

No more slots misery at Toronto

David Mumford
15 May, 2019



The ongoing slots-related misery at CYYZ/Toronto airport looks like it may be coming to an end.

The airport has always required GA/BA flights to obtain slots for flights operating overnight (0030-0630 local time), but in mid-Feb 2019 they made this a requirement for flights H24.

This was a new system, and there were a few teething problems, the main one being that operators had to do everything themselves, as local handlers were not allowed to arrange slots on their behalf. Added to that, unless you were a Toronto-based operator, you could only request slots 3 days in advance!

Add GA/BA Flights

Mandatory fields		Arrival information										Mandatory field		
Season	Airport	Local time	operator	Flight No	Date	Seats	A/C	Origin	Time	O	Dest	ST	ParkLoc	Offer Time Range
Season	Airport	Local time	operator	Flight No	Date	Seats	A/C	Origin	Time	O	Dest	ST	ParkLoc	Offer Time Range
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Departure information

More > Submit All Submit Erase

But the system has now changed, with the airport authority saying that **local handlers are now allowed to arrange slots on behalf of all operators**. Of those local handlers, Skyservice has decided not to provide this service, but Skycharter & Signature say they can arrange slots for operators **up to 30 days in**

advance.

If you do want to arrange slots yourself instead of getting a local handler to do it for you, 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 these slots for operators too, but they all seem to be restricted to 3 days too. 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.

If you want to try doing it yourself, the official guidance is here. If you want an FBO to do it for you, get in touch with Skycharter or Signature, and spare yourself some misery.

One last thing to note: Toronto still has a 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!

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

Other interesting stuff at CYYZ/Toronto:

- 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.

Beijing Airport is filling up fast

David Mumford
15 May, 2019



There always seems to be some kind of random event going on in Beijing making life hard for GA/BA ops. This month it's the Conference on Dialogue of Asian Civilizations, and already the parking situation for GA/BA is starting to look pretty bleak.

ZBAA/Beijing

There are two main periods with heavy restrictions:

0800L on 13 May to 0800L on 17 May
0800L on 21 May to 0800L on 24 May

(Beijing local time is UTC+8, so you can read those times as 0000z).

During these periods, only one slot will be made available per hour for aircraft not connected with the event, and no overnight parking will be allowed. So that means short turnarounds might be possible, but you'll be lucky to get a slot.

Plus there's the other standard ongoing rule at ZBAA to keep in mind:

Daily between 0900-2200L, GA/BA can only make one movement per aircraft.

So this means that if you arrive during this period you then have to wait til 2200L before you're allowed to depart again! Confusing? You bet.

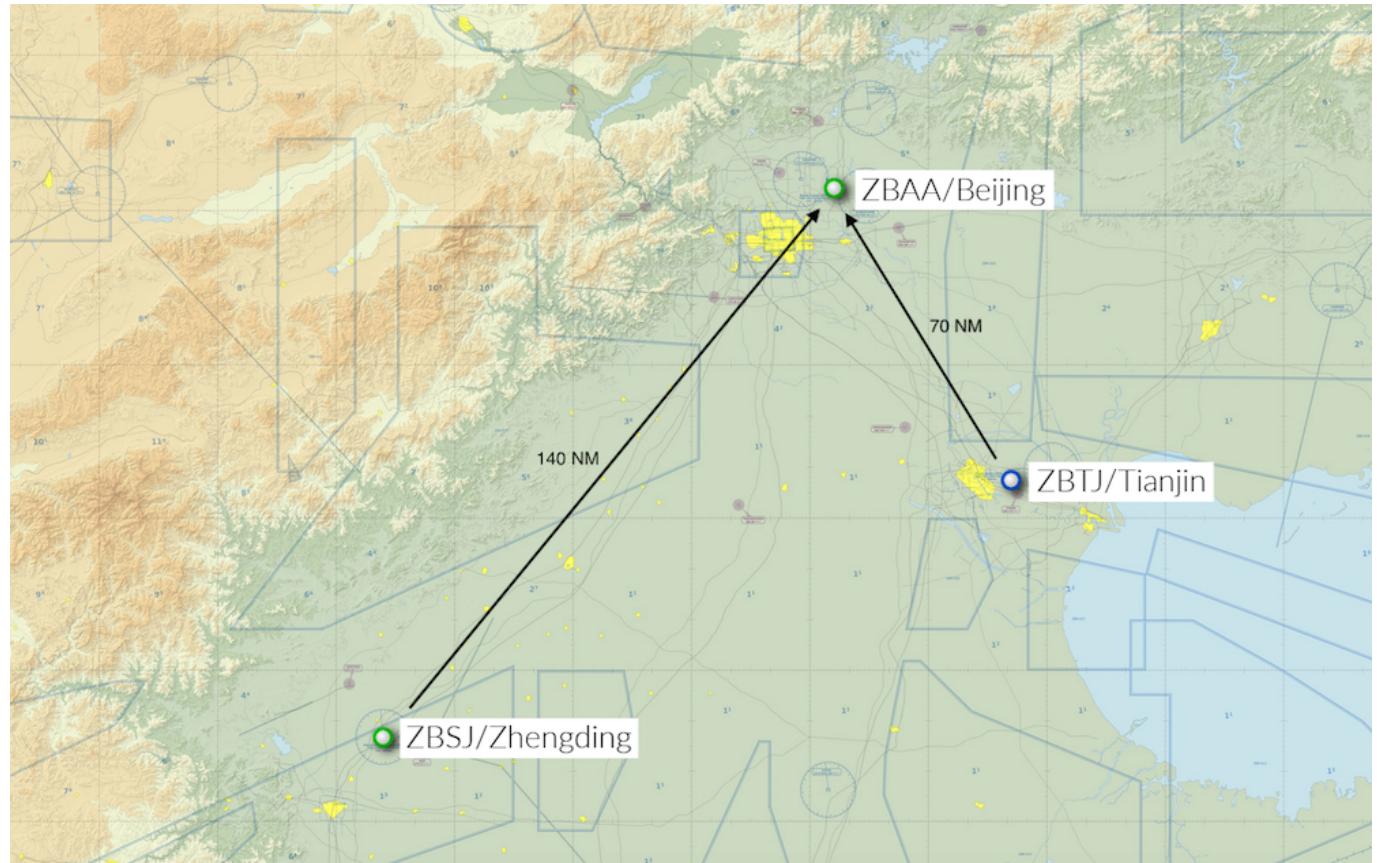
ZBTJ/Tianjin

Many operators like to use cheeky ZBTJ/Tianjin as an alternative to ZBAA/Beijing, but it's now getting busy here too. Local handlers here are saying that ZBTJ is not allowing any overnight parking for GA/BA at all right now, and even some requests for short-term parking are being denied as well.

This is related to ongoing construction work planned through to the end of June, which means a bunch of stands are closed, and with an influx of aircraft shifting over from ZBAA, there's less space all round.

ZBSJ/Zhengding

Where?? Fair question. We had to find it on a map. Zhending! Home to... well, not very much, by the looks of it. Unless temples, towers, and Olympic table tennis training centres are your thing.



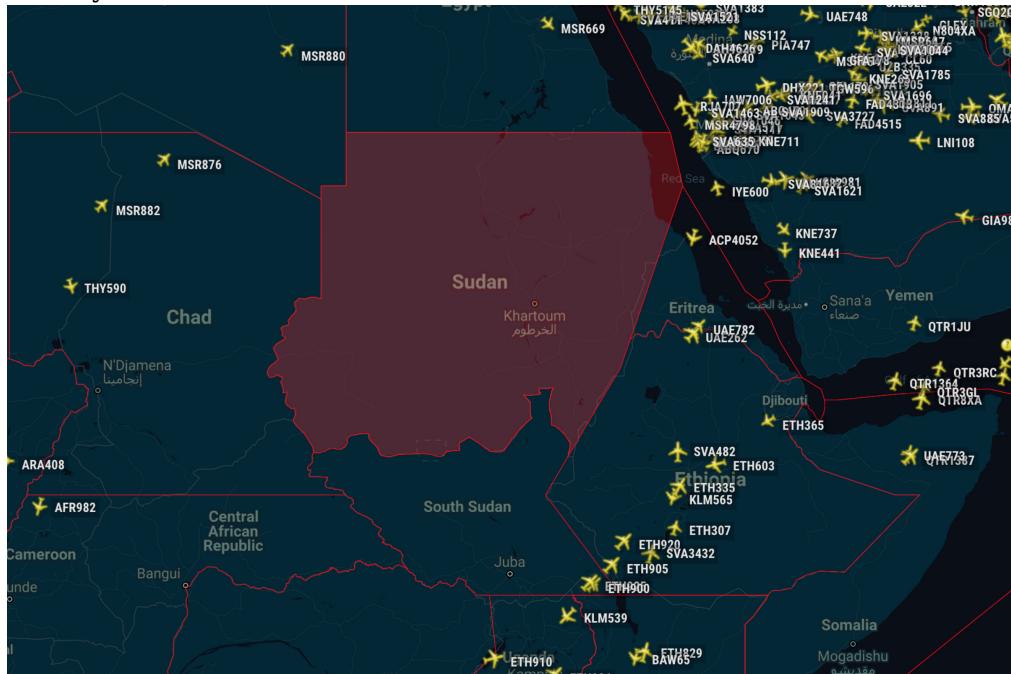
But the good news is that the airport currently has no restrictions on GA/BA flights. Although they don't

have an FBO or VIP lounge here (#notsurprised), the airport has a nice long 11,000ft runway, and is open H24. You can get in touch with Mainland GroundExpress to arrange handling here.

Sudan airspace reopens

David Mumford

15 May, 2019



Sudan airspace reopened at 1200Z on Apr 12, having been closed for 24hrs following a military coup.

So the HSSS FIR is now once again open for overflights. As for flights to HSSS/Khartoum Airport, all the airlines who were forced to cancel flights during the airspace closure have now resumed operations, and Opsgroup members have reported receiving landing permissions from the authorities again. Local handlers have told us: "The airport is now functioning normally with more security support".

The military has declared a three month state of emergency, and has deployed soldiers to secure key sites around Khartoum, with armoured vehicles and tanks parked in the streets. Protests against the new military government are still ongoing, although there have not been many reports of any violence. A nightly curfew was introduced on 11 APR for Khartoum between the hours of 10pm and 4am, but this was later lifted.

In response to the military coup, the U.S. has now issued an updated Travel Advisory for Sudan and raised its level of advice from “Level 3: Reconsider Travel” to “Level 4: Do Not Travel.”

Despite all this, still only one international airspace warning exists for Sudan, which was issued by France last year and modified in Jan 2019, recommending **overflight above FL200** in the country's **southern edge** (where Sudan borders with South Sudan) and **western edge** (where Sudan borders with Central African Republic and Chad). France's warning for **South Sudan** remains the same: overflights should be at FL240 or above. More info at Safeairspace.

Algeria lifts ban on GA/BA flights

David Mumford

15 May, 2019



Amid ongoing anti-government protests, authorities published a Notam on Apr 2 banning all GA/BA flights from operating at airports across the country. But following the resignation of Algeria's President Bouteflika, this ban was cancelled on Apr 4, and replaced with the following restriction:

A1058/19 – AIRCRAFT REGISTERED IN ALGERIA AND ABROAD OPERATED FOR PRIVATE PURPOSES ARE SUBJECT TO ISSUANCE OF AN AUTHORIZATION TO OVERFLY AND/OR LANDING THE NATIONAL TERRITORY BY THE ALGERIAN CIVIL AVIATION AUTHORITY. 04 APR 19:10 2019 UNTIL 30 APR 12:00 2019 ESTIMATED. CREATED: 04 APR 19:09 2019

So that effectively means the situation has returned to normal: for landings and overflights, you will need a permit.

Algerian media reported the initial decision to ban GA/BA flights was most likely aimed at "stopping certain prominent individuals from fleeing abroad" - after a businessman affiliated with the President was arrested

as he tried to cross the border into neighbouring Tunisia.

Although anti-government protests still continue, there is no longer any significant impact to flight operations.

Malaysia and Singapore agree truce over Seletar airspace closure

David Mumford

15 May, 2019



Update Apr 6: The Malaysian authorities have now lifted the airspace closure north of Seletar again, and in return Singapore will abandon plans for ILS at the airport - and will now draw up plans for GPS approaches instead. The new agreement brings an end to days of disruption, with operators having to take off and circle overhead to 6000ft before being cleared enroute; it will also allow Malaysian airline Firefly to commence planned flights to Singapore, which had been postponed since Dec 2018 due to the dispute.

The new ILS approach on RWY 21 at WSSL/Seletar airport was due to take effect on 3rd Jan 2019, but Malaysia effectively killed it.

They claimed that the ILS approach -most of which lies within Malaysia's airspace to the north of the airport- would impose height restrictions around the Pasir Gudang industrial area, and would stunt growth in the area.

How Seletar Airport's ILS will affect Pasir Gudang



Malaysia decided to create a no-fly-zone across an entire chunk of airspace just across the border from Singapore, up to 6000ft. **This ultimately would have made RWY 21 ILS approaches at WSSL/Seletar impossible.**

Singapore and Malaysia's foreign ministers have met multiple times this year to discuss the issue, eventually resulting in Malaysia agreeing to cancel the restricted airspace they imposed, and in return Singapore agreeing to abandon the ILS procedures.

Discussions are set to continue regarding a wider ongoing dispute over airspace sovereignty, with Malaysia saying it wants to take back airspace delegated to Singapore under an agreement in 1974.

In other news: The night curfew at Seletar is now in effect. AIP SUP 86/2018 confirms that with effect from 1st Jan 2019, the airport will be closed to all flights (except medevac and emergency diverts) nightly from 22-07 local time.

