

# Canada Entry: New Rules for 2016

Declan Selleck  
9 February, 2016



**Update (16MAR2016):** Canada has announced a Leniency Period for this new rule "until Fall" - which we take to mean September 2016. Visit the official site link below for the latest.

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Starting **15 MAR 2016**, visa-exempt foreign nationals who fly to or transit through Canada will need an Electronic Travel Authorization (eTA). Exceptions include U.S. citizens and travellers with an existing visa.

The system is similar to the ESTA (Electronic System for Travel Authorization) currently in use by the USA. Until now, visa-exempt foreign nationals seeking entry to Canada are not systematically screened for admissibility until they arrive at a Canadian port of entry.

The Canadian pre-approval system will only be required for TRV-exempt individuals seeking to enter Canada by air to visit on a temporary basis. A fee of CAD \$7.00 will be required for processing. Electronic travel authorization will be valid for a period of five years.

A number of exemptions from the requirement to obtain pre-approval to travel will be in place, including:

- nationals of the United States,
- individuals already in possession of a Canadian temporary resident visa,
- certain foreign diplomats,
- **commercial air crew**
- individuals in possession of a visa to enter the United States on a flight bound for that country in transit through Canada, where the sole purpose of the flight stopping in Canada is for purpose of refuelling,

- individuals transiting through Canada as a passenger on a flight who are in possession of any visa required to enter the country of destination

For the full details, and to apply for an eTA if you need one, take a look at the [official Canada eTA site](#).

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## January 2016 US Visa Waiver Changes

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### **When do these changes come in to effect?**

The “four countries” restriction is effective 20DEC2015; the passport requirement 01APR2016.

### **Who is prohibited from traveling under the Visa Waiver Program by the new law? Are there any exceptions or waivers from the restrictions?**

The new VWP travel restrictions apply to:

- Nationals of VWP countries who, since **01MAR2011**, have traveled to **Iran, Iraq, Sudan, Syria** or any other country of concern designated by the Department of Homeland Security; and
- Dual nationals of a VWP country and Iran, Iraq, Sudan, Syria or any other country of concern designated by the Department of Homeland Security.

If you have traveled to a country of concern since March 1, 2011, you are prohibited from traveling under the VWP.

If you are a dual national of a VWP country **and** Iran, Iraq, Sudan, Syria or any other country or area deemed to be of concern by the Secretary of Homeland Security, you are prohibited from traveling under the VWP. There is no exception to this prohibition.

If you are barred from the VWP travel and do not qualify for an exception or a waiver, you must obtain a B-1/B-2 visa at a U.S. consulate before traveling to the United States for business or tourism.

### **What are the new passport requirements for travel under the Visa Waiver Program? How do they differ from previous VWP requirements?**

Starting **01APR2016**, all VWP travelers (including infants and children) must present an e-Passport – i.e., a travel document that is machine-readable and contains an electronic chip – when traveling to the United States.

Most VWP travelers have been required to present an e-Passport when entering the United States for some time. However, some nationals of longtime VWP member countries whose passports were issued before October 26, 2006, have been able to travel to the United States on the VWP even if they do not have an e-Passport.

After March 31, 2016, all VWP travelers must present an e-Passport. E-Passports contain an integrated computer chip that stores the passport holder's biographic data, a biometric identifier, a digital signature and a unique chip identification number. The data on the chip includes two lines of machine-readable data as well as facial recognition details. The chip can also be scanned to match the identity of the traveler to the passport.

These passport requirements apply only to travelers under the Visa Waiver Program. Foreign nationals who have a U.S. visitor visa or another type of U.S. nonimmigrant visa stamped in their passport are not required to comply with these revised passport requirements.

### **What is the Visa Waiver Program and who is eligible to participate?**

The Visa Waiver Program permits eligible citizens of designated countries to travel to the United States for up to 90 days for business or pleasure without first having to obtain a visitor visa at a U.S. consulate. In order to use the VWP, travelers must obtain Electronic System for Travel Authorization (ESTA) clearance.

Citizens of the following 38 countries are eligible to participate in the VWP: Andorra, Australia, Austria, Belgium, Brunei, Chile, the Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Japan, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Monaco, Netherlands, New Zealand, Norway, Portugal, San Marino, Singapore, Slovakia, Slovenia, South Korea, Spain, Sweden, Switzerland, Taiwan, and the United Kingdom.

# Monday Briefing: Kanlaon Volcano Eruption, Colombia Permit requirements

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**Kanlaon Volcano Eruption** 28DEC The Kanlaon Volcano in the Philippines erupted on 27DEC, with an initial ASHTAM issued up to FL260. Extreme caution advised for airways B472, B473, and W7. You can get the latest updates through the Tokyo VAAC.

**Updated Colombia Permit requirements** 22DEC For Non-Commercial aircraft, ie. Ferry flights, General Aviation – authorisation is required only if stopping in Colombia longer than 48 hours, or operating to more than 1 Colombian Airport. **Updated list of document requirements** in AIP Supp 22/15 issued 22DEC.

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**New Years closures.** Check opening times carefully during the next week, as many major airports and FBO's have closures, especially on 31DEC/01JAN.

**Kxxx/USA** Scattered thunderstorms, some of which will be strong to severe, will move east across Kentucky, Tennessee, eastern Mississippi, Alabama, western Georgia and the Florida Panhandle. Heavy rain will once again trigger flash flooding over portions of the South. Airports in the risk area include KATL/Atlanta, KBNA/Nashville, KMEM/Memphis, KCHA/Chattanooga, KBHM/Birmingham, KMOB/Mobile and KLEX/Lexington.

**FYWH/Windhoek, Namibia** has new opening hours from 23DEC, 0700-2000LT Daily.

**HSSS/Khartoum, Sudan** has no Jet A1 available to Ad-hoc operations between 27DEC and 05JAN. Carry return fuel or choose another tech stop.

**MUFH/Havana FIR, Cuba** Airspace restrictions in place 23DEC-31DEC due to staff shortages, airways UB760 and UL210 are northbound only, and between 1400-0100Z daily, all aircraft will be spaced 25nm apart through the Havana FIR, regardless of altitude.

**OAKB/Kabul, Afghanistan** a car bomb detonated near Kabul International Airport at approximately 0800 local time (0330 UTC) today. Taliban militants took responsibility for the attack.

**UIBB/Bratsk** continues to have fuel supply issues, fuel limitation extended to 12JAN

**LSZH/Zurich** has parking issues for Private flights, the Airport Company will generally only accept 6 hours ground time. Extended stays will require a reposition to another airport, limitation until 06JAN.

**Space Weather/Polar Ops** 55% risk of R1-R2 Minor to Moderate Radio Blackout risk predicted through Dec 30th. For the most up to date information please see the NOAA Space Weather Dashboard for Aviation.

**LTFJ/Istanbul** A Kurdish militant group has claimed responsibility for an attack at Istanbul's second airport that killed 1 person, and threatened more assaults.

**FAA/North Atlantic** Aircraft operators crossing the North Atlantic have been required to include the aircraft registration and six-character hexadecimal code that is the aircraft's address in Item 18 of their ICAO flight plans. However, an FAA review of flight plans filed during a one week period revealed that many operators were not meeting this requirement. Therefore, the agency has issued Information for Operators (InFO) 15015, which emphasizes the importance of providing the required information in the proper format.

**Vxxx/India** Signaling a major shift in granting air traffic rights, the government is looking at restricting the number of landing points for overseas airlines irrespective of their seat entitlements. A senior Civil Aviation Ministry official said it was looking at restricting the ports of call given to foreign airlines under bilateral rights, while remaining flexible on seat entitlements.

**VAJB/Jabalpur** The Aviation regulator DGCA has suspended the license of Jabalpur airport following an incident early this month, in which a herd of wild boars marched onto the runway during the taxiing of a commercial aircraft. Following suspension of its license, no flight operations can take place from Jabalpur airport, sources said adding that the AAI has been told to remove deficiencies including proper fencing of the operational area.

**RKxx/South Korea** South Korea's Ministry of Health and Welfare has formally declared an end to the Middle East Respiratory Syndrome (MERS) health threat on December 23. According to the Ministry of Health and Welfare, its decision follows World Health Organization. MERS was first confirmed in South Korea on 20MAY, and the last fatality from MERS-related complications in the country occurred on 25NOV.

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## Monday Briefing: Cuba Travel opens up, Chile Airport strike ends

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**Cuba Travel opening up** 21DEC Negotiations between the USA and Cuba on scheduled air services between the two countries are progressing at pace; meaning that we expect to see sanctions on private US Tourism Travel lifted as early as next March. See more below.

**Chile Airport Strike ends** 21DEC A four day strike was ended yesterday 20DEC in Chile by the Trade Union, as 3000 Airport workers across the country responded to the governments rejection of a pension plan. Several hundred flights were cancelled. Non-scheduled operations were largely unaffected, but the risk of further action remains.

