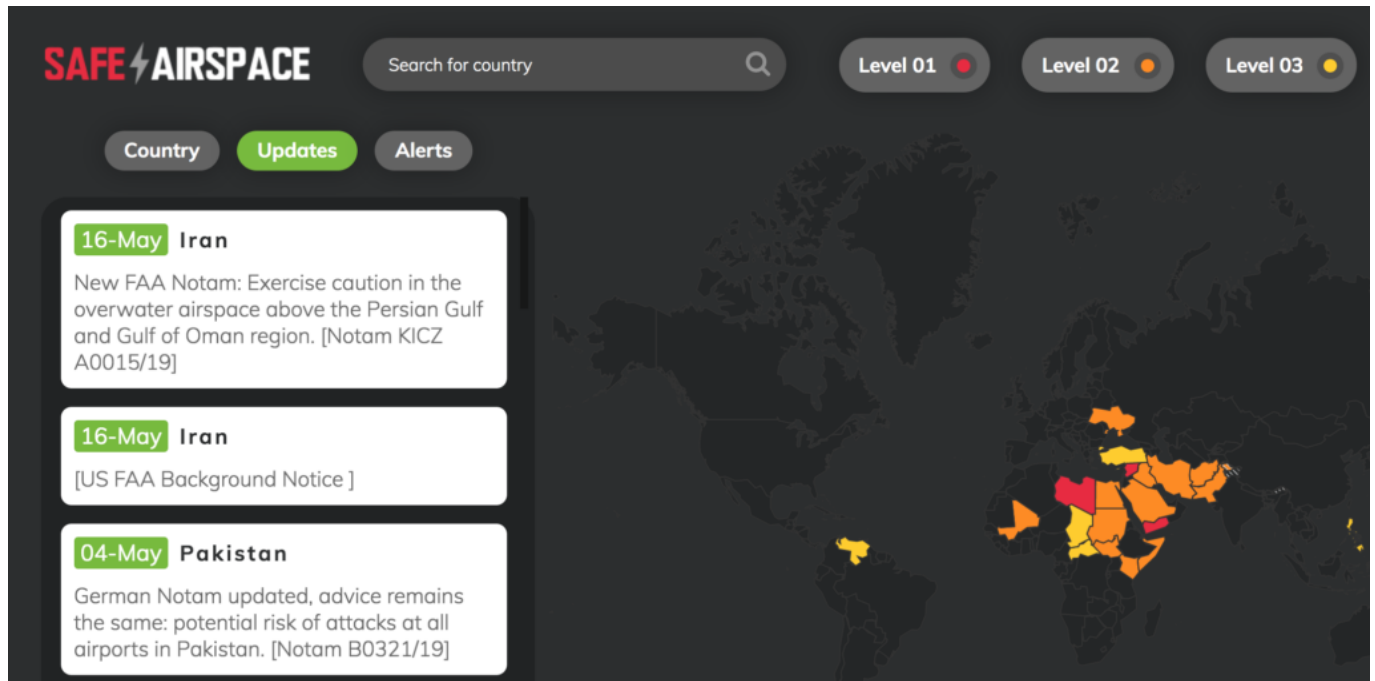
The US published another airspace warning for Iran back in September 2018, but that was mainly focussed on the risks of overflying Iran itself due to missiles fired from sites in the far west of the country against targets in Syria. That warning only made passing reference to the Gulf region – the only tangible risk at that time being due to Iran’s “test launches” in the area between Iran and Dubai, where the Iranian military regularly fire missiles during drills to practise blockading the Strait of Hormuz.

In May 2018, the US pulled-out of the Iran nuclear deal, and re-imposed sanctions. Since then, the relationship between the two countries has rapidly gone downhill. This week, the White House Press Secretary said that Washington would continue its “maximum pressure” campaign on Iran, adding the US would like to see “behavioural change” from the country’s leadership.

With the military build-up in the Gulf region, the US government has been quick to defend its actions, but the message seems to be clear: **we don’t want war, but we’re ready for one.**

As National Security Adviser John Bolton said in a statement this week: **“The United States is not seeking war with the Iranian regime... but we are fully prepared to respond to any attack, whether by proxy, the Islamic Revolutionary Guard Corps or regular Iranian forces.”**

The full FAA Notam and Background Notice text is below. SafeAirspace.net is now updated with the new information.



KICZ NOTAM A0015/19

SECURITY..UNITED STATES OF AMERICA ADVISORY FOR OVERWATER AIRSPACE ABOVE THE PERSIAN GULF AND GULF OF OMAN.