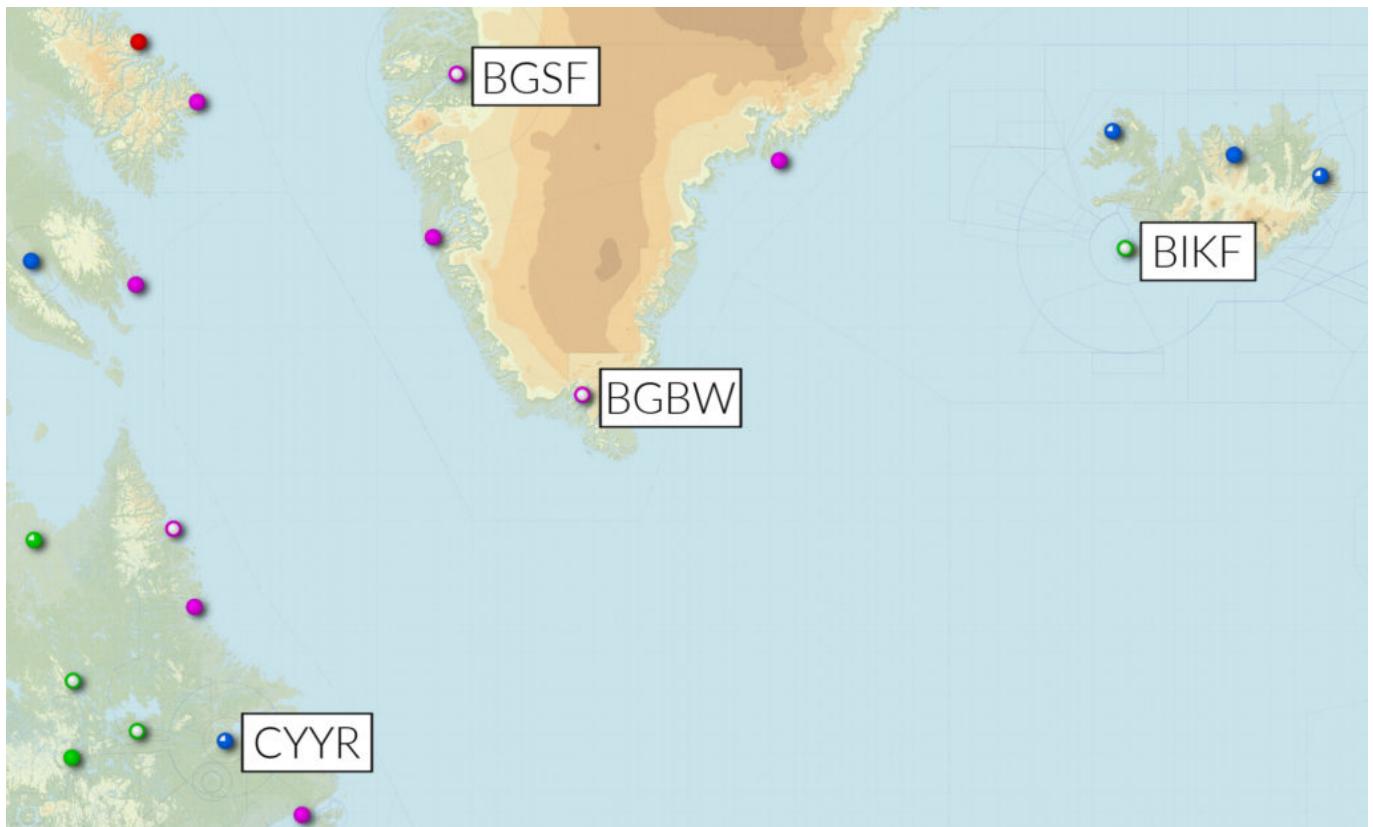
Greenbacks and Greenland - \$3000 to file as an alternate

David Mumford
15 May, 2019



Trans-atlantic operators who have been putting **RALT/BGBW** or **RALT/BGSF** on their flight plans have been receiving **hefty invoices post-flight**.

Both BGBW/Narsarsuaq and BGSF/Kangerlussuaq are popular airports to use in flight planning as an emergency divert and for ETOPS, as they are perfectly positioned right in the middle of the big empty chunk of nothing that exists between the east coast of Canada and Iceland.



Both airports are open Mon-Sat 11-20z (8am-5pm local time), and completely closed on Sundays and on public holidays (watch out for these sneaky ones!).

So if you file a flight plan with either as alternates from Mon-Sat 11-20z, you won't get charged.

But outside these hours, you **will** get charged. It gets slightly complicated here: the charges in the box below apply when they stay open for you to use as an ETOPS alternate at any time that they are **closed** (which is between 20-11z), but there's an extra 10% charge on top of that for any time they are **closed and fast asleep in bed**, (which is between 00-08z). Got it?

F. Openings in connection with ETOP operations:	Scheduled Flights	Non-Scheduled Flights
f.1. 1 May – 30 September, for every hour commenced	-	4.440,00 kr.
However minimum	-	13.320,00 kr.
f.2. 1 October – 30 April, for every hour commenced	-	5.290,00 kr.
However minimum	-	15.870,00 kr.

Important to note: these get charged even if you don't actually divert to BGBW/BGSF. 15,870 Danish Krone equates to \$2585 USD!

If you want them to stay open for you to use as an ETOPS alternate, you need to put RALT/BGBW or RALT/BGSF in your flight plan – they'll see it, and will stay open for at the times you need. But bear in mind that if they're closed already at the time you file your flight plan, they won't see it! So they prefer you to do it properly and arrange everything in advance by email: get in touch with them at PPR@mit.gl

If you get an invoice from a company called Global Aviation Data A/S, unfortunately it's not a scam email – they are the guys who work with Greenland Airports to collect the monies owed when operators request these airports to stay open for them.

The really interesting thing is this – if more than one operator asks BGBW/BGSF to stay open for them **at the same time**, the costs are **not shared** between these operators – they both have to pay the standard fees! That's great news for the Government of Greenland, who will be getting paid multiple times by different operators for BGBW/BGSF to stay open at the same time!

Fiji ATC operations return to normal

David Mumford
15 May, 2019



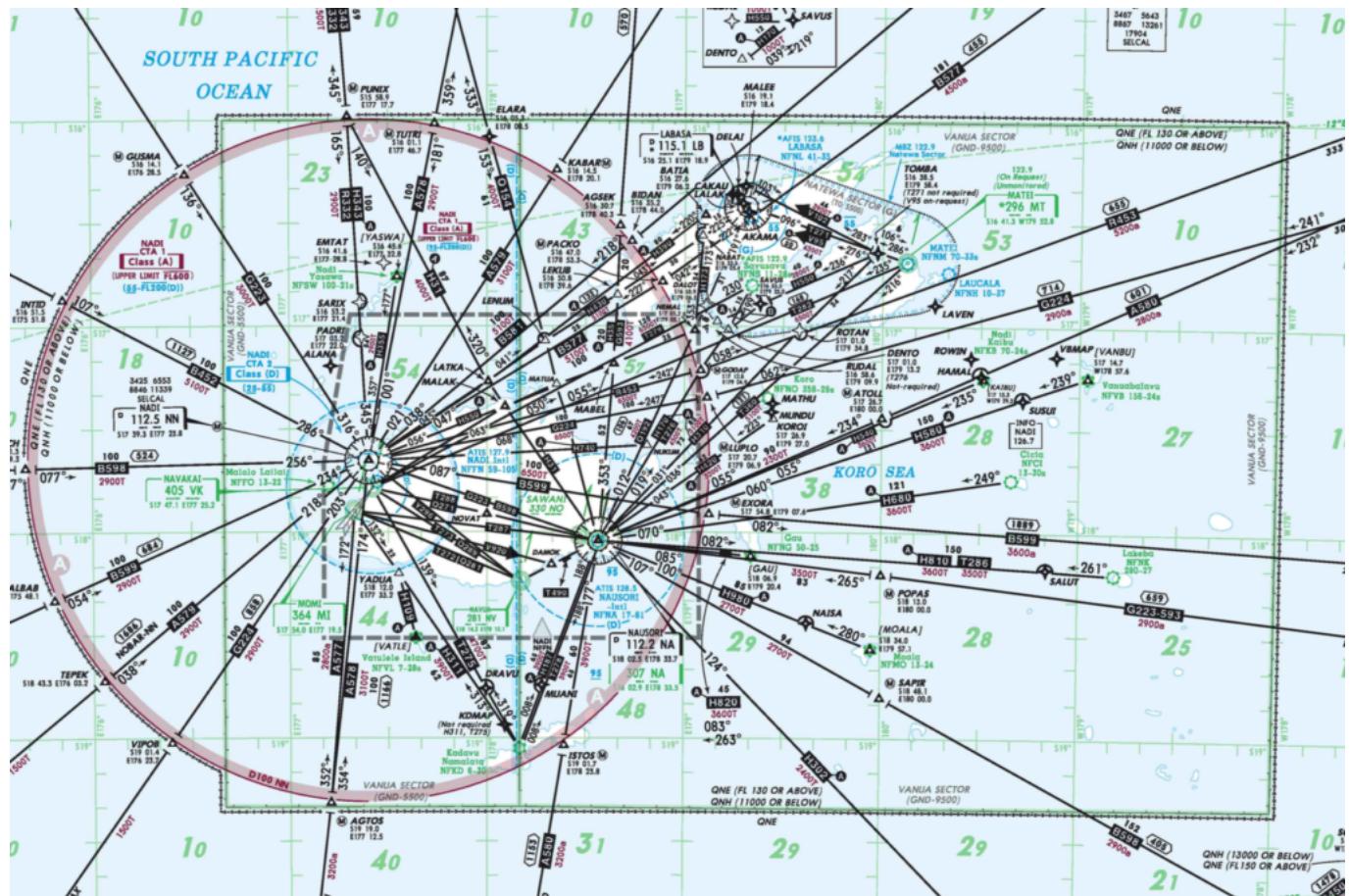
Update Apr 2: ATC operations have returned to normal across Fiji, following last week's strike by air traffic controllers. On Fri Mar 29, an Arbitration Court ordered they return to work, although some workers remain suspended. Over the weekend, there were Notams in place for NFFN/Nadi and NFNA/Nausori which warned of no ATC services overnight, but these have since been cancelled.

During the ATC workers strike, the response by the authorities was to publish Notams advising that the airspace around the country's two main airports, NFFN/Nadi and NFNA/Nausori, was "Class G" airspace, with "TIBA" procedures in effect.

Both of these are bad news – they basically mean that the airspace is uncontrolled, and pilots have to separate themselves from each other during arrival and departure phases.

TIBA stands for 'Traffic Information Broadcasts by Aircraft'. ICAO Annex 11 states that TIBAs "should be made only when necessary and only as a temporary measure".

TIBA procedures are normally only ever implemented in areas where there are light general aviation movements, in uncontrolled airspace, or during large scale emergencies or natural disasters; it's very unusual to see them being implemented around big international airports such as Nadi and Nausori.



With less ATC staff available to work due to the strike, it seems the authorities implemented these measures as a way of reducing normal workloads for the controllers who were not on strike and remained on shift.

Further reading

- Tell us anything additional we should know - news@ops.group
- Monitor #ops-alerts in your member Dashboard, and Slack.

2019 North Atlantic changes

David Mumford
15 May, 2019

2019 NAT CHANGES

EFFECTIVE 28 MAR 2019



NAT OPS BULLETIN

Serial Number: 2018_003
Subject: Waypoint Insertion / Verification Special Emphasis Items
Originator: NAT SPG



NAT OPS BULLETIN

Serial Number: 2018_004 (replacing 2018_001_rev1)
Subject: Implementation of Performance Based Separation Minima-Expanded Publication of PBCS OTS
Originator: NAT SPG



NAT OPS BULLETIN

Serial Number: 2018_005 Rev 01
Subject: Special Procedures For In-Flight Contingencies in Oceanic Airspace
Originator: NAT SPG



NAT OPS BULLETIN

Serial Number: 2018_006
Subject: Trial Implementation of ASEPS using ADS-B
Originator: NAT SPG

There are four ICAO NAT Ops Bulletins due to go into effect on March 28th, 2019. The PBCS tracks will be expanded, real-time Space-Based ADS-B surveillance and reduced separation standards will be introduced, and the regional contingency and weather deviation procedures will be changed.

You can click on each one, and read them in full:



NAT OPS BULLETIN

Serial Number: 2018_003
Subject: Waypoint Insertion / Verification Special Emphasis Items
Originator: NAT SPG

Issued: 15 Feb 2019

Effective: 28 Mar 2019



NAT OPS BULLETIN

Serial Number: 2018_004 (replacing 2018_001_rev1)
Subject: Implementation of Performance Based Separation Minima-Expanded Publication of PBCS OTS
Originator: NAT SPG

Issued: 15 Feb 2019

Effective: 28 March 2019



NAT OPS BULLETIN



NAT OPS BULLETIN

Serial Number: **2018_006** Issued: **17 DEC 2018**
Subject: **Trial Implementation of ASEPS using ADS-B** Effective: **28 MAR 2019**
Originator: **NAT SPG**

We have had a good look at each of them. Here's the lowdown:

ICAO NAT Ops Bulletin 2018 03: Waypoint Insertion / Verification Special Emphasis Items

Lowdown: There are some specific procedures that need to be incorporated into Pilot and Dispatcher training programs. The bulletin details proper waypoint insertion and verification procedures. Operators must ensure their training programs, appropriate manuals, and SOP's incorporate these special emphasis items and that their dispatchers and flight crews employ them. This is considered a critical method of mitigating the risk associated the rapidly changing procedures (contingency) as well as reduced separation operations (ASEPS and PBCS) within the North Atlantic.