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**HUEC/Entebbe ACC, Uganda.** ATC in Uganda is reporting a significant increase in the number of flights entering their airspace without prior coordination from Sudan and Congo (Khartoum and Kinshasa FIRs). Regional ATC in Africa is known to be challenging, but this warning deserves attention. Crews should make all efforts to contact each FIR 10 mins in advance - HF 11300, or relay on 126.9 if unable.

**KZMA/Miami FIR** SpaceX announced Sunday it has pushed back its planned launch of a Falcon 9 rocket with 11 communications satellites to 2033 ET Monday. KZMA has issued NOTAM A1357/15 for launch. It will also affect the KZJX Jacksonville FIR and TJZS San Juan FIR. The FAA will also issue tactical advisories regarding the launch and will most likely restrict operation on AR6 and AR15.

**EGGX/Shanwick** have issued a reminder to flights operating on the "Tango Routes" (T9, T16, T213) that HF in all cases is required to operate here, and crews should be trained in the procedures. Request OCA Clearance 50 mins in advance. Primary/Secondary HF freqs: Southbound 6547/8879, Northbound 8879/6547.

**LIPH/Treviso** Fuel spillage on the runway has closed the airport until 1700Z today 21DEC.

**Cuba and USA** Reports in the international media last week indicated that an agreement between Cuba and the US is likely to be signed early next year, allowing up to 110 scheduled flights: 20 to Havana, 10 to each of the other 9 international airports in Cuba. At present, US visitors must still fall in to one of the 12 official categories for authorised travel; however, once scheduled services are in place, we anticipate this to be the leverage to remove the final hurdle for US citizens - visiting Cuba for tourism. The first flights will

likely operate in early March.

It should be noted that there are no restrictions on the Cuban side. US Aircraft can land in Havana with a routine **Landing Permit issued by IACC**, and US Aircraft can overfly with a routine **Overflight permit**. We anticipate that the requirement for a permit will stay in place as this is routine in most Latin American countries, primarily to check Navigation Fee debts and Operator Profile.

**Georgia and Ukraine** On 18DEC2015, the EC announced that both Georgia and Ukraine meet requirements for being granted visa-free travel to the European Union's Schengen zone. However, the European Parliament and the EU member states must vote in favor of granting Georgia and Ukraine visa-free travel before they are able to do so. Reports indicated that the decision could be put to a vote as early as 2016.

**Haiti** On 19DEC, election-related demonstrations across Haiti turned violent amid accusations of electoral fraud. Violent clashes led to the burning of several government buildings. Haitian police officers stated that they were trying to restore security to the country.

**Space Weather/Polar Ops** moderate an ongoing G1 geomagnetic storm expected for Mon, Dec 21. Please check the NOAA Space weather aviation dashboard for the latest actuals and predictions [HERE](#).

**PAZA/Anchorage ARTCC** has a number of new procedures and systems in place effective 17DEC, including 30/30 RNP4 separation, an update to the Track Advisory program for westbound Russian Tracks, and standard routings. Check the current PAZA NOTAMs for complete information.

**ZBAA/Beijing** authorities have issued a red alert for high levels of air pollution and reduced visibility. The alert will be effective until 22DEC. According to China's National Meteorological Center, air pollution levels are forecast to be slightly higher than those recorded from 06-09DEC.

**EGLL/EGKK London Heathrow/Gatwick** Airport train links will be disrupted over Christmas. The Gatwick Express trains will stop running for 10 days due to engineering works, with the last service of 2015 leaving Victoria station at 9.15pm on Christmas Eve and the first services of 2016 scheduled for 4 January. At Heathrow, the usual one-day closure on Christmas Day will be extended by three days. Neither Heathrow Express nor Heathrow Connect trains will run from London Paddington station during the period.

**UBxx/Azerbaijan** will become part of the IFPS (Integrated Flight Plan System) zone as of AIRAC 1601 on 07JAN2016. Azerbaijan will delegate responsibility for the provision of flight planning services for IFR/GAT flights within the Baku FIR to the Network Manager's Integrated Initial Flight Plan Processing System. For more info see Azerbaijan AIC 01/2016 Series A, AIP ENR 1.10, AIP ENR 1.11 and NOTAM A0126/15.

**UHPP/Petropavlovsk FIR** Volcano Karmsky has recently been active with ash reported up to 15,000 ft and possibly affecting ops on R220. Please check for the latest Tokyo VAAC advisories.

**The ICAO Council** adopted a new tracking standard for certain international flights that requires crews to report their aircraft's positions at least every 15 minutes. It will become effective in March 2016 and applicable 08NOV2018. The new requirement also will be formalized as Amendment 39 to Annex 6—Operation of Aircraft, Part I. Only aircraft with a maximum takeoff weight of more than 59,000 pounds and a passenger seating capacity of more than 19 are affected by the rule. Also, the requirement applies to over oceanic and other remote areas, and where air traffic service is obtaining position information greater than 15-minute intervals.

**Christmas and New Years** closures. Check opening times carefully during the next 2 weeks, as many major airports and FBO's have closures, especially on 24, 25, 26DEC and 31DEC/01JAN.

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# Monday Briefing: North Atlantic OTS Changes, Indonesia Volcano Eruption

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**North Atlantic OTS Changes this week** 09NOV This Wednesday (12NOV) sees the implementation of the new NAT Track OTS, marking the first change to the lateral structure since the tracks were introduced in 1965. New requirements include RNP4, and 24 new Oceanic Entry Points come into effect. See below for further.

**Indonesia Volcano Eruption** 09NOV Operations into WADD/ Denpasar, Bali continue to be disrupted due to ongoing eruption of Mt. Rinjani on Lombok Island. Also affected are nearby WARB/Blimbingsari and WADL/Lombok.

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**EINN/Shannon FIR** CPDLC service is withdrawn on the evening prior to implementation of the new NAT Track system, voice service only from 1715Z onwards on 11NOV.

**LGGG/Athens FIR** Strike of Greek Radio Operators (thereby including AFTN messaging, and AFIS) announced this morning for 12NOV. Overflights will not be affected. Full details [here](#).

**HESH/Sharm el-Sheikh** remains open but subject to multiple advice notices from international Authorities. Many airlines have cancelled operations into the airport after increasing suspicions that a bomb was loaded here onto the A320 which crashed into the Sinai Desert.

**HLLL/Tripoli FIR** Libya has issued updated advice regarding airport availability - HLLQ, HLTQ and HLZW are only available for international arrivals, daylight hours only. PPR and Permit is required prior operations.

**SCFZ/Antofagasta ACC, Chile.** Crews on Airways UL780 and UL302 are requested to inform ATC of any speed changes greater than .02 Mach; if unable on VHF, use HF 10024. The procedure is to ensure separation between succeeding aircraft operating on CI speeds.

**SBXX/Brazil** The Brazilian Grand Prix takes place 13-15NOV making Sao Paulo operations at SBSP/Congonhas, SBGR/Guarulhos, and SBKP/Campinas busier than usual.

**RPLL/Manila, Philippines** APEC 2015 Summit being held 17-20NOV. Check restrictions, many commercial flights have been suspended during this period. Parking at a premium. Consider quieter alternates such as RPLC/Clark.

**YXXX/Australia** Australian Border Force strike commencing midnight 09NOV across Australian airports. As a result, departure and arrival processing at Australian airports may take longer than usual.

**WADD/Denpasar, Indonesia** Operations here continue to be disrupted due to ongoing eruption of Mt. Rinjani. Also affected are nearby WARB/Blimbingsari and WADL/Lombok. For updates monitor [http://www.bom.gov.au/products/Volc\\_ash\\_recent.shtml](http://www.bom.gov.au/products/Volc_ash_recent.shtml)

**LIXX/Italy** Possible ATC strike on 14NOV 1200-1600Z announced.

**KXXX/US** Airport Runway closures: BWI-RWY 10/28 CLOSED SEA-RWY 16C/34C CLOSED LAS-RWY 7L/25R CLOSED

**KLAS/Las Vegas** NBAA 2015 will take place 17-19NOV limiting airport capacity.

**HECC/Cairo FIR, Egypt** Point PASOS (LCCC FIR) is again available in both directions for flight planning. Please be aware flights departing OLBA via LCCC must file via VELOX-PASOS. Also see HECC NOTAM 1A277/15 and 1A278/15 for flight planning guidance.

**VHHH/Hong Kong** Arrival and Departure delays up to 30 minutes can be expected due to a flight check and maintenance on RWY 07L/25R on 09NOV 0530-0100 and 10NOV 2300-0100.