THOSE PERSONS DESCRIBED IN PARAGRAPH A BELOW SHOULD EXERCISE CAUTION WHEN OPERATING IN OVERWATER AIRSPACE ABOVE THE PERSIAN GULF AND THE GULF OF OMAN DUE TO HEIGHTENED MILITARY ACTIVITIES AND INCREASED POLITICAL TENSIONS IN THE REGION, WHICH PRESENT AN INCREASING INADVERTENT RISK TO U.S. CIVIL AVIATION OPERATIONS DUE TO THE POTENTIAL FOR MISCALCULATION OR MIS-IDENTIFICATION. ADDITIONALLY, AIRCRAFT OPERATING IN THE ABOVE-NAMED AREA MAY ENCOUNTER INADVERTENT GPS INTERFERENCE AND OTHER COMMUNICATIONS JAMMING, WHICH COULD OCCUR WITH LITTLE TO NO WARNING.

A. APPLICABILITY. THIS NOTAM APPLIES TO: ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS; ALL PERSONS EXERCISING THE PRIVILEGES OF AN AIRMAN CERTIFICATE ISSUED BY THE FAA, EXCEPT SUCH PERSONS OPERATING U.S.-REGISTERED AIRCRAFT FOR A FOREIGN AIR CARRIER; AND ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER.

B. PLANNING. THOSE PERSONS DESCRIBED IN PARAGRAPH A PLANNING TO OPERATE IN THE ABOVE-NAMED AREA MUST REVIEW CURRENT SECURITY/THREAT INFORMATION AND NOTAMS; COMPLY WITH ALL APPLICABLE FAA REGULATIONS, OPERATIONS SPECIFICATIONS, MANAGEMENT SPECIFICATIONS, AND LETTERS OF AUTHORIZATION, INCLUDING UPDATING B450.

C. OPERATIONS. EXERCISE CAUTION DURING FLIGHT OPERATIONS DUE TO THE POSSIBILITY OF INTERRUPTIONS TO INTERNATIONAL AIR TRAFFIC DUE TO HEIGHTENED MILITARY ACTIVITIES AND INCREASED POLITICAL TENSIONS IN THE REGION. POTENTIALLY AFFECTED OVERWATER AIRSPACE ABOVE THE PERSIAN GULF AND THE GULF OF OMAN INCLUDES PORTIONS OF THE TEHRAN FIR (OIIX), BAGHDAD FIR (ORBB), KUWAIT FIR (OKAC), JEDDAH FIR (OEJD) , BAHRAIN FIR (OB BB), EMIRATES FIR (OMAE), AND MUSCAT FIR (OOMM). THOSE PERSONS DESCRIBED IN PARAGRAPH A MUST REPORT SAFETY AND/OR SECURITY INCIDENTS TO THE FAA AT +1 202-267-3333.

SFC - UNL,16 MAY 23:11 2019 UNTIL PERM. CREATED: 16 MAY 23:17 2019

FAA Background Information Regarding U.S. Civil Aviation - For the Overwater Airspace Above the Persian Gulf and Gulf Of Oman Region.

Due to increased political tensions and heightened military activities in the region, there is an increasing inadvertent risk to U.S. civil aviation operating in overwater airspace above the Persian Gulf and Gulf of Oman. As a result, on 16 May 2019, the FAA issued Notice to Airmen (NOTAM) KICZ A0015/19, advising U.S. civil flight operations to exercise caution when operating in the above area.

Iran has publicly made threats to U.S. military operations in the Gulf region. In addition, Iran possesses a wide variety of anti-aircraft-capable weapons, including surface-to-air missile systems (SAMs), man-portable air defense systems (MANPADS) and fighter aircraft that are capable of conducting aircraft interception operations. Some of the anti-aircraft-capable weapons have ranges that encompass key international air routes over the Persian Gulf and the Gulf of Oman. Additionally, Iran recently conducted a military exercise in the region, demonstrating their unmanned aircraft system (UAS) capabilities. Although Iran likely has no intention to target civil aircraft, the presence of multiple long-range, advanced anti-aircraftcapable weapons in a tense environment poses a possible risk of miscalculation or misidentification, especially during periods of heightened political tension and rhetoric.

There is also the potential for Iran to increase their use of Global Positioning System (GPS) jammers and other communication jamming capabilities, which may affect U.S. civil aviation operating in overwater airspace over the Persian Gulf and the Gulf of Oman.

The FAA will continue to monitor the risk environment for U.S. civil aviation operating in the region and make adjustments, as necessary, to safeguard U.S. civil aviation.