ICAO NAT Ops Bulletin 2018_04: Implementation of Performance Based Separation Minima-Expanded Publication of PBCS OTS

Lowdown: Performance Based Communication and Surveillance (PBCS) tracks may be extended beyond the current three track maximum. They will continue to be identified in each track message and may vary day to day as traffic requires. They will continue to be only FL350 to FL390 inclusive and only on the designated tracks during the period the tracks are in effect. There may be days where there are no PBCS tracks, 3 PBCS tracks, 5 PBCS tracks, potentially even all the tracks.

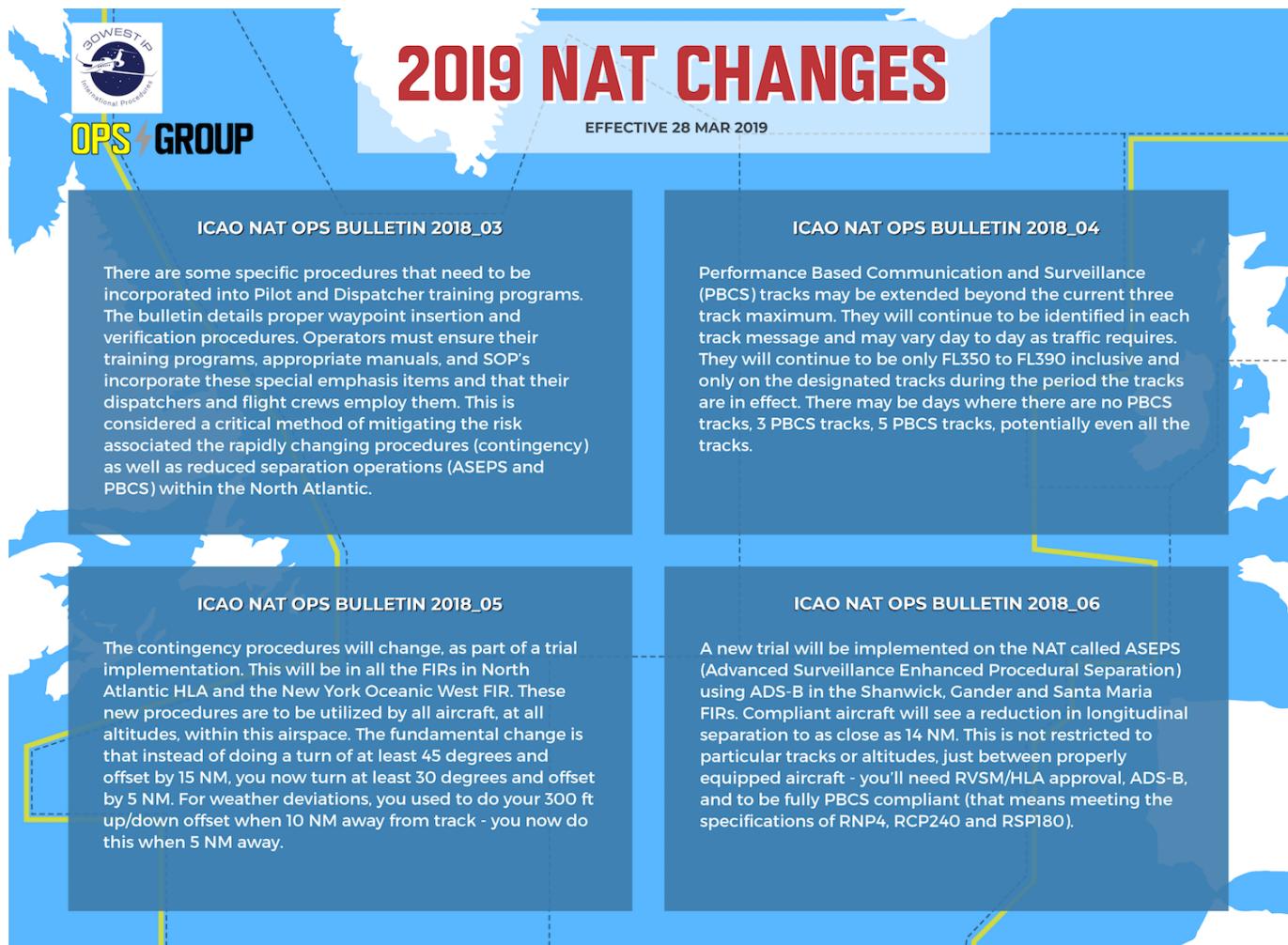
ICAO NAT Ops Bulletin 2018_05: Special Procedures For In-Flight Contingencies in Oceanic Airspace

Lowdown: The contingency procedures will change, as part of a trial implementation. This will be in all the FIRs in the NAT Region and the New York Oceanic West FIR. These new procedures are to be utilized by all aircraft, at all altitudes, within this airspace. The fundamental change is that instead of doing a turn of at least 45 degrees and offset by 15 NM, you now turn at least 30 degrees and offset by 5 NM. For weather deviations, you used to do your 300 ft up/down offset when 10 NM away from track – you now do this when 5 NM away. For more info on this, read our article.

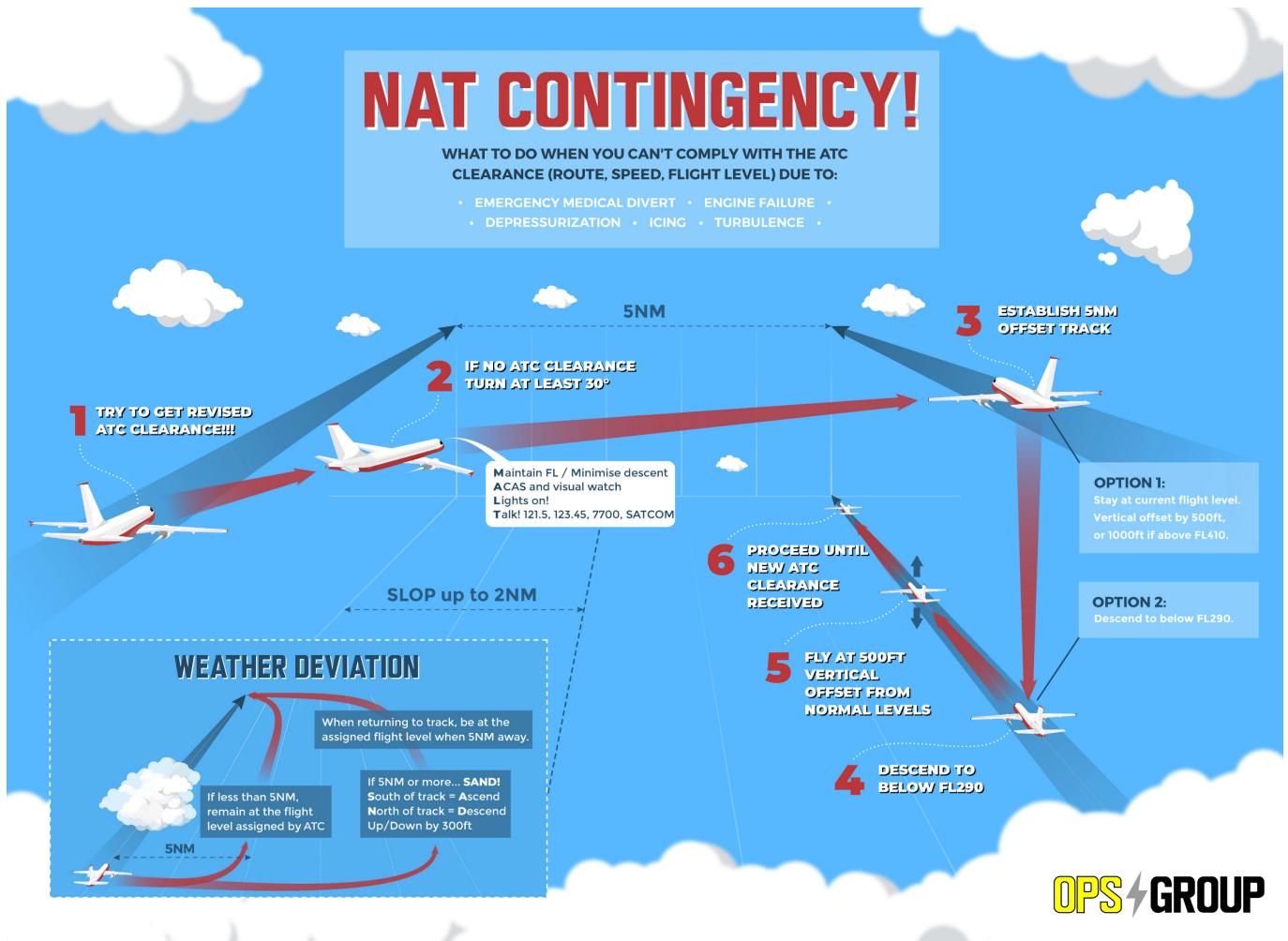
ICAO NAT Ops Bulletin 2018_06: Trial Implementation of ASEPS using ADS-B

Lowdown: A new trial will be implemented on the NAT called ASEPS (Advanced Surveillance Enhanced Procedural Separation) using ADS-B in the Shanwick, Gander and Santa Maria FIRs. Compliant aircraft will see a reduction in longitudinal separation to as close as 14 NM. This is not restricted to particular tracks or altitudes, just between properly equipped aircraft - you'll need RVSM/HLA approval, ADS-B, and to be fully PBCS compliant (that means meeting the specifications of RNP4, RCP240 and RSP180).

So there you have it. We made a couple of handy graphics for all this. Print them out and sellotape them to your cockpit. (If you actually do this, please send us a photo!)



click on the image to open larger version



click on the image to open larger version

For a bit more of an in-depth look at the contingency and weather deviation procedures as shown in the image above, read our article.

And if you're still hungry for more NAT info, we highly recommend you check out the replay of the webinar hosted by Mitch from 30WestIP, titled: **'A North Atlantic Game Changer, 4 NAT OPS Bulletins all go into effect in one day'**. This really breaks down each of the four new Bulletins which take effect from 28th March 2019 – essential viewing if you operate over the North Atlantic! View it [here](#).

Further reading:

- On 1st Nov 2018 we had a **call with 140 OPSGROUP members about upcoming changes on the NAT in 2019**, and how we can effect change. OPSGROUP members can find the PDF notes of this in your Dashboard.
- A big thing driving the ASEPS trial is the **rollout of Space-based ADS-B**, which is scheduled to complete its deployment by 30 Dec 2018, giving us worldwide, pole-to-pole surveillance of aircraft. For more on that, and how it will affect operations on the NAT specifically, read the article by Mitch Launius [here](#).

- Use our quick guide to **figure out where you are welcome on the NAT**, depending on what equipment and training you have.

Venezuela: do not travel

David Mumford

15 May, 2019



Amid an **escalating crisis in Venezuela**, on Mar 11, U.S. Secretary of State Mike Pompeo announced via Twitter that the U.S. Embassy in Caracas will be withdrawing all of its remaining diplomatic personnel from Venezuela by Mar 16, citing the “deteriorating situation.”

Power outages continue in at least 16 states across the country. The opposition says there has been **sporadic looting**, and at least 17 people have died as a result of the blackout.

On Mar 9, there was an **attempted armed robbery of Air Europa airline crew**. Armed assailants on motorbikes chased the vehicle of the crew from the airport to their hotel, where they engaged in a shoot-out with hotel security staff before escaping. None of the crew was injured, but refused to stay at the hotel, and instead were escorted back to the airport by police convoy and returned on the flight back to Madrid. Air Europa has reportedly now decided to add a stopover to its Caracas service and crew will now layover in Punta Cana in the Dominican Republic.

On Feb 21, the barely-still-president Mr Maduro banned **all general and private aviation**. But reports from Opsgroup members on Feb 28 suggest that this has now been cancelled (although the ban on flights to/from the islands of Aruba, Bonaire and Curacao, as published by Notam, still stands). One member reported: “Our permit to operate in and out of SVMI/Caracas next week was approved. However, I would still NOT recommend any crew remain there overnight.”

Local handling agents we have spoken to in Venezuela have also said that the country’s airspace is open again, although nothing has officially been published to confirm this.

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.

The Maduro government has closed Venezuela's borders with Colombia and Brazil, and has reportedly positioned one of its air defense missile system near the border with Brazil – within range of Brazil's **SBBV/Boa Vista airport**, as well as overflights of most of **Guyana's airspace** (SYGC/Georgetown FIR).

The US FAA has also published a new Notam and Background Notice warning operators to **exercise caution when operating in the SVZM FIR below FL260** due to potential hazards to aviation associated with ongoing political instability in Venezuela.

Background info on SVMI/Caracas Airport

The most recent Opsfox reports for SVMI are not encouraging:



SVMI/Caracas

24hr layover in Caracas. Airport feels tense - military presence has increased, nobody hanging around in the terminal, and foreign maintenance providers were evacuated last week. The whole runway surface has worsened, with big potholes and loose asphalt; taxiways are worse, and mostly unlighted. We had four police officers riding along on the hotel shuttle. Poor ATC, transmissions are very weak, sometimes unable to read even with max volume. There's no money to change. Only option for hotel was to pay in cash. Watch out for massive charges if paying by card. Seems like an external military invasion may be coming soon.