**Caribbean** Tropical Weather Advisory Shower and thunderstorm activity is showing signs of organization in association with a low pressure system located just north of the Turks and Caicos and the southeastern Bahamas. A tropical depression or a tropical storm is likely to form on Monday while the low moves west-northwestward to northwestward near or over the central and northwestern Bahamas. For further details see National Hurricane Center

**KLAX/Los Angeles** Due to military operations of the coast of LAX there is a risk of arrival delays and reroutes during the overnight periods until Nov 12th.

**MWCR/Grand Cayman** may be forced to shorten the runway at Owen Roberts International Airport (MCWR/GCM). The runway, which was extended to accommodate long-haul flights, may have to be shortened in order to accommodate a 400 ft/124 m safety area. An extension of the runway cannot be further extended, and the airport authority is examining all options.

**CYYQ/Churchill** has amended opening hours 1200-2200Z M-F.

**PKWA/Bucholz** has revised ATC hours from 01NOV, 0800-1230 and 1330-1600LT.

**NWWW/Tontouta** has a main runway closure 09-12NOV at various times, some daytime. Check NOTAM 1543/15.

**EGPF/Glasgow** is closed overnight 22NOV-11DEC for runway and taxiway repairs.

**DRRR/Niamey** Ouagadougou ACC is now operational H24 again; the previously implemented contingency

plan for traffic operating outside ATC service hours is withdrawn.

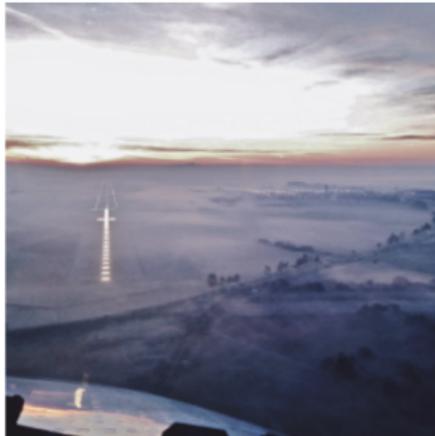
**[View the full International Operations Bulletin for 09NOV2015.](#)**

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## Monday Briefing: Sinai Airspace avoided, Low Vis creates day of chaos

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**02NOV2015** HECC/Cairo has requested that traffic through PASOS point on the boundary with LCCC/Nicosia FIR be rerouted, effectively closing airway UL550 and the Sinai peninsula. Shown on radar image above, most traffic is avoiding the area that an A321 crashed in on Saturday. No definite link is being made but Authorities and Operators are naturally cautious.

**02NOV2015** Conditions perfect for fog across the UK and western Europe are causing widespread delays this morning. Unusually, almost all airports from EGCC/Manchester to EDDF/Frankfurt are affected by the same conditions, with many airports down to 100 metres vis. Most not accepting diversions. See below for further.

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**EXXX/Europe** High delays in most Airports in a square containing EGCC/Manchester, EBBR/Brussels, EDDF/Frankfurt, and EDDH/Hamburg. Total of approx 120,000 slot delay minutes in Eurocontrol system. Other high delay airports include EHAM, EGLL, EGKK, EGSS. Check NOTAMs as most are not accepting diversions either. Fog forecast to be similar again overnight.

**VTBB/Bangkok FIR** A minimum departure interval of 4-8 minutes between same direction departures is in force from 30OCT for aircraft departing VTCC VTCT VTUU VTUD VTSP VTSG VTSF VTSB VTSM AND VTSS. Delays during peak hours are expected.

**UUBC/Grabtsevo** New Russian Airport now fully operational with 2200m runway (12/30) and able to accommodate international traffic up to A320/737 size.

**UHSS/Yuzhno Sakhalinsk**, a common Polar alternate, is closed due runway repairs 1200-2100Z until 01DEC and therefore not available as ALTN for Flight Planning.

**NTTA/Tahiti** will be without radar on 03NOV after 1800Z. As with all radar outages there is potential for delays and restrictions.

**KXXX/USA** Runway current closures: BWI-RWY 10/28, SEA-RWY 16C/34C, LAS-RWY 7L-25R.

**KSFO/San Francisco** will close Taxiway Q and B on 07/08NOV to resolve a pavement issue. This will create a one-in-one-out restriction for aircraft taxiing to and from all gates west of Taxiway Q1. Specifically, this will affect United Airlines, SFO's largest customer, as a majority of its gates are west of Q1. Additionally, the proximity of the closure area to Taxiway B1 will render B1 unusable due to insufficient wing tip and jet blast clearance with the construction area. The loss of Taxiway B1 means that access to the end-around Taxiway Z will be unavailable.

**HKXX/Kenya** No longer possible to obtain a visa on arrival for passengers. Must now be arranged prior to arrival online at <https://account.ecitizen.go.ke/register>.

**SOOO/Cayenne FIR, South Atlantic** - Aircraft not FANS 1A equipped, east of 50W in the Cayenne FIR, can now expect a maximum level of FL310 westbound.

**EXXX/Europe** The European Business Aviation Association (EBAA) is providing a new tool to calculate Passenger Taxes payable in EU countries. The "PaxTax" tool calculates the total passenger tax for the flight, and breaks down the cost for both departure and arrival for the respective national taxing authorities.

**YBBN/Brisbane** New \$45m international terminal opened 28OCT after 18 months of construction. The facility can handle 7.5m pax annually.

**VNxx/NEPAL** Fuel supply update: China will supply fuel to Nepal for the first time ever, in response to a dire fuel shortage caused by disrupted supply lines with India. China will supply 1.3 million liters of gasoline, which will be transported to Kathmandu from the border via 100 tanker trucks. Please continue to check local NOTAMs for fuel availability.

**DNxx/Nigeria FIR** Widespread reports of a strike forcing the closure of Nigeria's airspace have been deemed unreliable, per the Nigerian CAA. There is unrest and occasional industrial action, but no risk of airspace being closed.

**Timezone Changes** As DST ends in the Northern Hemisphere, series of clock changes completed on 01NOV as US ended Daylight Savings. Most of Europe completed theirs on 25OCT. Most northern countries are now on Standard Time.

**View the complete International Operations Bulletin for 02NOV2015.**

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## Monday Briefing: NAT Track Changes,

# Russia-Ukraine airline ban

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**26OCT2015** In around two weeks time, significant changes will occur to the design and structure of North Atlantic Tracks (NAT OTS), which have existed in their current lateral structure since the OTS introduction in 1965. The key changes are: a reduction in separation to '**half-track**' compared to the existing structure, introduction of **24 new Oceanic Entry Points** (OEP's), and a new requirement for **RNP4**. A special briefing on these changes is below.

**26OCT2015** With effect from yesterday, almost all Ukrainian and Russian airlines are barred from each others airports and airspace. Ukraine issued a sanctions list in September barring all except one Russian airline from operating, and in return Russia banned the three Ukrainian airlines from operating to Russia. GA, Business Aviation, and non-scheduled flights are not affected.

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**EGPX/Scottish FIR** High delays this morning 26OCT in Scottish airspace due to ATC radio system failure. EGPF/Edinburgh airport departures were suspended, now resumed, with enroute traffic rerouted to avoid Antrim, Galloway, Tay, and Talla sectors. Situation is slowly improving but potential for afternoon delays exists.

**KORD/Chicago O'Hare** There will be a TFR in effect for Oct 27 and Oct 28 due to VIP movement. Please see NOTAM 5/1931 for further details.

**MMXX/Mexico** The impact of Hurricane Patricia was less than feared. MMPR/Puerto Vallarta Airport, MMZH/Ixtapa, and MMZO/Manzanillo have all reopened and are operating normally.

**KXXX/USA** Current runway closures: BWI-RWY 10/28 CLOSED, IAD-RWY 01R/19L CLOSED, DTW-RWY 03R/21L 09L/27R CLOSED, SEA-RWY 16C/34C CLOSED

**NAT/North Atlantic** ASD15 Exercise Trident Juncture (At Sea Demonstration) military exercise until

31OCT. The designated firing areas incorporate elements of Scottish FIR/UIR, Shanwick and Reykjavik FIR as well as notified UK Danger areas. Flight planning restrictions will be applied affecting NAT Traffic on northerly routes, monitor NOTAMs.

**South Pacific** Tropical Cyclone Season 2015-16 begins on 01NOV. Tropical cyclone warnings in the South Pacific region, please consult the Joint Typhoon Warning Center, Fiji's regional meteorological center responsible for tropical cyclone warnings in the South Pacific region, or Australia's Bureau of Meteorology.