28 days ago  PMI

- The airport is located in an extremely high-risk area for armed robbery and kidnappings. Before suspending all flights to Venezuela in Aug 2017, Avianca hired bodyguards after shots were fired during a robbery of a bus carrying its crew. Some other carriers took to flying crew to spend the night in neighbouring countries, rather than risk staying overnight anywhere in Caracas.
- On Aug 8, 2017, a Venezuelan lawyer was shot dead at a ticket counter at SVMI/Caracas airport. In 2016, an Egyptian visitor was killed walking outside the airport between terminals after arriving on a flight from Germany.
- In Feb 2018, Ecuadorian state airline Tame joined Avianca in a long list of airlines that no longer operate to the country, including: Aerolineas Airlines, United Airlines,

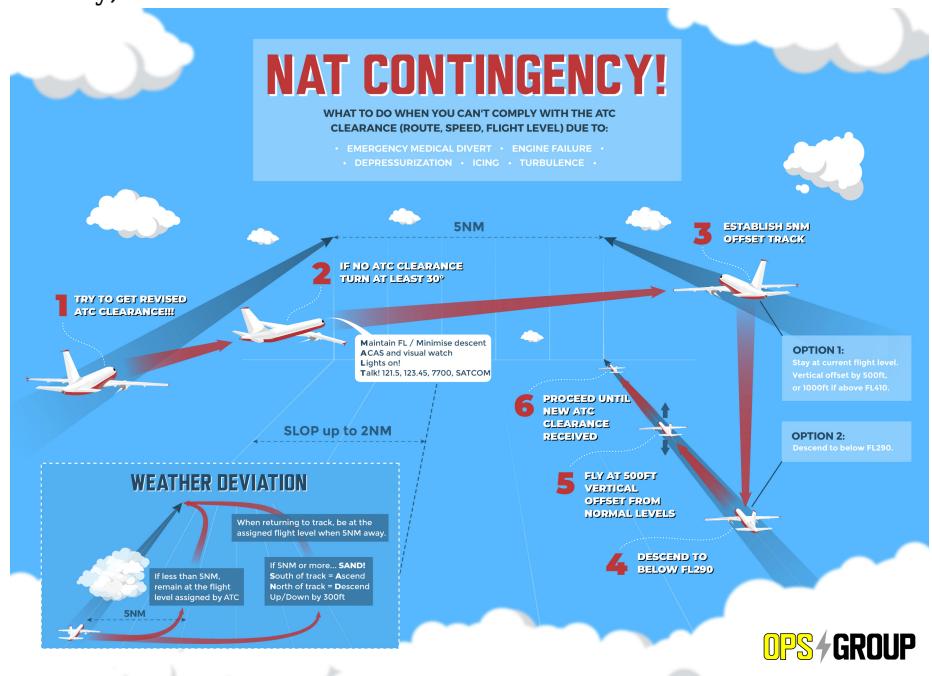
Aeromexico, Lufthansa, Alitalia and Air Canada. Most reports estimate that international traffic in Venezuela has dropped by around 65-75% since its peak in 2013.

- Colombia's pilots' association says its members who have flown to Venezuela have had to deal with contaminated fuel and hours-long delays as the National Guard pulls suitcases off flights to loot them. More info.

New NAT Contingency Procedures for 2019

David Mumford

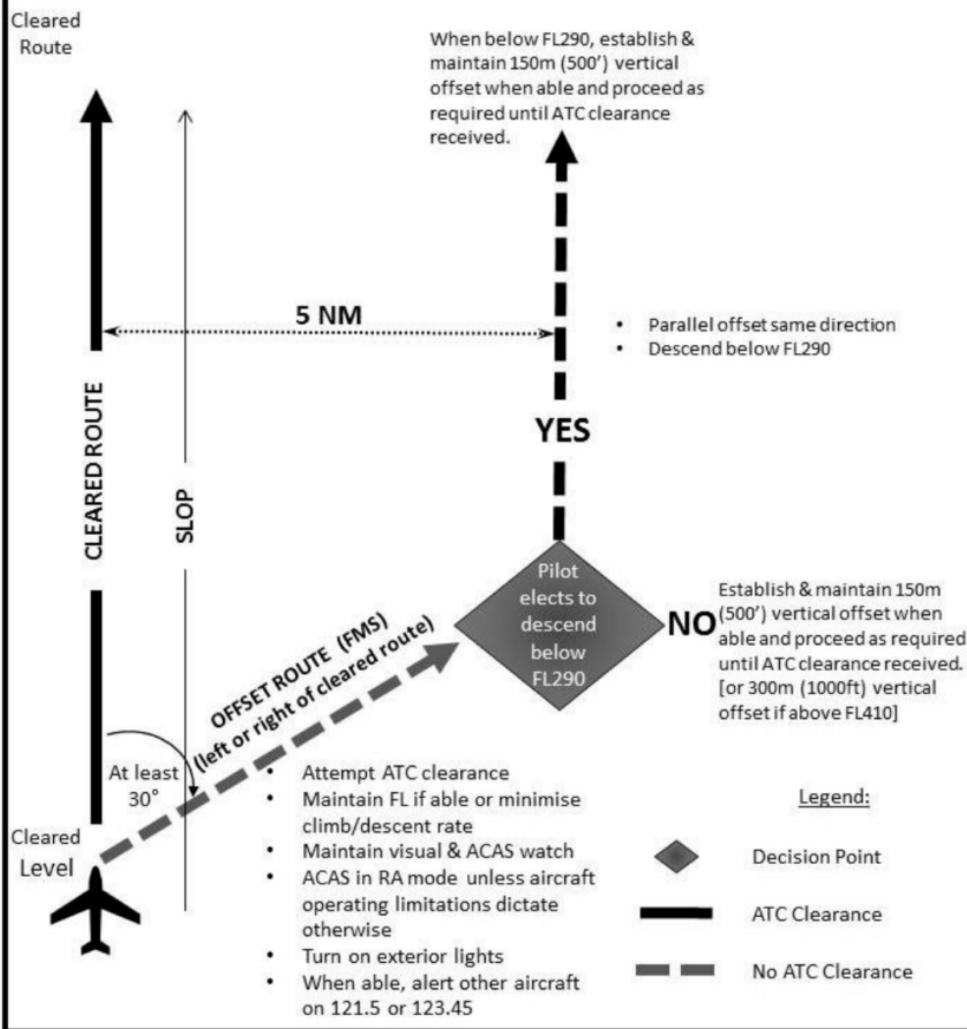
15 May, 2019



Starting 28th March 2019, there will be some **changes to the contingency and weather deviation procedures on the NAT**. ICAO has published a new NAT Ops Bulletin with all the details.

Before, there was a lot of confusion around the wording of these two procedures – but ICAO has now made this much clearer, and they have even included a little graphic to help us understand how it will work.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE (non-weather)



Thing is, it's still a little clunky. So we decided to make our own version!

What's new?

The simple answer is this: **contingency offsets that previously were 15 NM with actions at 10 NM are basically now all 5 NM offsets with a turn of at least 30 degrees (not 45 degrees).**

Rarely do we see ICAO oceanic contingency procedures undergo a formal revision. The last time a major revision occurred was in 2006 when ICAO standardized a 15 NM offset executed with a turn of at least 45 degrees. Prior to that, the North Atlantic and the Pacific had used different offset distances and a 90 degree turn.

Where and when?

A trial implementation is scheduled to begin in the NAT Region and New York Oceanic West starting 28th March 2019. ICAO is expected to formally publish the Standard in an update to PANS-ATM (ICAO Doc 4444) on 5 November 2020.

Why?

To support reduced separation being implemented in conjunction with Advanced Surveillance Enhanced

Separation (ASEPS), Space Based ADS-B surveillance. The details for the ASEP trial can be found in NAT OPS Bulletin 2018-006 Trial Implementation of ASEPS using ADS-B.

Old version vs New version - full wording

Here's the **old version**, as per the latest version of the NAT Doc 007, paragraph 13.3. (Note - this will be valid **UNTIL** 27 March 2019):

The aircraft should leave its assigned route or track by initially turning at least 45° to the right or left whenever this is feasible.

An aircraft that is able to maintain its assigned flight level, after deviating 10 NM from its original cleared track centreline and therefore laterally clear of any potentially conflicting traffic above or below following the same track, should:

- a) climb or descend 1000 ft if above FL410
- b) climb or descend 500 ft when below FL410
- c) climb 1000 ft or descend 500 ft if at FL410

An aircraft that is unable to maintain its assigned flight level (e.g due to power loss, pressurization problems, freezing fuel, etc.) should, whenever possible, initially minimise its rate of descent when leaving its original track centreline and then when expected to be clear of any possible traffic following the same track at lower levels and while subsequently maintaining a same direction 15 NM offset track, descend to an operationally feasible flight level, which differs from those normally used by 500 ft if below (or by 1000 ft if above FL410).

Before commencing any diversion across the flow of adjacent traffic or before initiating any turn-back (180°), aircraft should, while subsequently maintaining a same direction 15 NM offset track, expedite climb above or descent below the vast majority of NAT traffic (i.e. to a level above FL410 or below FL290), and then maintain a flight level which differs from those normally used: by 1000 ft if above FL410, or by 500 ft if below FL410. However, if the flight crew is unable or unwilling to carry out a major climb or descent, then any diversion or turn-back manoeuvre should be carried out at a level 500 ft different from those in use within the NAT HLA, until a new ATC clearance is obtained.

And here's the **new version**, as per the NAT OPS Bulletin 2018-005 Special Procedures for In-flight Contingencies in Oceanic Airspace (Note - this will be valid **FROM** 28 March 2019):

If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received:

Leave the cleared route or track by initially turning at least 30 degrees to the right or to the left, in order to intercept and maintain a parallel, direction track or route offset 9.3 km (5.0 NM).

Once established on a parallel, same direction track or route offset by 9.3 km (5.0 NM), either:

- a) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, proceed in accordance with the clearance; or
- b) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if an ATC clearance has been obtained, proceed in accordance with the clearance.

Note. — Descent below FL 290 is considered particularly applicable to operations where there is a predominant traffic flow (e.g. east-west) or parallel track system where the aircraft's diversion path will likely cross adjacent tracks or routes. A descent below FL 290 can decrease the likelihood of: conflict with other aircraft, ACAS RA events and delays in obtaining a revised ATC clearance.

So to reiterate, the important change is that contingency offsets that previously were 15 NM with actions at 10 NM are basically now all 5 NM offsets with a turn of at least 30 degrees (not 45 degrees).

Weather deviations

If you have to deviate from your assigned track due to anything weather-related, there's a whole different procedure to follow. Again, the NAT Ops Bulletin has all the details for this, but the bottom line seems to be:

For deviations of **less than 5 NM**, remain at the flight level assigned by ATC.

For deviations of **5 NM or more**, when you are at the 5 NM point initiate a change as follows:

If flying **EAST**, **descend** left by 300ft, or **climb** right by 300ft.

If flying **WEST**, **climb** left by 300ft, or **descend** right by 300ft.

In other words - **SAND!** (South of track = Ascend, North of track = Descend; Up/Down by 300ft)

But remember, going right is probably better - it gets you out of the way of all the SLOP offset traffic that might be coming at you from the opposite direction!

Turnback procedure

In both the NAT Ops Bulletin and the new NAT Doc 007 which will take effect from 28 Mar 2019, ICAO has left out any specific reference to how to divert across the flow of traffic or turn-back procedure, and instead simplified it to just "proceed as required by the operational situation". Turning back would assume you either employ the 5NM offset as per the new contingency procedure, or else get a new revised clearance.

Bottom line

If you operate in the NAT HLA, we recommend you read and review the NAT Ops Bulletin in its entirety. It's relatively short but, beginning 28 March 2019, the procedures are expected to be implemented. You might want to prepare changes for your Ops Manuals and checklists too.

Make sure you stay tuned to OPSGROUP for changes that may occur as we approach 28 March 2019!

Further reading:

- On Nov 1st we had a **call with 140 OPSGROUP members about upcoming changes on the NAT in 2019**, and how we can effect change. OPSGROUP members can find the PDF notes of this in your Dashboard.
- A big thing driving the ASEPS trial is the **rollout of Space-based ADS-B**, which is scheduled to complete its deployment by 30 Dec 2018, giving us worldwide, pole-to-pole surveillance of aircraft. For more on that, and how it will affect operations on the NAT specifically, read the article by Mitch Launius [here](#).
- Use our quick guide to **figure out where you are welcome on the NAT**, depending on what equipment and training you have.

Indonesia is intercepting aircraft - outside their airspace

David Mumford

15 May, 2019



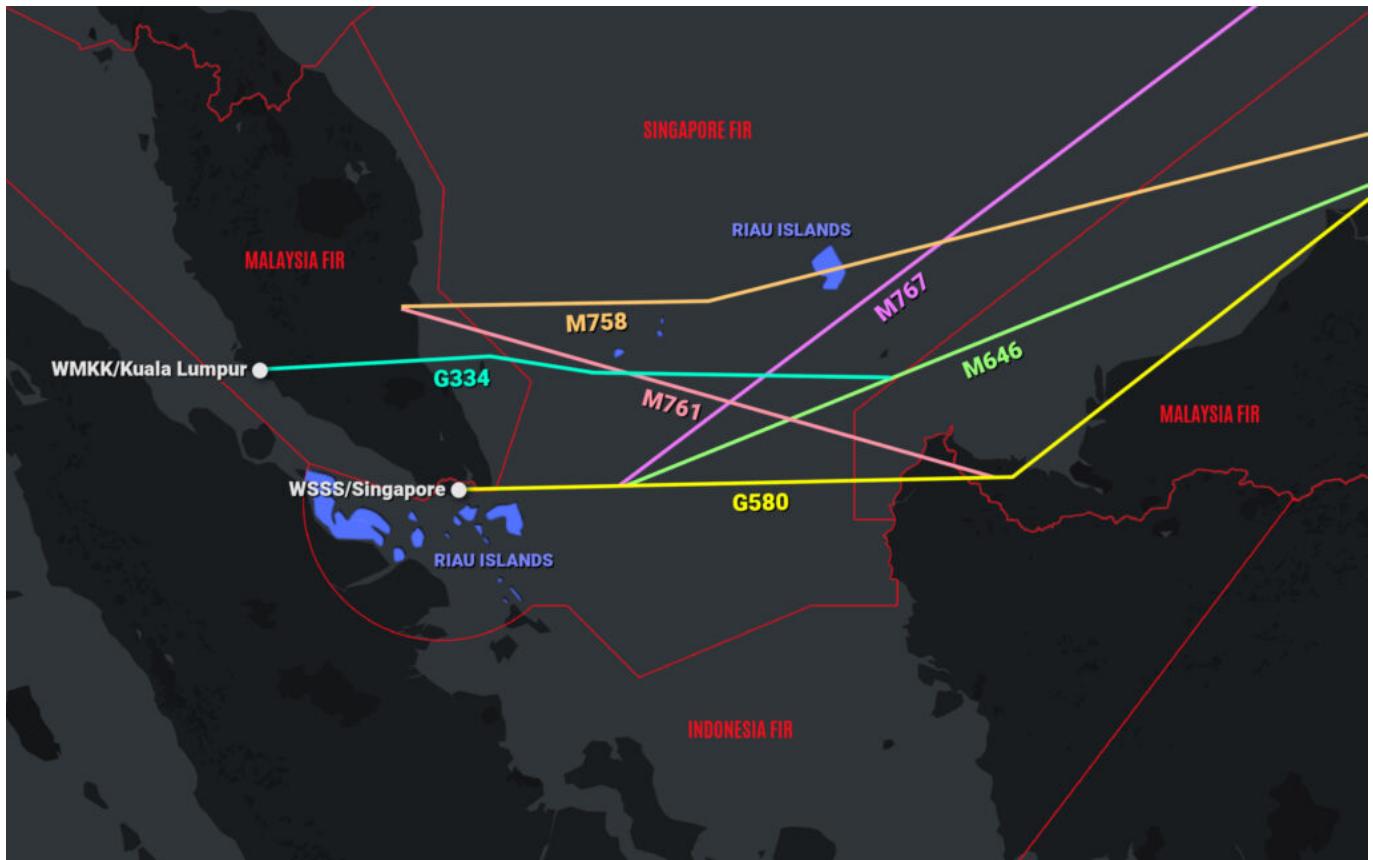
If you are operating in the Singapore FIR, consider this carefully: **you may be overflying Indonesia** without knowing it. Indonesia will know though, and they want you to have an overflight permit.

You will find out in one of three ways:

1. You'll be intercepted by two Indonesian Air Force fighter jets and brought to Indonesia
2. You'll receive a nastygram via your National Authority
3. You'll get a fine

2. and 3. are not cool, but 1. is something to avoid at all costs. The inside of military/police cells at outlying Indonesian Airports is not pretty.

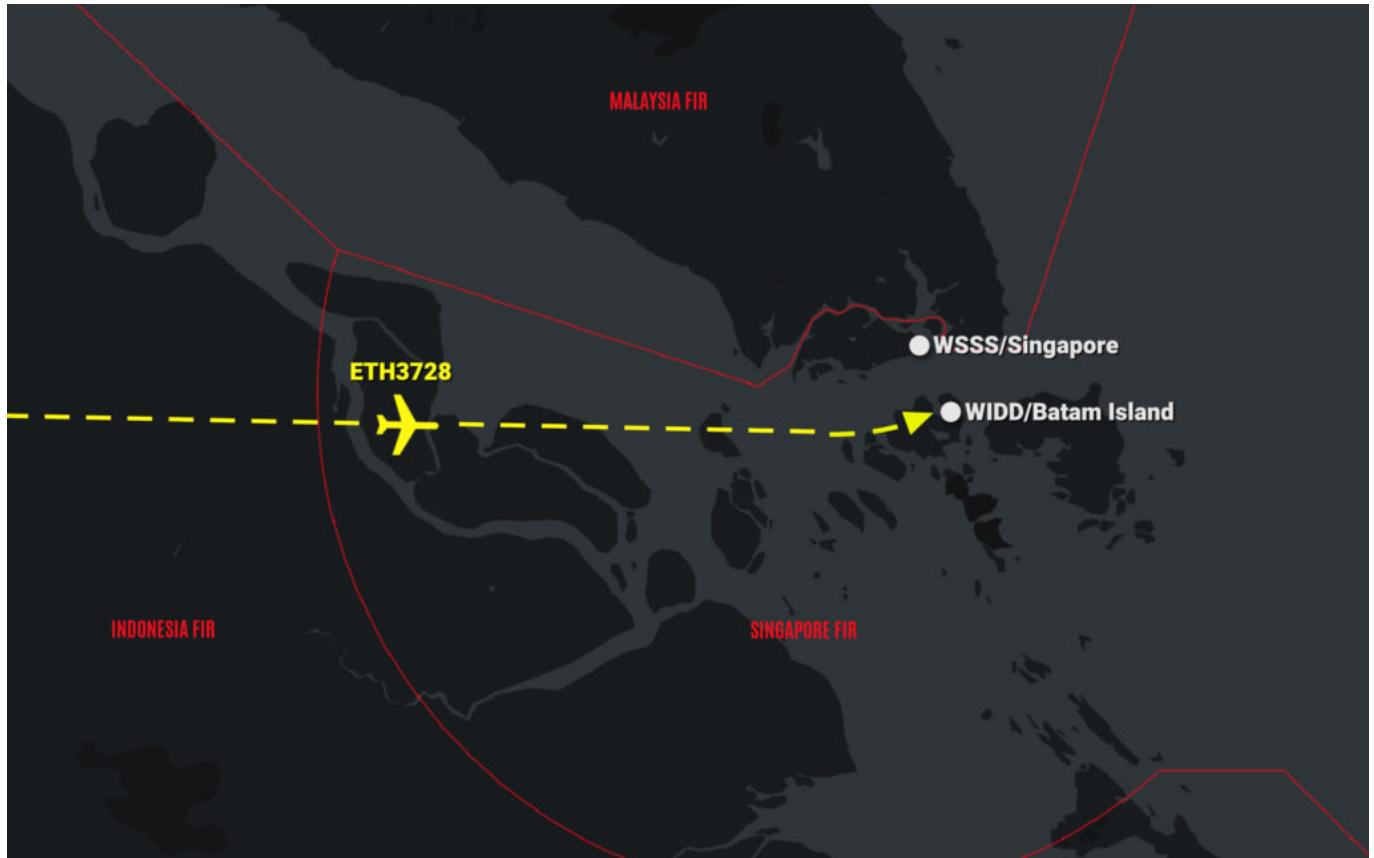
Watch out for the following airways - **M758, M646, M767, G334, M761, G580**. These all pass over Indonesian territory, even though the area is actually part of the Singapore and Malaysia FIRs.



Indonesia has a reputation for excessively strict enforcement of permit rules.

On 14 Jan 2019, two Indonesian F-16s intercepted an Ethiopian Airlines cargo flight ETH3728 for flying across Indonesian airspace without permission. The aircraft was initially supposed to operate from HAAB/Addis Ababa to VHHH/Hong Kong, but was modified at the last minute to route via WSSS/Singapore instead, to make a delivery of Rolls-Royce Trent 1000 engines.

The Ethiopian Airlines aircraft was intercepted forced to land at WIDD/Batam Island – which lies right in the middle of the chunk of airspace controlled by Singapore.



Another incident happened back in 2014, where a King Air plane en-route from WBGG/Kuching to WSSS/Singapore was intercepted by Indonesian fighter jets in the same airspace managed by Singapore, and forced to land at WIOO/Pontianak Airport in Indonesia.



The reason? Because they were overflying some Indonesian islands out in the ocean, the Indonesian Air Force claimed they were overflying Indonesia's sovereign skies – without a permit.

Indonesia still hasn't updated its AIP, but the rules they enforce are clear: if you're overflying any Indonesian territory, you must get an overflight permit, regardless of the flight level.

Here's a nastygram to an OPSGROUP member, received in February 2017:



EMBASSY OF THE REPUBLIC OF INDONESIA
SINGAPORE

[REDACTED]

The Embassy of the Republic of Indonesia presents its compliments to the British High Commission in Singapore and has the honour to transmit a message from the Ministry of Foreign Affairs of the Republic of Indonesia as follows:

- On [REDACTED] a [REDACTED] registered aircraft, call sign [REDACTED] enroute Kinabalu – Seletar has flown over Indonesia's territory. The said aircraft was detected over the Indonesian archipelagic waters and territorial sea in the vicinity of Riau Islands and Natuna Islands. The flight was conducted without valid flight clearance from the Government of the Republic of Indonesia.
- The aforementioned intrusion is a clear violation of Indonesian sovereignty and Indonesian law as well as international law. In accordance with Article 1 of the Chicago Convention 1944, Indonesia has the complete and exclusive sovereignty over the airspace above its territory. Furthermore, the Ministry would like to reiterate that foreign aircraft overflying Indonesia's territory must have a valid flight clearance issued by the Government of the Republic of Indonesia.
- In this connection, the provision of air traffic services by the Singapore Authority, in accordance with the rules of ICAO, cannot be interpreted that Singapore has the authority to issue the clearance to foreign aircrafts entering Indonesia's airspace.
- The Ministry would like to bring this issue to the attention of the relevant authorities of the Cayman Islands with a view to ensuring that similar occurrences of such territorial breach will not be repeated in the future.

With regards to the above, the Embassy has the honour of seeking the kind assistance of the British High Commission in Singapore to convey the Government of the Republic of Indonesia's concern to the relevant authorities of [REDACTED]

The Embassy of the Republic of Indonesia avails itself of this opportunity to renew to the British High Commission in Singapore the assurances of its highest consideration.

[REDACTED] February 2017

British High Commission
Singapore

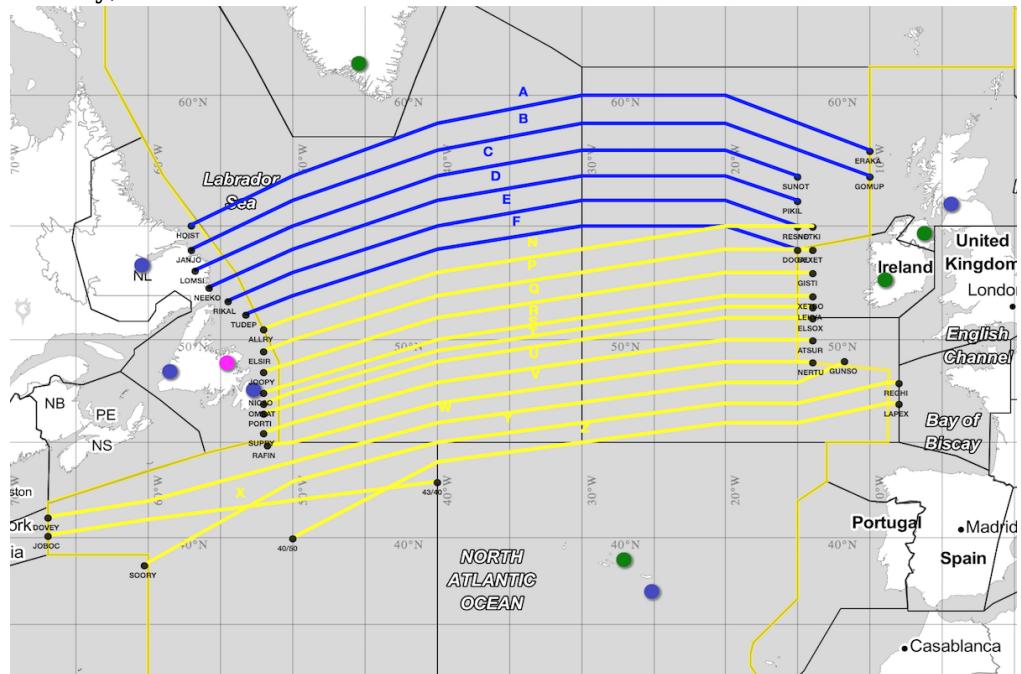


Bottom line: check your airways carefully, and make sure there are no Indonesian Island underneath. **If there are, get a permit.**

First look at NAT changes for 2019

David Mumford

15 May, 2019

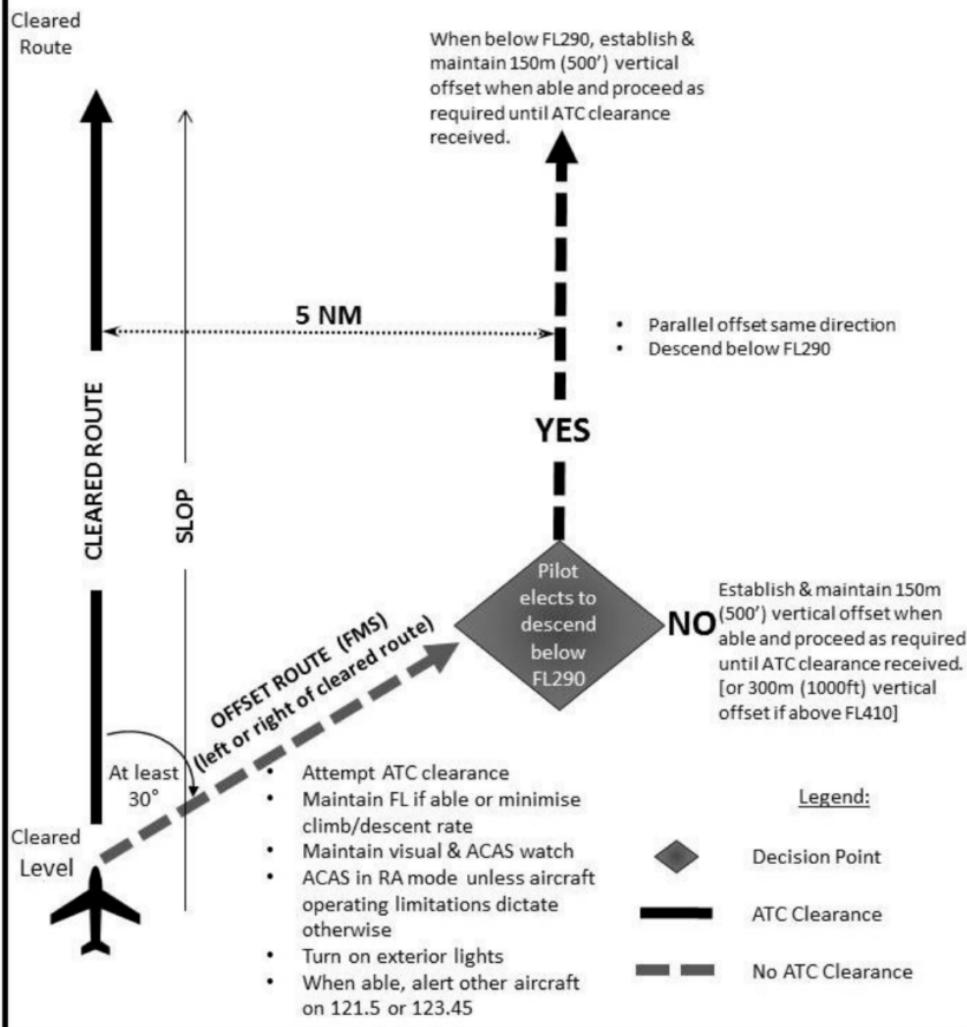


Starting 28th March 2019, a new trial will be implemented on the NAT called **ASEPS (Advanced Surveillance Enhanced Procedural Separation)** using ADS-B in the Shanwick, Gander and Santa Maria FIRs.