[View the full International Ops Bulletin for 26OCT2015.](#)

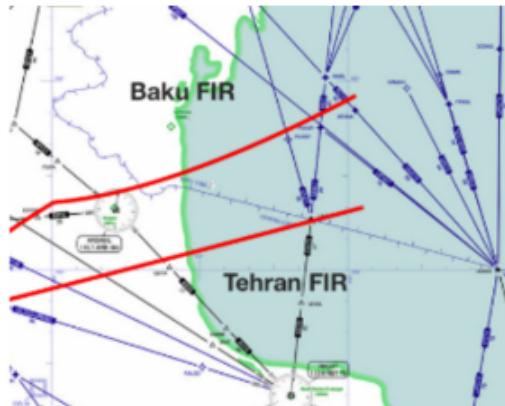
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## Monday Briefing: North Atlantic Changes, Caspian Sea Missiles

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**19OCT2015** Flight operations in the NAT region will see significant changes in around three weeks time, including new 'half-degree' NAT tracks, new Entry Points in Gander and Shanwick OCA's, and several procedural changes. A Special Bulletin with plotting chart, summarising the changes, will be issued by Flight Service Bureau next week.

**19OCT2015** Last week 26 cruise missiles were launched across International air routes in Azerbaijan, Iraq, and Iran, with reports suggesting 4 did not travel as intended. The risk to aircraft operators is summarised in our International Ops Notice 10/15, see below for details.

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**RPHI/Manilla FIR, Philippines** Typhoon Koppu has maintained its strength as it continues to move northward with slightly increasing forward speed along the shores of Ilocos Sur, Luzon. Current location (1200Z Monday) is to the west of RPLI/Laoag Airport. It is forecast to weaken to a Tropical Storm within 24

hours. No reports of airports affected so far.

**OMDW/Dubai World** hosts Dubai Airshow 08-12NOV. Landing Permit required for all flights, 3 days processing, standard documents and requirements. Slot required for OMDW, window +/- 5mins. Show details at [www.dubaiairshow.aero](http://www.dubaiairshow.aero)

**OPRN/Islamabad, Pakistan** closed 1300-1800 daily due runway works 18-28OCT.

**SEXX/Ecuador** A new DGAC resolution now effective permits non-scheduled aircraft to land without a Landing Permit as long as the aircraft is operating under private ops, will not stay longer than 72 hours in Ecuador, and visits only one location in Ecuador. The official document is here (in Spanish).

**VHHH/Hong Kong** with effect 25OCT (IATA Winter 2015) will amend slot issuing procedures to give priority to operators with higher capacity aircraft, and where same types conflict for the same slot time, lower noise levels.

**LIXX/Italy** ATC Strike confirmed for 24OCT (Saturday) 0800-1600, service will be provided to Overflights and Intercontinental flights only.

**LTXX/Turkey** Traffic operating through the south eastern part of Turkish airspace to/from Tehran and Baghdad FIRs should check Notams for restrictions. Several restrictions up to FL310 due to military operations.

**EGXX/Shanwick** Large scale Military Exercise 'At Sea Demonstration' ASD15 affecting OEP's ERAKA and GOMUP starts on 19OCT.

**LFxx/France** Datalink implemented from 22OCT LFRR/Brest and LFBB/Bordeaux ACC from 0900L. Initial phase, no ACL (Clearance via CPDLC), and aircraft must be on Eurocontrol whitelist. Ref France AIC A22/15.

**VNXX/Nepal** continues to experience shortages of fuel due to a halt in shipments coming from India. Available fuel for domestic airlines is rapidly decreasing, and authorities worry that domestic flights will soon be unavailable. The Nepalese government has requested that international airlines carry return fuel or refuel at airports en route, as Tribhuvan International Airport (VNKT/KTM) has no available fuel.

**View the full International Ops Bulletin for 19OCT2015.**

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## Monday Briefing: Iraq aircraft ban list

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9 February, 2016

**Iraq: Ban list extended** Oct 1st: The list of aircraft banned from operating in Iraqi airspace now included the following: B737-200, B727-1 and -200, Antonov 12, 24, and 26, and the Tupolev 154. Recently, Russia also moved to end the commercial flying career of the smaller Tu-134 by 2012, as a result of safety concerns about the aircraft. Iraq has also a published list including 30 countries that must undergo more rigorous checks before being approved to fly within the Baghdad FIR.

US Restrictions

KPHX-RWY 7R/25L CLSD UNTIL 2200  
KBOS-RWY 15R/33L CLSD UNTIL 11/30

KCLT-RWY 5/23 CLSD UNTIL 10/6; RWY 18C/36C CLSD UNTIL 11/15

KMDW-RWY 13L/31R CLSD UNTIL 10/28

KDEN-RWY 8/26 CLSD UNTIL 10/12

KZNY/New York ACC ZNY-OCEANA (QVC) RADAR OTS 15-19Z, SEE ATCSCC ADVZY 018

LFTZ/St. Tropez, France No arrivals permitted Thursday 6th 1240-1530 due to Airport meetings. See NOTAMs.

LGGG/Greece FIR Staffing problems continue. Wednesday 5th strike affects all Greek airports – overflights OK. Thursday outlook is good with 5 sectors operating for LGGG FIR and 3 for LGMD. Minor delays only in Rodos sector from 0600Z. LGZA, LGSA arrivals may be regulated.

LLBG/Tel Aviv Ben Gurion and LLLL/Tel Aviv FIR closed on 07 and 08 Oct for public holiday. Israel Airspace closed 07 OCT 11Z – 08 OCT 18Z. Airport same closure time, first arrival 1930Z, first departure 2030Z on the 8th Oct.

MHTG/Cenamer FIR – Central America Upper Airspace Introducing RNAV5 routes in Nov 17th. 14 new routes will be established. Equipped aircraft should show “R” and “Z” in Field 10, with Field 18 showing NAVI/B1 with B1-B6 showing the type of equipment on board.

FACA/South Africa CAMU (Flow Control) web access undergoing software upgrade 05 Oct 18Z – 00Z, interruption to service likely.

Australia No Delays at primary airports, ops normal.

HDTG/Dar es Salaam, Tanzania The minimum altitude for the arrival routes ETKOP1 (ETKOP-LOSIN) and EVATO 1A have been raised from 10,000 ft to 12,000 ft with effect from October 4th. This info may not appear in NOTAMs.

Flight Planning: Eurocontrol. If you've been trying to plan a flight across the EYVL/Vilnius FIR, Lithuania – you will have received an error message that prevents the plan being filed. See this note: VALIDITY FROM : WIE UNTIL 20/10/2011. BECAUSE OF A PROBLEM IN CFMU DATABASE WITH THE DEFINITION OF EYVL UIR, FPLS VIA UL732, UL736, UM870, UM983, UN994 RAISE AN RVSM ENTRY/EXIT CONDITION ERROR. FPLS WILL BE MANUALLY ACCEPTED BY THE IFPS STAFF. THE SYSTEM WILL AUTOMATICALLY INCLUDE THE COMMENT – THIS FPL DOES NOT COMPLY WITH EUR RVSM REQUIREMENT – IN THE ACK MESSAGE AND INSERT IFP/RVSMVIOLATION IN FIELD 18 OF THE FPL, EVEN THOUGH THE FPL IS RVSM COMPLIANT. THE PROBLEM IS FIXED FOR AIRAC 1111.

ORBB/Baghdad FIR Baghdad Control is now responsible for Balad APP – frequency 128.2

SPIM/Lima, Peru Struggling with Airport capacity. A variety of significant restrictions for General Aviation, Non Scheduled, and Cargo flights go into effect Oct 4th. Check carefully with your handler or dispatcher as all movements should be co-ordinated at least 24 hrs in advance from now on.

TTZP/Piarco FIR HF Remains out of service, with all contact through New York Radio instead.

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**Clipperton Oceanic - a shark infested radio**

# station

Declan Selleck  
9 February, 2016



**Marisa Brook writes:** " For a tropical island, Clipperton doesn't have very much going for it. The tiny, ring-shaped atoll lying 1,000 kilometres off the southwest coast of Mexico is covered in hard, pointy coral and a prodigious number of nasty little crabs. The wet season from May to October brings incessant and torrential rain, and for the rest of the year the island reeks of ammonia. The Pacific Ocean batters the island from all sides, picking away at the scab of land that rises abruptly from the seabed. A few coconut palms are virtually the only thing that the island boasts in the way of vegetation. Oh, and the sea all around is full of sharks. It isn't much of a surprise that Clipperton Island is decidedly uninhabited."

It's definitely an interesting place. The history surrounding its Air Traffic Control, is equally intriguing.

In 1967, according to an entry on Wikipedia, the Soviet Union launched a takeover bid for their airspace – the Clipperton Flight Information Region.

There are two anomalies here. First, the ratio between the island itself, and the airspace that it owns, is huge. Clipperton Island is 6 km<sup>2</sup>. The airspace is 1.8 million square kilometres.

Second, Clipperton Island lies – only just – outside the Clipperton FIR. In 1937, when a Radio Service was first provided here, the island was the closest to the chunk of airspace that it served, giving the airspace its name.