Compliant aircraft will see a reduction in longitudinal separation to as close as 14 NM. This is not restricted to particular tracks or altitudes, just between properly equipped aircraft - you'll need RVSM/HLA approval, ADS-B, and to be fully PBCS compliant (that means meeting the specifications of RNP4, RCP240 and RSP180). Read this ICAO Bulletin for all the details.

When the ASEPS trial starts, there will also be some changes to the **contingency and weather deviation procedures**. Before, there was a lot of confusion around the wording of these two procedures - this has now been made much clearer, and they have even included a nice little graphic to help us understand what to do. Read this ICAO Bulletin for all the details.

**SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES
IN OCEANIC AIRSPACE (non-weather)**



ICAO have published all these changes in their updated NAT 007 Doc valid for 28th March 2019.

Further reading:

- On Nov 1st we had **a call with 140 Opsgroup members about upcoming changes on the NAT in 2019**, and how we can effect change. Opsgroup members can find the PDF notes of this in your Dashboard.
- A big thing driving the ASEPS trial is the **rollout of Space-based ADS-B**, which is scheduled to complete its deployment by 30 Dec 2018, giving us worldwide, pole-to-pole surveillance of aircraft. For more on that, and how it will affect operations on the NAT specifically, read the article by Mitch Launius [here](#).
- Use our quick guide to **figure out where you are welcome on the NAT**, depending on what equipment and training you have.
- All the **big changes on the NAT in 2018** are covered on our page [here](#).

The Impact of Space-Based ADS-B on International Operations

David Mumford

15 May, 2019



I can distinctly remember the build up to and roll out of GPS navigation systems. Like so many of us, I was excited to see this new technology integrated into my cockpit. The idea that I would have the capability to accurately determine my position *anywhere in the world* was exciting!

It's hard to overstate the significance of GPS navigation on the international operation of aircraft, particularly when operating in oceanic airspace. Today we are about to reach a similar milestone that could be even more significant - the introduction of a Space-Based Automatic Dependent Surveillance Broadcast (SB ADS-B) monitoring system.

When SB ADS-B completes its deployment (scheduled 30 December 2018), we will achieve worldwide, pole-to-pole surveillance of aircraft. This goes beyond a pilot knowing his or her own location. This opens up the ability for ATC to locate any ADS-B equipped aircraft anywhere in the world. With the US and EU ADS-B requirements approaching in 2020, aircraft that operate internationally will almost certainly be ADS-B equipped.

A brief history of Space-Based ADS-B

SB ADS-B technology has been placed into service by a commercial company, Aireon, and not a governmental entity, which has enabled it to be brought to operational status in a much shorter timeline than most other government implementations.

Although Aireon was initially established in 2012 to provide civilian surveillance services, the disappearance of Malaysia Flight 370 changed the industry. The inability to locate the aircraft forced industry regulators to consider how improved aircraft tracking might have helped to resolve the location of the aircraft in distress and prevent a future disaster. In response to this concern, ICAO created a standard

for aircraft tracking designated as the Global Aeronautical Distress Safety System (GADSS). Aireon responded by creating a low-cost tracking solution based on aircraft ADS-B equipage utilizing the SB ADS-B network to meet that tracking requirement faster and cheaper than many of the alternatives.

This implementation takes advantage of the same ADS-B 1090ES systems already installed in most aircraft, not requiring any additional investment or modification from operators who currently comply with ICAO ADS-B approved 1090ES systems. Compare this to the evolving and evasive FANS 1/A+ requirements that have placed many operators in the position of having to upgrade aircraft (at great expense) only to find they are not PBCS and/or U.S. domestic compliant. Quite a contrast.

What are the benefits?

The primary advantage of the introduction of surveillance into oceanic operations will be a reduction in separation. Initially, this will be applied to in-trail spacing (longitudinal separation) and potentially reduce that separation to as close as 14 Nautical Miles (NM). The current longitudinal standard for data link approved aircraft is 5 minutes or approximately 50NM. The introduction would significantly increase the capacity of the most fuel-efficient routes and altitudes. The trial implementation is not expected to be restricted to specified tracks or altitudes, just between properly equipped aircraft.

Another key advantage of SB ADS-B is that the system is based on an active constellation of 66 low earth orbit satellites with geo-synchronous orbits that provide worldwide coverage. The system will also have 9 backup satellites available in orbit as well. The information on worldwide aircraft location will be in the system, it's just a matter of having it sent to ATC control panels that are properly equipped to display the information. The SB ADS-B system operates independently from the ADS-B ground stations and can provide a direct data feed to air navigation service providers (ANSPs).

The primary targets for Aireon SB ADS-B services are ANSPs such as the FAA, EASA, Africa's ASECNA, South Africa, New Zealand, Singapore, etc. This brings tremendous value to areas like Africa and Southeast Asia where ANSP's face unique challenges involving infrastructure. Placing a network of ground-based ADS-B receivers in remote areas can expose them to vandalism or theft. As an example, a recently installed ILS system in Benin, Nigeria was stolen!

What does my aircraft need to be compliant?

In order for SB ADS-B separation reduction to be applied, aircraft will be required to be ADS-B **and** fully PBCS compliant. The controlling agency will determine eligibility based on the flight plan filing codes for ADS-B and PBCS. Let's recall that the PBCS requires FANS 1/A+ approval with RCP240, RSP180, and RNP 4 capabilities. Just add ADS-B, NAT HLA, and RVSM equipage and approval and you're ready! That is a lot of approvals, plus let's not forget, TCAS Version 7.1 and Enhanced Mode S Transponder equipage is required as well.

Where will it be implemented?

Initial trial use of SB ADS-B for surveillance and separation will begin in Canada's Edmonton Flight Information Region (FIR) in the first quarter of 2019. This will be followed by a planned trial launch in the North Atlantic (NAT) on 29 March 2019. The NAT oceanic surveillance trial program will be employed in both in Gander and Shanwick's oceanic FIRs. Santa Maria will also introduce ADS-B separation standards, but that program will initially be limited to ground-based ADS-B operations.

We anticipate a mid-December 2018 release of a North Atlantic Ops Bulletin detailing the trial implementation which will be referred to as "Advanced Surveillance-Enhanced Procedural Separation" (ASEPS). This is to be followed by ICAO publishing the associated standards for ASEPS in a 5 November 2019 update to Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM) Document 4444. This would move the ASEPS program beyond trial use and allow implementation of ASEPS based operations worldwide.

The final specifics involved in the trial program will be detailed in Canadian and United Kingdom Aeronautical Information Publications (AIPs), most likely involving a release of Aeronautical Information Circulars (AICs) to formally initiate the trial programs.

The NAT HLA does not anticipate requiring ADS-B for airspace entry but simply employing it as available. The impending U.S. and EU ADS-B requirements in 2020 will help ensure common equipage.

The introduction of ASEPS reduced separation standards in oceanic and remote regions will also impact contingency procedures for operators in the NAT HLA. To address this concern ICAO has created new contingency procedures for oceanic and remote operations which will also be identified in the November 2019 update to Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM) Document 4444.

We expect the mid-December release of an additional North Atlantic Ops Bulletin detailing the trial implementation of these new contingency procedures in the NAT HLA airspace to be implemented with ASEPS. These new contingency procedures will initially only be used in the NAT HLA but, after the ICAO approval in November 2019, they may be implemented in other oceanic regions as well.

It would be important to note that the ASEPS target date for implementation, 29 March 2019, is also the target date for the expansion of the PBCS tracks in the North Atlantic Organized Track System. Add in the change in contingency procedures and that is a lot of moving parts, all happening at the same time, in the most congested oceanic airspace in the world.

One thing we don't anticipate changing on March 2019 is strategic lateral offset procedures (SLOP). Changes may follow down the road but it's not on the calendar now.

Let's all get ready for a busy spring in the North Atlantic!

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

Seletar launches new terminal

David Mumford
15 May, 2019



As WSSL/Seletar prepares to open its new \$80 million terminal on Nov 19, the authorities have announced that WSSL is now a "schedules facilitated" airport.

Don't panic – at least, not yet. This basically just means that because demand is now getting close to the airport's capacity, all airline and charter flights must confirm their schedules with the airport in advance – BA/GA flights don't need to do this.

It does not mean that the airport has become slot coordinated, although that might happen at some point in the future if congestion continues to be a problem.

As for the new terminal, it looks like it will be a decent improvement on the old one...



The new facility – six times bigger than the old terminal – will be split in two, with one large section for airline flights, and another separate section dedicated for GA/BA.

Here's a video of what the new terminal looks like!

The idea is to free up capacity at WSSS/Singapore by **moving all scheduled turboprop flights to**

WSSL/Seletar when the new terminal opens. At the moment, the only airline that falls into this category is Malaysia's Firefly – which currently operates 20 daily flights at WSSS – to and from WMSA/Subang, WMKI/Ipoh and WMKD/Kuantan.

Important to note – **all BA/GA traffic must switch to using the new terminal when it opens on Nov 19 at midnight local time.** Jet Aviation have provided [a handy printout](#) which tells you all you need to know about using the new terminal. Note that the new terminal is on the other side of the runway from the old terminal!



No change to Iran airspace warning despite new US sanctions

David Mumford
15 May, 2019



The US reimposed sanctions against Iran on Nov 5. Despite this, so far there has been no change to the FAA guidance to US operators issued on 9th September 2018: **flights to Iran are not prohibited, but operators should “exercise caution” when flying in Iranian airspace.**

However, with the reimposed sanctions comes a new problem if you're a US operator: you're **allowed** to overfly Iran, but you're **not allowed** to pay for all the things needed to make that happen – things like overflight permits, and nav fees.

The rule is simple: no US person or business can pay for services in countries with sanctions against them (like Iran), unless that person or business has a licence to do so, issued by the Office of Foreign Assets Control (OFAC).

And you're not allowed to get an agent to do it for you either; it's illegal to skirt the OFAC laws by using a 3rd party company (unless, of course, they've been approved by OFAC).

So the big question we have now is this: **if you're planning to overfly Iran, have you figured out the legalities of paying for services?** How are you making that work? Know someone who's got an OFAC licence for Iran? **Let us know!**

And one other thing to watch out for – operators with US based insurers should double-check their policies, as you may now no longer be covered for flights to Iran, due to the new sanctions. This is worth checking, even if you're only planning on overflying the Tehran FIR, as any unplanned landing (decompression, medical, engine fire) may force you into Tehran or another airport – it's a big chunk of airspace.

Further reading:

- SafeAirspace page for Iran. SafeAirspace provides a current picture of International Airspace, so that you as the Aircraft Operator can make sound decisions on which routes to fly and which to avoid.
- Our break-down of the US guidance on Iran overflight risk
- What the sanctions mean to non-US operators

Your top three PBCS questions answered

David Mumford

15 May, 2019



PBCS has been an ongoing PITA for some time now. We **wrote about it back in March**. Here are the top three questions we've had on it since then – and now we finally have some answers!

Question 1: What happens if I still haven't received my updated A056 LOA?

After the PBCS tracks were introduced in March 2018, **the FAA published a Notice** requiring all N-reg operators to update their A056 LOA authorization – regardless of whether or not they intended to fly these PBCS tracks. For private (Part 91) operators, the deadline to submit the application was 30th September 2018.

There was a barrage of applications, and the FAA still seem to have a bit of a backlog, as even now some operators have still not received their updated approvals.

The FAA's unofficial policy is that as long as you have applied for a revised LOA, you can continue to use your old authorization after September 30th, while you wait for the new one to be issued.

Bottom line: This means you are allowed to keep flying in the **North Atlantic**, just not on the PBCS tracks.

Question 2: What about that problem with aircraft with Honeywell systems installed?

Back in March, a latency timer issue with certain Honeywell FMS systems meant that there were bunch of aircraft which weren't able to get the PBCS approval.

In June, Honeywell issued a service bulletin fix for the issue, available at varying times for different aircraft. Since then, the FAA has been issuing the updated A056 LOA approvals to those aircraft with the Honeywell systems that reflect the new capabilities but still don't meet the PBCS requirement of RCP240 due to the latency timer issue.

Bottom line: Now those affected aircraft are able to receive the updated A056 LOA approvals, just with a PBCS restriction – meaning they can continue to operate in the North Atlantic, just not on the PBCS tracks.

Question 3: What the heck is PBCS anyway?

PBCS stands for ‘performance-based communication and surveillance’.

PBCS involves globally coordinated and accepted standards for Required Communication Performance (RCP) and Required Surveillance Performance (RSP), with the goal being to allow the application of reduced lateral and longitudinal separation to aircraft which meet the criteria.

To be PBCS compliant, you basically need CPDLC capable of RCP240 and ADS-C capable of RSP180; this effectively means having a 4 minute comms loop, and 3 minute position reporting.

PBCS has been implemented in various different chunks of airspace around the world, but most notably in the North Atlantic, where the three core daily NAT Tracks are assigned as PBCS tracks between FL350-390. To fly those, you will need to be PBCS compliant (read above) but also have RNP4 (the rest of the NAT only requires RNP10).

Feeling queasy? That’s okay, reading about PBCS makes us feel that way too. If you’re still hungry for more though, check out our recent [article on all things PBCS!](#)

More questions? [Get in touch!](#)

Process simplified for US Border Overflight Exemptions

David Mumford
15 May, 2019



Recent changes mean that Border Overflight Exemptions are now more straight-forward in two key ways:

- 1. Everything has been centralized!** Before, operators had to apply for their BOE's from CBP offices at individual airports - some would approve requests, and others wouldn't, and there seemed to be a bit of a lack of consistency in some cases. CBP has now streamlined the process, and will be issuing all new BOE authorizations from their headquarters instead.
- 2. Authorizations have been simplified!** Before, some BOE authorizations contained the aircraft operator, approved aircraft, and approved crew; and some others contained only the aircraft operator and approved crew. Now, all new authorizations will only contain the aircraft operator. What this means is that for operators who get this new approval, they will now be able to fly any of their authorized aircraft with any authorized crew when conducting an Overflight arrival.

Important to note: CBP will issue new BOE's to operators as requested, but until that happens, operators must comply with the terms and conditions of the authorizations they **already hold**.

CBP have told AOPA the following - "Because this change in procedure is occurring on a case-by-case, operator-by-operator basis, CBP officers are having to process operators who have been authorized under three sets of terms and conditions. Until the transition is complete, please be patient with our officers."

So, bottom line - if you've got any BOE required flights coming up soon and you want to benefit from the new format, better submit a request for an updated BOE authorization as soon as possible! **Send CBP an email at GAsupport@cbp.dhs.gov**

What is a Border Overflight Exemption, and when do I need one?

When flying to the US from the south, you need to land at the first designated airport of entry that is nearest to the point of crossing the U.S. border or coastline (see the chart below for the list of these airports). If you want to land elsewhere, you need to get a Border Overflight Exemption.

In this case, 'the south' means everywhere from south of 30 degrees in the eastern U.S. and south of 33 degrees in the western U.S. This covers all flights from the Caribbean, Mexico, Central and South America, and some parts of French Polynesia.

Here is the list of designated southern airports of entry:

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.

Further reading:

- CBP's page on the process for requesting a Border Overflight Exemptions
- New rules for flying from the U.S. to Cuba

Aircraft security search now a requirement departing France

David Mumford
15 May, 2019



Update July 20th: Looks like this is not only happening in France, but some other EU countries too: we've had reports of the same procedure being required at some airports in Italy, Greece, and the Netherlands. If you have any further knowledge or recent experience to share, please let us know!

According to various reports we've had from Business Aviation aircrew and handlers, as of July 16, all aircraft departing specific French airports are now required to have completed a **security search** before departure, and to complete a form to be left with the handler. This applies to all aircraft **unless** the previous departure point was one of the following:

- 28 countries of the European Union + Norway / Iceland / Switzerland / Lichtenstein
- USA
- Canada
- Isle of Man
- Montenegro
- Faeroe Islands
- Guernsey and Jersey

This new rule applies to **all aircraft**, no matter the country of registration or status (private, commercial or charter).

The security search is basically to check that no “**prohibited articles**” are on board (the usual things - guns, explosives, etc.). It’s common practice amongst airlines, but seems until now not to have been enforced as a rule for business aviation or private operations.

Once completed, this form must then be given to the ground handler, who will store it, in case the French authorities want to see it at some point.

It seems this new procedure is governed by an EU directive that was published in 2015, namely: **the European decision (UE) C (2015) 8005 (Appendix 3-A) and the regulation (UE n°2015/1998 (Appendix 3-B32)**. Who would have thought that a new rule with such a tantalising name as this could go unnoticed until now ?

So it seems that all EU countries should be implementing this new procedure, but so far only certain French airports have done so - the ones we know about so far are:

LFMN/Nice
LFMD/Cannes
LFPB/Paris-le-Bourget

(Quite possibly the reason that it’s only French airports which have implemented the new procedure is that it was something that was cited in a French national audit conducted in Nov 2017!)

Can the handler provide the crew with a “security search” form?

Answer - Probably not. As the security search is done by the crew, it’s down to the operator to provide the form - the only responsibility of the handler is to receive it signed from the Captain and store it, that’s it.

What about flights that have arrived from the United Kingdom ?

Answer - You won’t need to do the search, as the UK is still part of the EU... for now! We will wait and see what their status will be once the “Brexit” happens, but until then, no worries ☺

If a flight is operating PART 135 Air Ambulance, would they be subject to this search as well ?

Answer - Yes, if they arrived in from somewhere other than those countries mentioned above. The procedure is linked to where the aircraft came from, not to the aircraft reg or its status (be it commercial, private, charter, cargo, air ambulance, quick-turn, night-stop, fuel stop, transit flight, etc).

What kind of info should be in the form?

Answer - This kind of info:

Flight Information: Flight number / Date / Aircraft Number / Airport of Origin / Airport of Destination

Aircraft Interior: Flight Deck / Storage Area in the Galleys / Lavatories / Catering Trolley and Containers / Seat Pockets / Area Under the Seats / Area Between Seats / Area Between Seats and Bulkheads/ Jump Seats / Trash Bins / Overhead compartments / Pax and Crew Storage Compartment.

Between 5 and 10% of the life vest bags are to be checked as well.

Aircraft Exterior: Aircraft Holds / Service Panels / Bays / Wheel Wells / Fuselage / Engines / AOG Spare in Hold

Search Information : The search must be performed by a member of the cockpit crew. The name of the Captain must appear on the form as well as the date and a place for him/her to sign the document.

You probably have a standard form in your OEM for something like this. But if not, then fear not! The good folks at Signature have provided us with a standard template. Click the image below to download!

AIRCRAFT SECURITY SEARCH LIST

According to EU 2008/300, 2015/1998, (2015)8005 and their amendments

Departure Airport.....	Origin of previous flight.....	Flight number.....
Date.....	Time search was completed.....	

LIST OF INTERIOR AREAS OF AIRCRAFT TO BE EXAMINED

Aircraft security search of the interior of aircraft shall consist of an examination of all of the following areas, when they are accessible without the use of tools, keys or other aids, without breaking seals, and where a prohibited article could reasonably be concealed:

- overhead bins
- cupboards and storage compartments, including crew storage areas
- areas to which passengers have private access, including toilet compartments, showers, bathrooms
- cupboards, storage compartments, bars, refrigerators and bins in galley areas;
- seat pockets
- areas that exist under seats, between seats and between the seat and the wall;
- flight deck, if left unattended
- between 5% and 10% of lifejacket pouches.

Person responsible for conducting the search :	
Flight deck : Name.....	Signature.....
Cabin : Name.....	Signature.....

LIST OF EXTERIOR AREAS OF AIRCRAFT TO BE EXAMINED

- aircraft service panels and hatches, if accessible without the use of tools, keys, stairs or other aids, without breaking seals, and where a prohibited article could be reasonably concealed
- aircraft hold, unless sealed
- items contained within the hold, if accessible without the use of tools, keys or other aids, without breaking seals, and where a prohibited article could be reasonably concealed
- wheel wells, if accessible from the ground without the use of stairs or other aids.

Person responsible for conducting the search :	
Holds / items within: Name.....	Signature.....
Rest exterior areas : Name.....	Signature.....

If you have any further knowledge or recent experience to share, please **let us know!**

Further reading:

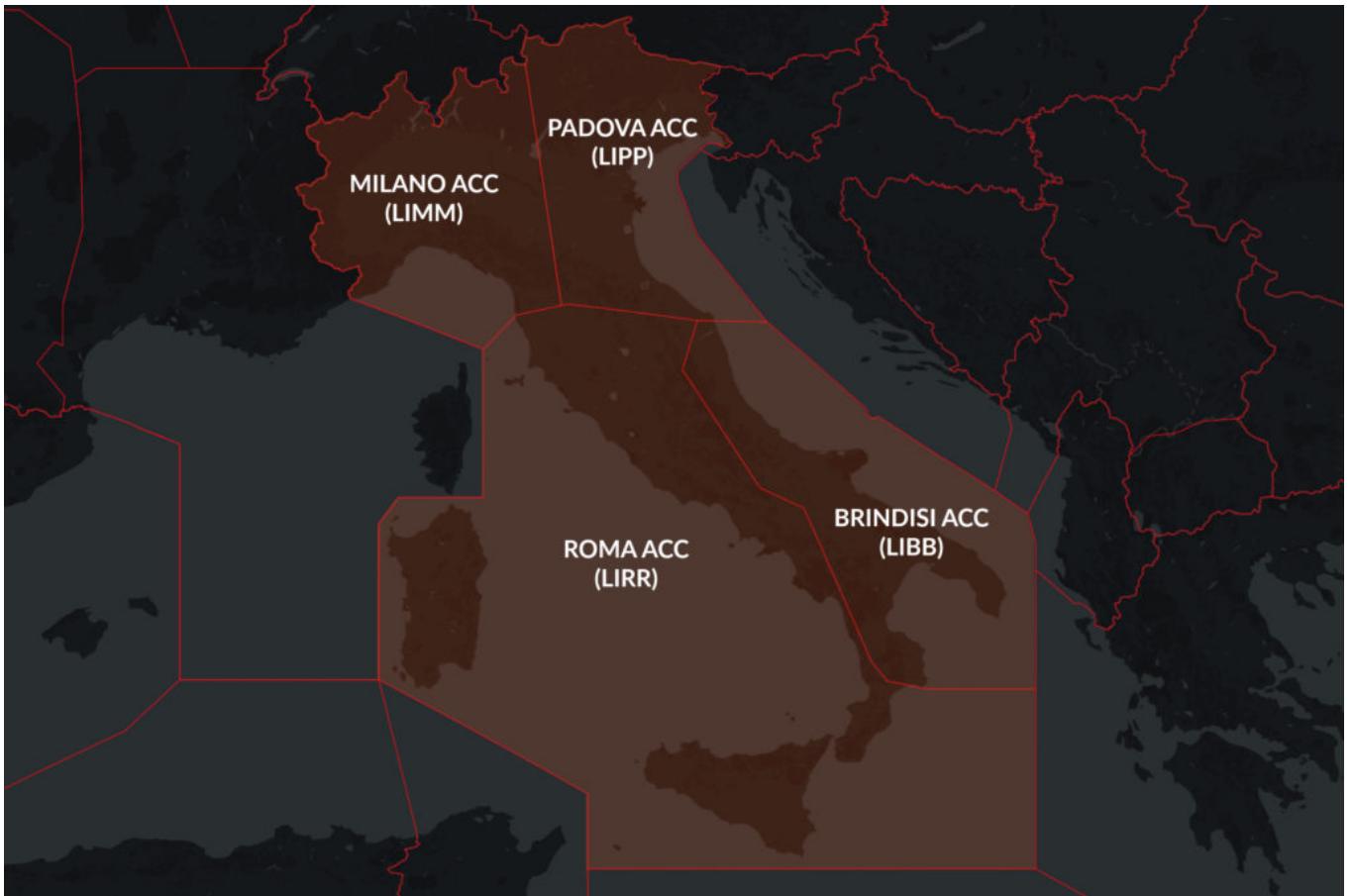
- **EU SAFA ramp checks not on the rise - but are you ready for one?**

Italy ATC strike CANCELLED

David Mumford
15 May, 2019



Update 17 July: The 24hr ATC strike planned for July 21 has now been **CANCELLED**.



Controllers at all the ACC sectors were planning to take part, and additional strikes were planned at the local level at the following airports: LIRA/Rome Ciampino, LIRF/Rome Fiumicino, LIEE/Cagliari, LICC/Catania, LICA/Lamezia, LICJ/Palermo, LIBP/Pescara, LIPZ/Venice

But now the strike has been cancelled. Normal ops now expected at all ACC's and airports across the country.

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!

No fuel at LFMN/Nice

David Mumford

15 May, 2019



Update July 9th: Following last week's issues with a break in the fuel pipeline coming into the airport, local handlers are now saying there are no more issues with fuel supply and availability. However, some third-party fuel providers are warning they still cannot arrange fuel for BA/GA operators, and are advising them to tanker inbound. Do you know different? Let us know!

July 5th: Due a break in the pipeline into the airport, for most operators there is no fuel available at LFMN/Nice.

Check with your handler before operating if your uplift at Nice is essential, as many are now advising all ad-hoc operators to tanker-in.

Information is still coming in, but it appears this may affect operations for a few days. No word of other airports affected, and nothing has been published in the Notams yet.