Business was good, for a while – Clipperton Oceanic provided a Flight Information and Weather service on HF to aircraft crossing the Pacific Routes. But, according to the (brief) "History of Clipperton Oceanic", written by P.G. Welkins in 1971, :

"Operations at Clipperton Oceanic ended in 1958, as the HF service offered by Tahiti Radio was seen as sufficient, and funding provided by American, French, and British governments was stopped. AFTN circuits were disconnected, and the ICAO code NPCX assigned to Clipperton Flight Information Region was withdrawn from use. Staff at the Oceanic Facility were reassigned to Birdlip,

in the UK – later to become Shanwick Aeradio."

Welkins also records the last transmission from the operators at Clipperton in 1958:

The last transmission from Clipperton Radio was made on August 28<sup>th</sup>, 1958:

ALL AIRCRAFT  
THIS IS  
CLIPPERTON RADIO CLIPPERTON RADIO CLIPPERTON RADIO  
THIS IS THE LAST BROADCAST FROM CLIPPERTON RADIO. FOR 21 YEARS WE HAVE SERVED THE AVIATION COMMUNITY. WE SAY THANK YOU TO ALL WHO HAVE SUPPORTED AND USED OUR STATION. WE ARE PROUD TO HAVE BEEN PART OF A HISTORIC ERA IN PACIFIC DISCOVERY.  
THE MANAGER AND RADIO OFFICERS WISH YOU FAREWELL FROM CLIPPERTON RADIO/CTX

And there ends the aviation history of Clipperton Oceanic.

The island itself, though – has more to tell. It's actually named after an English Pirate, John Clipperton – who in his activities attacking Spanish targets on the west coast of the Americas, used Clipperton Island as a base from which to stage his attacks and store loot and supplies, fortifying Clipperton Rock and expanding its cave network. That was just the start of a long and interesting history – for which it is well worth reading Marisa's article in full.

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## Monday Briefing: Typhoon Vongfong, Hajj 2014

Declan Selleck  
9 February, 2016

**08OCT2014: Typhoon Vongfong** is making its way toward the U.S Northern Northern Mariana islands of Guam, Rota, Saipan, and Tinian. Typhoon Vongfong notably increased in strength between 0300 and 0900 UTC on 07OCT, north of Yap and had maximum sustained winds of 120 Kts and gusts of 145 kts. Vongfong is expected to reach Super Typhoon status within 24 hours. Meteorologists forecast it will continue moving west-northwest for 36-48hs and then turn north and begin to weaken. There are currently no NOTAMs detailing any closures or restrictions. Tropical Storm Simon is currently off the West coast of Mexico and is continuing to weaken as it makes its way towards landfall. It is not affecting operations.

**08OCT2014: Hajj 2014** Routes and temporary regulations have been implemented ahead of the 2014 Hajj season. All flights originating from West and Central West Africa have a set of dedicated routes. Operators must advise the following FIR's a minimum of 10 days in advance of the intended operations and include full aircraft details, schedule, and RVSM approval status: Algiers, Accra, Brazzaville, Dakar, Jeddah, Kano, Khartoum, N'Djamena, Niamey, Roberts, and Tripoli. For a full list of requirements and route

details please refer to the AIP Supplement.

Exxx/Europe The deadline set by the European Commission for operators to be ADS-B compliant has been delayed until June 8th, 2016 for new aircraft and June 7th, 2020 for aircraft being retrofitted.

UKFV/Yevpatoria Center has published a new list of route closures extending till the 30th of December, a geographical representation of the closures can be found [here](#).

BGGL/Sondrestrom FIR has published new addresses for the Rescue Coordination Center (AFTN BGGHYCYX, Email:rcc@navair.dk, Telephone/Fax +299363318/+299363319), Communications Center (AFTN BGGHYFYX, Telephone +29936330428), and Flight Information Center (email fic@navair.dk, Telephone/FX +299363304/+299363309)

HECC/Cairo advises that all flight plans must be submitted in the proper format as outlined in the AIP no later than 150 mins prior to estimated time of block and no earlier than 24 hrs prior to estimated time of block.

SBGR/Sao Paulo General aviation and airlines performing cargo charter or cargo operations must inform airport officials (+551124454313) prior to operation who the handling company will be and intended time on the ground. Aircraft falling into category A-B must advise at least 6 hrs in advance, aircraft falling into category C-E at least 24 hrs in advance, until the 15th of Dec.

MYEM/Governors Harbour has no JET-A or AVGAS available until the 30DEC.

MMSD/Los Cabos will only be open for government and humanitarian flights from 1300-2359 until 08OCT; may continue.

Mexico CAA reminds operators to carefully review that their flight plan complies with active airways, NOTAMS, and military exclusion zones before filing. Failure to do so will result in the flight plan being rejected.

URSS/Sochi Ahead of the 2014 Russian Grand Prix the airport advises that operators planning on flying into Sochi from the 6th of Oct until the 16th of Oct will require to obtain an arrival and departure slot from the airport authority. Cargo operators will have to disclose the full details of the cargo contents to secure a slot. Any operator in excess of 30 mins either prior to ETA or after ETD will require a new slot, failure to do so will result in a fine. Parking limitations will also be imposed during this time, aircraft with an MTOW of 35-70 tons are allowed to park for a maximum of 30 mins, all heavier aircraft are allowed up to 2 hrs.

DNMA/Maiduguri is now closed to all civil air traffic due to the increased security concerns.

West Africa/Ebola Update. Advice is against all non-essential travel due to the outbreak of the Ebola virus. Efforts to contain the outbreak are resulting in critical commercial and transportation disruptions in all three countries. Cameroon Officials have closed all borders with Nigeria and suspended all passenger flights to/from Nigeria due to the ongoing Ebola virus outbreak. Cape Verde Through 21 November, officials are prohibiting entry of any foreign non-resident who has visited any country affected by the hemorrhagic fever caused by the Ebola virus in the last 30 days. Cote d'Ivoire Commercial airliners are prohibited from carrying passengers from Guinea, Liberia, Sierra Leone, and Nigeria to Cote d'Ivoire due to the Ebola virus outbreak. All passengers will have their temperature checked upon arrival from any destination. Senegal Departures and arrivals from Senegal to Guinea, Liberia, and Sierra Leone are prohibited due to the Ebola virus outbreak.

# Monday Briefing: Tripoli Airport Destruction, Israel Uncertainty

Declan Selleck  
9 February, 2016

**Tripoli Airport Destruction** 24JUL Since fighting began over a week ago, some reports indicate that 80-90% of the aircraft currently parked at the airport have been damaged. Libyan authorities have indicated that repairs to the airport and ATC infrastructure will take months to repair.

**Israel Uncertainty Continues** 24JUL - Operations to LLBG/Tel Aviv and Israel in general continue to be fluid. A rocket strike some days ago landed within a few miles of the airport; airlines responded by suspending services. The operational risk needs to be closely monitored.

**HLLL/Libya** According to our latest information, the only International airports that are currently open within Libya are HLLQ and HLTQ between 0700Z-1900Z. If permission is given to operate into these airports there are mandatory routings to follow.

**LIML/Milan** The airport will be closed daily between 2130-0400z from 21-31JUL.

**EGFF/Cardiff** All non scheduled traffic requires prior notice from 02-06SEP. Operators must contact Airport Coordination Limited at [manchester@acl-uk.org](mailto:manchester@acl-uk.org) or at +441614911850.

**VABB/Mumbai** In attempt to reduce airspace congestion and arrival delays within the Mumbai TMA, ATC will only accept flights with pre approved arrival slots between 1545Z-1745Z for flights originating within India.

**ZSHA/Shanghai FIR** Typhoon Matma is making its way towards mainland China after Taiwan. Delays and reroutes can be expected and those planning to operate within this area are advised to check daily notams for the latest reroutes.

**LLOV/Ovda** Cargo operations have been suspended until the end of July; only passenger flights will be accepted.

**URKK/Krasnodar** has new runway open from today 24JUL, 05/23 Center. The previous runway 05R/23L is closed.

**Singapore** There are new permit regulations in practice that apply to charter and air ambulance operations. Operators are now required to apply for a "Operations Permit" and "Air Transport Permit" before they will be given arrival slots. An Operations Permit must first be obtained before an Air Transport Permit can be granted, and this replaces the requirement for a landing permit. These new regulations do not apply to aircraft planning a tech stop within Singapore.

**India** says within the next 6 months nationals of 40 countries will be able to obtain an E-Visa that will be accepted at 9 airports. A list of nationalities and airports will be published soon.

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# Monday Briefing: Libya airspace closed, MAS17 Ukraine Special Report

Declan Selleck  
9 February, 2016

**Libya airspace closed** 18JUL Since 14JUL international overflights are not permitted over Libya due to security concerns raised since the rocket attack on Tripoli last week. Only a small number of airports remain open in the country, see below.

**MAS17: Ukraine Special Report** 18JUL - Following the tragic loss of MAS17, authorities have been quick to close portions of Ukrainian airspace and provide re-routing options. See below for a special briefing; a PDF is also available.

HLLL/Tripoli FIR Effective 14JUL no international overflights are permitted over Libya due to security concerns. All international flights departing to/from any airport within Libya will require prior permission. Applications should be made via email at [naser.mohamed@caa.ly](mailto:naser.mohamed@caa.ly), fax +218213618075, or via AFTN: HLLTYAYA. If permission is given there are now mandatory routings to and from HLLQ and HLTQ. HLLB, HLLT, and HLLS are closed UFN.

LCCC/Nicosia FIR Due to the large increase in military activity within this FIR, delays can be expected UFN for all flights destined to OLBA and LLBG. OLBA departures flying to/via Egypt exiting Cyprus airspace over LAKTO or PASOS are restricted at the rate of 1 departure every 25 minutes.

UKxx/Ukraine FIR's There are two distinct areas at issue in the Ukraine. Simferopol FIR is closed to international traffic since 03APR due to a dispute between authorities over control. Dnipropetrovsk FIR has had the eastern half closed by the Ukrainian CAA on 18JUL following the shootdown of MAS17. Most operators are avoiding the entire FIR. The remainder of the Ukraine FIR's are open (L'viv, Kiev, Odessa) with overflight risk minimal, but many operators avoiding entire country. Heaviest Traffic flows are via G724 (North) and UL852 and UP975 (South). Russia will accept reroutes by FPL for an interim period without permit required. Recommend check with ATC Duty Manager +7 495 601 0776. Turkey requires a permit for all overflights. Russia reports no capacity issues in Rostov FIR due to additional traffic to the east of Ukraine. We recommend to monitor Eurocontrol NOP Portal for current information.

LLLL/Israel FIR Due to the ongoing conflict in the region J5, J10S, and J9 have been closed and all aircraft are being diverted along other airways within LLLL FIR. There have also been mandatory adjustments made to all STARS and SIDS into LLBG.

FOON/M'vengue, Gabon - JetA1 fuel will not be available from until September earliest.

SAEF/Ezeiza ACC until 05AUG at 0500z, flow control will only be accepting 1 aircraft every 10 minutes regardless of the entry point. Humanitarian, state, and international flights with more than 2 hrs flight time are exempted.

OAKX/Kabul ACC- ATC has advised that all aircraft entering Kabul FIR at or below FL290 from the west between SOKAM on V338 and RANAH on V838 , must now contact Kabul ACC on 121.725.

OMAE/Emirates FIR Starting 16 JUL until 16 OCT all aircraft departing from OMAA, OMAD, OMAL, OMAM, OMDB, OMDW, OMRK, and OMSJ will require a departure slot time between 0430-0730 and 1500-2359

DNMA/Maiduguri will be closed to all civil air traffic until September earliest due to security concerns.

EGNT/Newcastle Due to the Sunderland Airshow all aircraft require prior permission from 25JUL/1100z until

28 JUL/1100z.

VYYY/Myanmar A live fire drill exercise will be taking place on July 24th between 0730-0815Z which will close the airport.

**South Africa** Starting October 1st 2014, new visa regulations will require all parents or guardians accompanying children to carry an unabridged birth certificate and passport. This applies to all tourists.

**Hong Kong** - In attempt to improve the local noise environment the Civil Aviation Department will be implementing the termination of slot allocations for aircraft that fall into the category of "Marginally Compliant Chapter 3" (MCC3). Aircraft that generally fall into this category are B727, B737-100, B737-200, B747-100, B747-200, B747-300, and DC10's. Slots for Winter 2014 will not be given between the hours of 2300-1459z for aircraft that fall into this category.

**Mexico** The DGAC has revised the restrictions that were imposed in April on non-revenue business flights. Under the previous regulation any aircraft placed in a charter management company structure were prevented from operating privately in Mexico. Under the revised regulation, which is retroactive to 03JUN, U.S. and foreign-based operators flying aircraft on a charter certificate but conducting private, non-revenue operations to Mexico have been given a reprieve from cabotage rules.

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## Monday Briefing: Atlantic Storm, Peru Airspace changes

Declan Selleck  
9 February, 2016

**First 2014 Atlantic storm** 02JUL Tropical Storm Arthur, which may become a hurricane by 04JUL, is the first of the 2014 Atlantic Storm season, and is tracking north east along the coast of Florida. FAA Telcon today at 1230Z.

**Peru Airspace Changes** 02JUL Peru will introduce significant changes to the airspace configuration and ATS route structure in Lima, Arequipa, Cusco and Pucallpa on 24JUL. AIP Amdt 18/14.

Kxxx/USA Tropical storm Arthur lies off the coast of Florida this morning, with sustained winds of 40 knots and a tracking speed of 2-3 knots. Forecasters are suggesting it has the potential to become a hurricane with landfall in the Carolinas. An FAA Telcon is running at 1230Z and 2200Z today, phone +1 540-359-3200 PIN 2333#.

The holy month of Ramadan started on 29JUN, affecting operations to and over all Islamic countries where CAA's will be working reduced hours. The period moves forward by a couple of weeks each year. This year it will run until 27JUL.

PKMJ/Majuro ExxonMobil will be unable to fuel during their monthly tanker replenishment from 29JUN-02JUL. An alternative Pacific fuel stop is recommended during this period.

LIRP/Pisa, Italy had a radar failure on the morning of 02JUL, traffic is regulated until late afternoon, with moderate delays.

EINN/Shannon will be closed on the night of 04JUL until 1am local for a charity event. During this period

consider EIDW/Dublin as an alternative for North Atlantic alternates.

EFTU/Turku, Finland is temporarily shut down from 30JUN-27JUL 2014 for a four-week renovation process. The renovations include the airport's terminal facilities and traffic areas. Four new aircraft parking spaces will be built as well.

UUDD/Domodedovo Due to Airport reconstruction heavy aircraft types are not permitted to operate during the period 27JUN-30SEP; specific exclusions are: B747, B757, B767, B777, B787, A310, A330, A340, A380, AN124, IL96, TU204, and TU214.

UMMS/Minsk 2- The airport will be closed from 1810-1830z from 01JUL-03JUL, 2110-0120Z on 04JUL, and 2110-0200Z on 11,18, and 25JUL.

DIAP/Port Bouet is closed to all traffic from 0230-0800Z on 02, 03, 04, and 06 JUL.

FAWW/Sodwana The airport will be completely closed from 12JUN-08SEP

FMMO/Maintirano Jet A1 will not be available from 14JUN-14SEP, due to upgrades taking place at the fuel facility.

VMMC/Macau - The airport will be closed on Sundays, Tuesdays, and Thursdays from 2000-2200 from 29JUN-28SEPT.

YPXM/Christmas Island will now be closed 2300-1100z 05JUL-07JUL, and 08JUL-10JUL

NVVV/Port Vila Until 10JUL, Jet A1 will not be available here to non scheduled flights.

MYEM/Governors Harbour has no fuel available until 30SEP

**Gambia** From 06JUN until 07SEP the issuing of overflight and landing permits at GBYD (Banjul International), will be handled by the department of Flight Safety Standards (DFSS).

**United States** Independence Day is celebrated on 04JUL and as such all public offices will be closed.

**Australia** The full procedures for the upcoming G20 conference in November have been published. The event is scheduled in Brisbane between 15-16NOV2014 , although special operating procedures will take place from November 11-18NOV2014. All the details are outlined in their latest AIP Supplement H62/14.

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## Monday Briefing: Belgium ATC Strike, France Delays

Declan Selleck  
9 February, 2016

**Possible Belgium ATC Strike** 25JUN A decision is expected by 1000Z today on possible Industrial Action in Belgium. If it goes ahead, it will start at 1500Z with sporadic work stoppages rather than a blanket closure.

**France Strike: High Delays** 25JUN Wednesday will see extensive delays again through French Airspace, with over 300,000 delay minutes already showing in the slot system. Re-route options are published

though these will also be subject to CTOT delay. Further below.

**LFXX/France** The strike is continuing as planned, and although Union negotiation is taking place, there is no indication that it will not continue for the full 6 days originally forecast. For tactical information and re-route suggestions, use the Eurocontrol NOP. A teleconference will take place this afternoon European time at 1100Z. Dial-in number: +32 2 401 54 26. Participant PIN code: 38557308#.

**EGCC/Manchester** and **EGLL/London Heathrow** are not available as alternates during the period of the French strike.

**NTAA/Tahiti** is renewing the runway from mid July to beginning of January 2015 and specific opening hours will apply from this point onwards. Direct arrival in Bora Bora or any other island is possible with an advance notice of 21 days.

**TNCA/Aruba** will be closed daily until 1100Z until 01JUL.

**EINN/Shannon** Airport will be closed on the night of 04JUL from 2145-0100Z due to the main runway being used for a charity event. Operators using EINN as a North Atlantic alternate should consider EIDW/Dublin instead during this period.