Customs now closed overnight at KBGR/Bangor

David Mumford

15 May, 2019

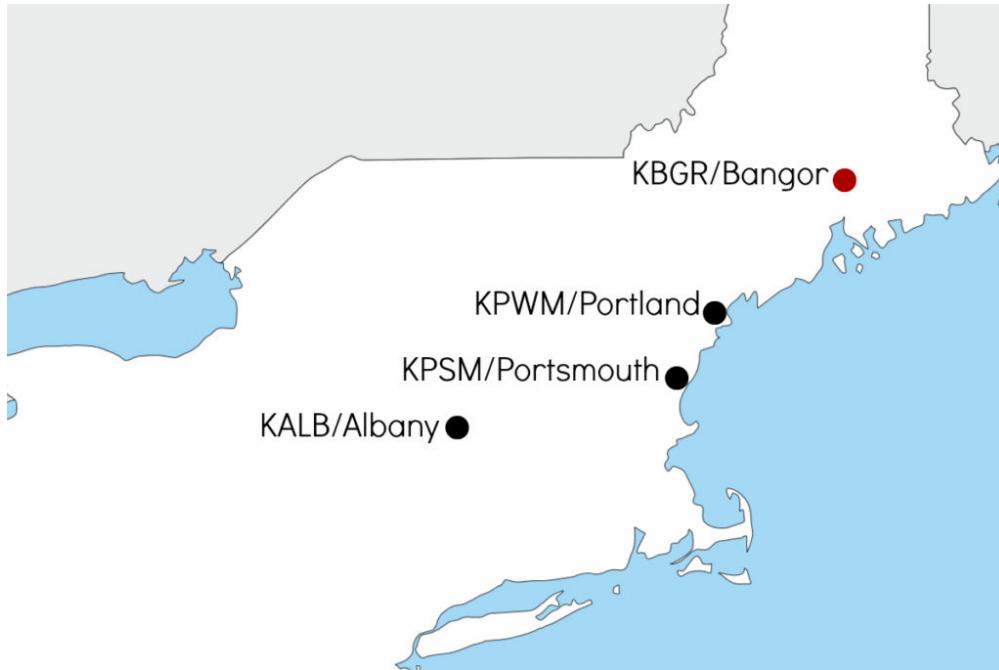


Bad news for trans-Atlantic operators! The Customs office at KBGR/Bangor Airport will now be closing each night from 22-06 local time (02-10z).

They used to be open H24, which made Bangor a great option for trans-Atlantic operators wanting to clear U.S. Customs somewhere nice and straightforward overnight. Now with the new changes, you can still request overtime, but Customs needs 24hrs notice to arrange and will only assess on a case-by-case basis.

Now it seems that the nearest airport in the region still with Customs available H24 is KBOS/Boston International Airport, and given it's size, it's not the most BA/GA friendly at the best of times.

Where else to go? Here are some options:



KALB/Albany

Open 08-22 local time, 7 days a week

Available out-of-hours but minimum 2hrs notice required.

KPSM/Portsmouth

Open 08-17 weekdays only

Available out-of-hours but minimum 24hrs notice required.

KPWM/Portland

Open 07-21 local time, 7 days a week

Available out-of-hours but minimum 24hrs notice required.

Know of anywhere else in the region which provides Customs H24? If we missed somewhere obvious, **let us know!**

LFMM/Marseille weekend ATC strike June 30 to July 2 - CANCELLED

David Mumford

15 May, 2019



LFZZ/France The French ATC strike this weekend has been cancelled. Originally planned within the LFMM/Marseille ACC all weekend, Jun 30 - Jul 2, labour unions announced today that the strike was 'suspended' with 'more info to follow later.' **29Jun18**  Today

Another French ATC strike has been announced for the LFMM/Marseille ACC, spanning the entire weekend June 30 - July 2. The strike will run from 0430z on Saturday 30th June to 0430z on Monday 2nd July.

Key points:

- It's just the controllers of the LFMM/Marseille ACC en-route airspace above FL145 who are on strike. Big delays expected for any flights trying to overfly the sector during the strike.
- Just like the previous LFMM/Marseille ACC strikes, they expect a lot of controllers will join this one. We fully expect the warning will be the same as before: "**minimum service expected for the whole period**" - that means that as little as 50% of FPL's will get accepted.
- Eurocontrol are currently busy writing their Mitigation Plan, which will include recommended routes for flights to airports within the LFMM/Marseille sector during the strike, but it will be based on the info found here: <http://dsnado.canalblog.com/>
- Algeria and Tunisia are both expected to open-up their airspace for re-routes.

Each French ATC strike is different, but there are some things that are pretty much the same every time. For everything you need to know in order to survive, **read our article!**

Is Athens busy, or does it just hate Business

Aviation now?

David Mumford
15 May, 2019



Summer parking restrictions at Greek airports are now in full swing. In previous years, it was mainly just the island airports that suffered, and airports on the mainland were used to reposition aircraft for longer stays. This year however, parking at LGAV/Athens is becoming a nightmare too.

We've had several reports from OPSGROUP members of requests for longer stays at Athens being denied, and also previously approved requests being revoked. If you are headed to Greece, don't count on using Athens for anything for other than a quick tech stop.

Airport authorities at Athens have now issued a Notam for the whole summer season advising that all GA/BA flights require PPR for stays of longer than two hours:

A1641/18 - DUE TO OPERATIONAL REASONS THE FOLLOWING PROCEDURES ARE IN FORCE:

1. FOR AEROPLANES WITH MTOW MORE THAN 5700 KG, PRIOR PERMISSION IS REQUIRED (PPR).

FOR: GENERAL AVIATION, BUSINESS AVIATION, AIR TAXI FLIGHTS AND ALL TECHNICAL STOP FLIGHTS, WITH INTENTION TO STAY ON THE GROUND FOR MORE THAN TWO HOURS AND/OR STAY ON GROUND BETWEEN 1800 AND 0600 UTC.

2. LONG STAY OF AIRCRAFT IS NOT PERMITTED.

14 JUN 18:00 2018 UNTIL 20 AUG 06:00.

Local handlers have confirmed that PPR for tech stops of **less** than two hours almost always get granted. But for parking requests of **more** than two hours, prepare to be disappointed. In addition, until the end of the summer the airport will no longer accept any positioning flights without pax on board, regardless of how long you're staying.

For operators wanting to do drop-and-go's at Athens, always ask your agent which airports they recommend repositioning to for parking, but some options worth checking (as they do not currently have any restrictions in place for maximum parking length) are: LGKO/Kos, LGSM/Samos, LGIO/Ioannina, LGKV/Kavala, LGRX/Araxos.

Guatemala's Fuego volcano disrupts ops

David Mumford

15 May, 2019



An eruption at Guatemala's Fuego volcano on 3rd June resulted in the deaths of 25 people, and forced the temporary closure of MGGT/Guatemala City Airport. After the military cleared ash from the runway, the airport re-opened on 4th June, with the warning of delays due to ongoing runway inspections.

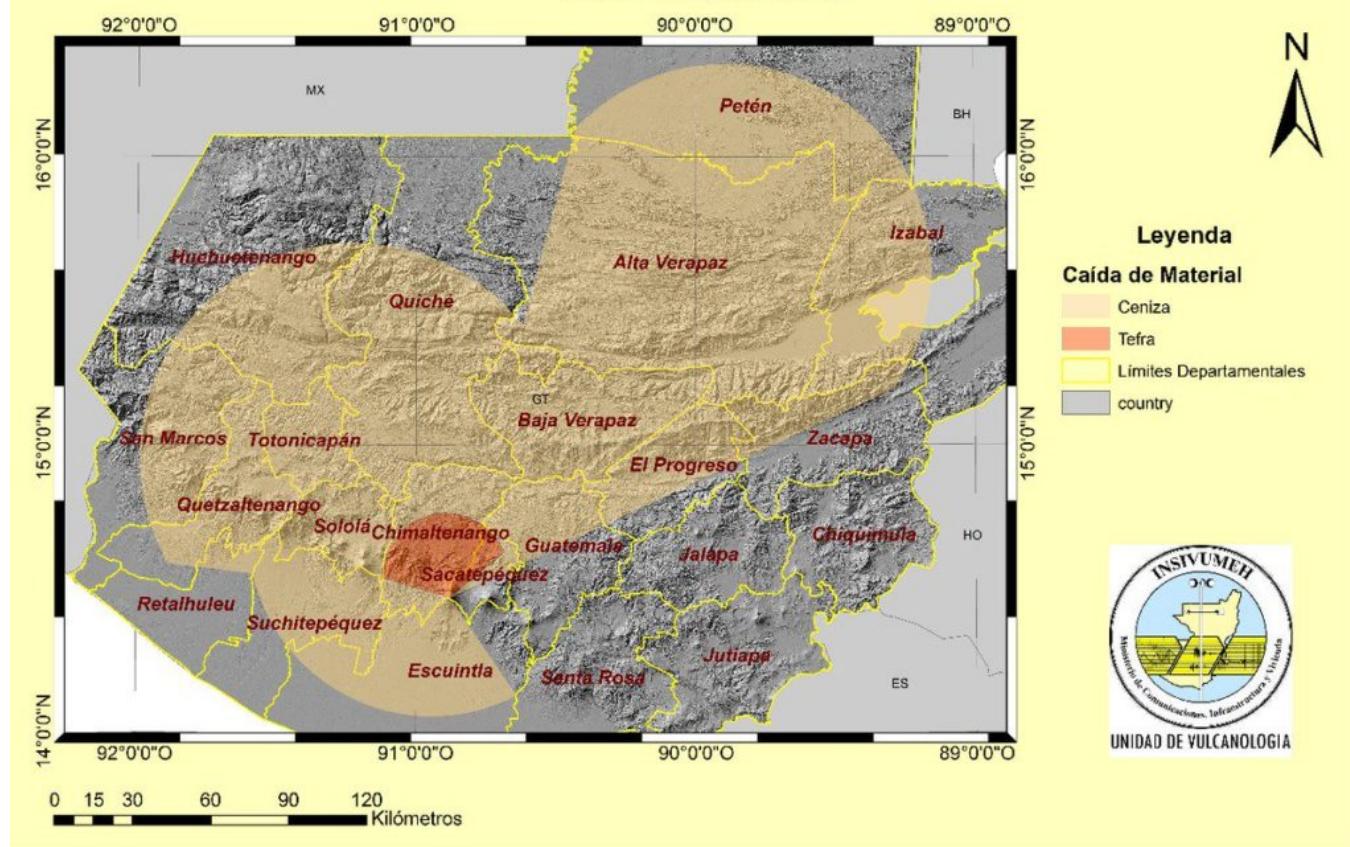


On June 3, Guatemala's Institute for Vulcanology (INSIVUMEH) published a map showing the volcanic ash distribution (shown on the map as the area in orange, labelled 'Ceniza'):

Mapa de Caída de Ceniza Volcán de Fuego

03 de junio de 2018

18:00 horas (Hora Local)



Further reading:

- Guatemala's Fuego volcano erupts, killing 25 and injuring hundreds

New CPDLC procedure on the NAT

David Mumford
15 May, 2019



There'll soon be a new CPDLC procedure on the NAT, designed to prevent pilots from acting on any old CPDLC messages that might have been delayed in the network.

ICAO have published a new Bulletin for all the NAT Air Navigation Service Providers (ANSP's) to use as a basis for implementing this new procedure. They recommend that all aircraft should receive a message immediately after they enter each control area telling them to "SET MAX UPLINK DELAY VALUE" to a certain number of seconds. The idea is that this will prompt the pilot to enter the specified latency value into the aircraft avionics, so that it will ignore/reject any old CPDLC messages.

So far, only Iceland's BIRD/Reykjavik FIR have implemented this procedure, effective May 24. All other sectors of NAT airspace (Gander, Shanwick, Bodo, Santa Maria, New York Oceanic) are busy writing their own AIC's and will implement later in the year.

So when entering the BIRD/Reykjavik FIR, expect to receive a CPDLC message from ATC instructing you to "SET MAX UPLINK DELAY VALUE TO 300 SECONDS". A copy of their AIC with more guidance can be found [here](#).

The latency monitor function varies from one aircraft type to another: some just automatically reject old CPDLC messages, some will display a warning to the pilot that the message has been delayed, some have deficient equipment, and some do not have the message latency monitor function implemented at all.

Because of this, ICAO note that *"it is impossible for ATC to tailor the uplink of the message... to different aircraft types. It has therefore been decided among the NAT Air Navigation Service Providers (ANSPs) to uplink this message to all CPDLC connected aircraft immediately after they enter each control area. An aircraft may therefore receive this message multiple times during a flight."*

So here's the lowdown on what you need to do:

- 1. Work out in advance what kind of message latency monitor function your aircraft has, and what it is designed to do when it receives the CPDLC message "SET MAX UPLINK TIMER VALUE TO XXX SECONDS".**
- 2. When you receive this message, respond with the voice message "ACCEPT" or "ROGER". If your aircraft has a functioning message latency monitor, punch in the specified number of seconds. If you don't have functioning equipment, respond with the free text message "TIMER NOT AVAILABLE".**

3. If anything goes wrong, revert to voice comms.

Back in November 2017, 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.

Although the bans were dropped after Iridium fixed the problem at ground level (by ensuring the system no longer queued CPDLC uplinks for more than five minutes), this new CPDLC procedure on the NAT should ensure this kind of situation doesn't happen again. It's officially being brought in as one of the safety requirements for the roll-out of reduced lateral and longitudinal separation minima across the NAT, which is predicated on Performance Based Communication and Surveillance (PBCS) specifications – that means having CPDLC capable of RCP240 (4 minute comms loop), and ADS-C capable of RSP180 (3 minute position reporting).

Further reading:

- ICAO NAT Bulletin 2018_002: CPDLC Uplink Message Latency Monitor
- Iceland's AIC on the new CPDLC procedure for the BIRD/Reykjavik FIR
- The latest PBCS rumours and facts
- The latest NAT changes, including EGGX/Shanwick, CZQX/Gander, BIRD/Iceland, ENOB/Bodo, LPPO/Santa Maria, and KZWY/New York Oceanic East.
- IRIDIUM satcom fault fixed