**FMEE/Reunion Island** Volcano Piton La Fournaise on Reunion Island has erupted although there is currently no ash plume reported.

**DIAP/Abidjan** The airports' only runway will be closed 24-29JUN from 0230-0800Z.

**DAAA/Algiers** Area Control Centre has a new combined telephone and fax number from 24JUN: + 213 23 90 76 10.

**FEFF/Bangui**, Central African Republic extends Jet A1 unavailability until end of July.

**HDAM/Djibouti** has their Independence Day on 27JUN. No traffic is permitted to operate overnight, until 1000Z.

**HSSJ/Juba** has advised that runway maintenance will begin at 1300Z each day 01JUL, closing the main runway.

**MZBZ/Belize** is taking their SSR radar off the air for the month of July, meaning a procedural only approach control service and likely delays during high traffic periods.

**French Polynesia** effective 25JUN new phone numbers are in place for Tahiti and all French Polynesia islands. Mobile numbers have an "87" added after the country code, land line numbers have a "40".

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## Monday Briefing: Iraq Concerns grow, Monsoon Rains in Manila

Declan Selleck  
9 February, 2016

**Iraq concerns grow** 17JUN ORBM/Mosul is closed, but other airports remain open. Heavy fighting near Baghdad this morning gives concern to Ops into ORBI/Baghdad Int'l. Overflights unaffected. Further

briefing below.

**Monsoon rains affecting Manila FIR** 17JUN Daily reroutes are in effect within RPHI/Manila FIR due to heavy monsoon rain and storms. Multiple routes are tactically reroutes on a daily basis.

ORBB/Baghdad FIR. The situation in Iraq is escalating quickly. As of 17JUN, all airports remain open except ORBM/Mosul, but security concerns at all airports are high and ops should be carefully assessed. Reports of an attack on ORBI/Baghdad on 16JUN were deemed false but the risk remains high. Overflights are unaffected so far, though prudence may dictate a reroute away from the trouble areas at lower levels. There are frequency issues in the western part of the Baghdad FIR, 129.1 is operating at reduced range west of position GIBUX. The advice to leave/avoid Iraq remains clear; US Embassy staff were evacuated from Baghdad on 16JUN to Consulates General in Basrah and Erbil and Iraq Support Unit in Amman.

LOVV/Vienna FIR reports several cases of 'radar interference', and the same is also true for a number of other Central European FIRs. Eurocontrol NM has started an investigation.

YPDN/Darwin has a number of F18 flypasts on the afternoon 21JUN, potential for delay.

LLBG/Tel Aviv Update to GA restrictions at Ben Gurion - 0450-0800, 1400-1800, and 2300-0140 local, due to traffic congestion. Parking is not permitted for longer than 03 days.

UGTB/Tbilisi Runway 13R/31L, the airports only runway, will be closed every Wednesday from 0800-1400 and every Friday 1400-1959 02JUL-03OCT.

LFMN/Nice is closed 2000-0400Z from 16JUN-21JUN.

SPIM/Lima From 09JUN-14JUL all flights departing to Brazil will be subject to slot allocation due to the FIFA World Cup.

DRRM/Maradi from 12JUN-12JUL the airport will be closed to all traffic.

**Algeria** The latest situation with Algeria overflight permits is as follows: During period of Eurocontrol member strikes affecting adjacent FIR's, overflight is permitted with notification only by FPL. Outside these times, Passenger flights require prior approval from the CAA, and this can only be obtained during office hours, starting at 8am. Short-notice permits for emergencies and medical flights can be issued by the ATC centre at Algiers, but routine flights will only be processed during office hours.

**Kazakhstan** says it plans to drop visa requirements for visitors from 10 countries for a one-year test period. Effective 15JUL citizens of the United States, the Netherlands, the U.K., France, Germany, Italy, Malaysia, the United Arab Emirates, South Korea, and Japan will be able to enter and stay in Kazakhstan without a visa for 15 days. Foreign visitors holding passports from those countries who want to stay longer will be obliged to apply for business or investors' visas.

**United States** The U.S. Department of Transportation's Federal Aviation Administration has authorized for the first time the use of drone over land with the issuance of a permit to use unmanned aircraft systems (UAS) in mapping oilfield pipelines, equipment and roads in Alaska.

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## Monday Briefing: Karachi Airport Attack,

# Italian Strike

Declan Selleck  
9 February, 2016

**OPKC/Karachi open after attack 09JUN** The Taliban attack on Karachi's International Airport will keep OPKC on the 'avoid' list for a long time to come. The airport reopened at 1100Z today but 07R, the closer runway, remains closed.

**Italian strike goes ahead for 11JUN** 09JUN An ATC strike in Italy is going ahead as planned 1030-1430Z on Wednesday. Overflights and Intercon arrivals not affected. Other international arrivals must land by 1100Z.

OLBA/Beirut, Lebanon ATC strike 0800-1000Z on 10JUN announced on Sunday. Traffic into and out of the main airport suspended, but overflights not affected.

SPxx/Peru Significant airspace restructuring coming to Peru on 24JUL. There will be new airspace configuration and major changes in the TMA's of Lima, Arequipa, Cusco , Pucallpa, Chiclayo, Trujillo and Piura. Check charts are current.

MPZL/Panama FIR A reminder from ATC that Flight Plans must be filed in the new ICAO 2012 format and that the DOF code must be inserted into the plan , flight plans submitted with a DOF exceeding 24 hrs will not be accepted

SLVR/Santa Cruz, Bolivia Arrival and departure slots will be in force from 13JUN-16JUN due to the G77 developing nations summit. An alternate option may be SLCB/Cochabamba, 180nm away.

CZQX/Gander OCA - some feedback from Gander since the NAT changes on 29MAY. Aircraft exiting the NAT westbound at an OEP/Oceanic Exit Point other than the one initially filed, should always route to the landfall point associated with the new clearance. Expect an onward clearance after that landfall point. Also, co-ordinates should be carefully cross checked in the FMS, the shorthand N5450 format can lead to Nav errors.

**East Africa** - Kenya, Rwanda and Uganda have just introduced the East Africa Tourist Visa, which allows multiple entries among the three countries for a period of 90 days for \$100.

**United Arab Emirates** - 10JUN-12JUN Abu Dhabi is hosting the largest event on the IATA calendar, the biennial Slot Conference, which will attract nearly 1,000 delegates from over 200 airlines as well as representatives of over 60 airports. The conference aims to help airlines and airports worldwide obtain slots towards offering the best possible schedules for their customers.

**FASZ/Skukuza (Kruger Park)** - Starting 04JUN prior notice for landings must be obtained at least 2 working days in advance. Requests must be submitted in writing and addressed to Skukuza airport management either by fax or email. Penalties for non-authorized landings will be levied.

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## Monday Briefing: Darwin closed, Ukraine

# Uncertainty

Declan Selleck  
9 February, 2016

**YPDN/Darwin closure after Indonesia Eruption** 02JUN Darwin Airport closed this weekend due to a large volcanic eruption from Sangean Volcano in Central Indonesia. The plume initially reached FL100 before drifting south. Some flights started operating again Monday.

**Ukraine Uncertainty Continues** 02JUN Following a further week of unrest in Ukraine, per Eurocontrol the following airports still remain closed: UKCC/Donetsk, UKFF/Simferopol, UKFB/Sevastopol, UKCM/Mariupol.

HEAT/Asyut, Egypt will be closed until at least May 2015 due to renovations.

OIE/Tehran, Iran In remembrance of the 25th anniversary of the death of Ayatollah Ruhollah Khomeini all air traffic in the Tehran province will cease from 0745 until 1200 local time (0315-0730 UTC) on 4 June 2014. The air traffic suspension will affect eight airports.

HYR/Kigali, Rwanda Rwy closed 0000-0430Z until 11Jun due repairs.

Indonesia Sangean Volcano in central Indonesia erupted Friday 30MAY, initial plume to FL100, traffic in Brisbane, Melbourne FIR's also affected. YPDN/Darwin was closed for the weekend and slowly reopening Monday 02JUN. Local airports nearby also closed, 7000 evacuated.

EGNS/Isle of Man Red Arrows Display 03JUN at 1815Z, all movements at EGNS suspended during this time; delays expected.

RCKH/Kaohsiung, China The ATC folks are running a 2 hour tower evacuation drill during the afternoon of 12JUN. Delays are expected.

Libya - Due to ongoing security issues HLLS/Sebha remains closed until 10JUN, and HLLB/Benina closed until 15JUN, earliest.

TNCC/Curacao will be closed daily from 0300-1100Z 09JUN until 27JUN

UKOV/Odesa FIR A new VHF Volmet is in operation from 01JUN on 126.375, reports available for Odesa and Simferopol FIRs, and Odesa, Kyiv, Chisinau, Bucharest, Constanta, and Istanbul.

VDPP/Phnom Penh Flight checks - delays can be expected for arrivals and departures. JUN 03-08 0200-1000Z.

DTTC/Tunis Flight crews are warned that they may encounter laser beams or other bright lights in flight.

**Mexico** Effective 25APR there are some significant changes to the Mexico Permit process. 1. No charter operations will be allowed to operate to Mexico as a private non-revenue flight - all flights are treated as charter. 2. Operators can apply for blanket permits to cover the fleet, but these take 3-4 months. 3. Single Trip Permits can be approved within 5 days. 4. These permits allow for the operator to fly to multiple destinations within Mexico, as long as no new passengers are acquired throughout the trip.

**Greek Islands** A Eurocontrol phone conference with Aircraft Operators was held on 28MAY to discuss the restrictions this coming summer. You can listen to a playback of the recording [here](#).

**Wallis and Futuna** Customs and Immigration now require 48 hours PN at NLWW for all international flights.

**Russia** Not strictly aviation specific but effective 01JUN Russia has banned smoking in all restaurants, cafes, bars, and airports, trains, hotels, and ships.

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# Special Report: North Atlantic Changes

Declan Selleck  
9 February, 2016

## North Atlantic Changes

This coming Thursday, 29MAY2014, **Gander Control** will implement a number of changes in their airspace on the Canadian Seaboard that will affect the structure and design of NAT Tracks, and Oceanic Flight Planning with immediate effect.

### Removal of the Fish Points

On 29 MAY the following waypoints **will be deleted**: URTAK, BANCS, RONPO, COLOR, NOVEP, VIXUN, LOGSU, KOBEV, CYMON, DENDU, DOTTY, CRONO, HECKK, REDBY, CARPE, STEAM, OYSTR, VALIE, SCROD, and LOACH.

### Introduction of Gander Oceanic Transition Area

Because of new ADS-B coverage in the area between Canada and Greenland, the boundary between Domestic and Oceanic airspace is being shifted around 175nm to the east, creating a new Oceanic Transition Area known as GOTA.

### New NAT Track design - Eastbound

Currently, NAT Tracks have a anchor point and an Oceanic Entry Point (OEP) - like **VIXUN LOGSU 49N50W**. Starting 29MAY, the Track will be built using only an OEP and a 50W point - in this example **JANJO 49N50W**.

### New NAT Track design - Westbound

A westbound NAT Track used to run 50W - Oceanic Exit Point - Landfall, for example **54N50W CARPE REDBY NAR123A**. From 29MAY, there will be a 50W point and a dedicated Oceanic Exit Point, then straight into either FPL route or a NAR. Example, **53N50W RIKAL NAR302D**.

### New Oceanic Entry Points

With the removal of the Fish Points, and other long-known waypoints, a completely new list of Oceanic Entry Points (OEP's) has been created by Gander. They start at AVPUT in the far north and run down to SUPRY. On our Planning Chart, they are highlighted in yellow.

### Changed Blue Spruce Routes

The southern Blue Spruce Routes (for reduced Nav capability) now run as follows:

- OZN-59N50W-ALTOD-PRAWN-YDP

- OZN-59N50W-CUDDY-PORGY-HO
- OZN-58N50W-HOIST-YYR

## More information

- Refer to Nav Canada **AIC 20/14** for the full list, and for complete information about the change.
- Get a copy of our **North Atlantic Planning Chart**

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# Monday Briefing: Atlantic changes, Thai Coup

Declan Selleck  
9 February, 2016

**Big changes on the North Atlantic** 26MAY The famous 'Fish Points' in the Gander OCA will be largely removed this week as the Domestic/Oceanic boundary shifts eastwards. More below.

**Thai Coup Restrictions** 26MAY Curfew continues to be in force 2200-0500 daily in Thailand. All Airports operating normally, travel to/from Airport during curfew hours requires travel documents.

AGGH/Honiara Due to recent civil disturbances following disastrous flooding in Honiara and general unrest, operators are advised to avoid overnight stops at this location. Consider overnighting at NVVV/Port Vila.

WIHH/Halim (Jakarta) is closed 1500-2200Z daily until 24JUL due to runway repairs.

YSNF/Norfolk Island JET A1 fuel supplies were expected to return to normal on 24MAY after being unavailable due to a contamination issue. Check and confirm fuel availability prior departure.

EHAA/Amsterdam FIR From 29MAY14 the Eurocontrol IFPS Flight Planning computer will automatically check all FPL's for 8.33KHZ equipment in the Netherlands in all IFR airspace, not just above FL195 as previously.

NZQN/Queenstown A new FBO/Corporate Jet Terminal has been newly opened for business. Known as Queenstown Corporate Jet Services, it is the only FBO currently operating at NZQN.

UMMM/Minsk 1 Airport will be closed from 31MAY 0600Z until 01JUN 1730Z. This is the downtown airport, not the larger International Minsk 2.

FEFF/Bangui has no JETA1 available until the end of June at earliest.

AYPY/Port Moresby reports an increase in the use of laser beams pointed at aircraft, exercise caution.

NFFF/Nadi FIR Airline operators/pilots intending to operate into Fiji domestic airspace or to transit the Nadi FIR should include their 24-Bit address in the field 18 for ATS surveillance purposes.

BIRK/Reykjavik Airshow on 29MAY, delays into the airport can be expected from 1200-1600Z.

PKMJ/Majuro (Marshall Islands) has no fuel available from 24-28 May.  
TRAFFIC RIGHTS, PERMITS, REGULATORY News

**Venezuela update.** An overflight permit is not required prior to airspace entry, but for any aircraft that has operated in the region in the past, it is essential to check your account status with the CAA (INAC) beforehand. Airspace entry denials for unpaid bills are now commonplace.

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## Monday Briefing: Kenya concerns, Serbia flooding

Declan Selleck  
9 February, 2016

19MAY Operators have cancelled flights to **HKMO/Mombassa** amid increasing terrorist concerns in the north-east of Kenya; some have repatriated tourists mid-stay. The US Embassy is reducing staff numbers.

19MAY **Catastrophic flooding in Serbia and Bosnia** has led into increased aid traffic at LYBE/Belgrade and delays and parking restrictions may apply; the flooding is the worst since records began.

LYBE/Belgrade is seeing increased traffic due to aid activity as a result of flooding in the country. Delays of up to 2 hours for non-scheduled traffic possible.

LSGG/Geneva - anticipate high traffic volume and some delays due to EBACE traffic 20-22MAY. Aircraft static display is open on 22MAY.

SKCG/Cartagena, Colombia has restrictions until 28MAY requiring non-scheduled operators to seek permission at least 24H before arrival (though longer is recommended) SKBQ/Barranquilla is a sensible alternate during this period.

VYYY/Yangon, Myanmar is closed 29MAY 0730-0815Z for a live fire drill.

EGLL/London Heathrow ATC Regulation Trial continues, with a pre-tactical EGLLTC regulation of 52 aircraft per hour in place 0400-0800 daily until 31OCT.

HLLB/Benghazi, Libya closed until further notice due to security situation.

LDPL/Pula, Croatia is closed 23MAY 1600-1800Z due emergency exercise.

LIML/Milan Linate will close overnight for runway repairs between 03JUN-04JUL.

ULLI/St. Petersburg SPIEF International Economic Forum 21-24MAY. Refueling is available only on arrival and crews must be at the airport no less than two hours ahead of their departure time. Slots allocated to allow approx 10 arrivals per hour for the Forum. No overnight parking is available for unconnected flights during this period.

UKxx/Ukraine FIR's (L'viv, Kyiv and Dnipro FIRs) Several airline reports of loss of GPS signals flying through this airspace.

**Brazil** has issued airport slots for World Cup 2014 on 15MAY, most are allocated already. An AVANAC domestic operating permit is required for all operators before a slot can be requested. Slot validity is 15

minutes. All pax and most crews will require a visa before arrival during World Cup operations – there is no possibility to obtain on arrival.

**European Union** The European Commission has adopted a new regulation that requires commercial air transport (CAT) operators from outside the European Union (EU), also known as “third-country operators” (TCOs), to obtain a single EU-wide safety authorization to fly to, from or within the EU. The registration requirement applies to CAT TCOs, who must demonstrate to the European Aviation Safety Agency (EASA) compliance with ICAO standards. CAT operators include all airlines and charter operators. The TCO authorization is a single process for all operators flying to the 28 European Union states, EU overseas territories and the four European Free Trade Association (EFTA) states (Iceland, Liechtenstein, Norway and Switzerland). The authorization will be a prerequisite to operating in these states and territories. A TCO authorization is not required for operators only overflying the EU member states, EU overseas territories and the four EFTA states. All existing operators must reapply for authorization, even if they hold authorization from individual EU member states. The regulation is in effect from 26MAY and EASA recommends approval be gained within 6 months.

**Turkey** The previously announced Turkish e-Visa scheme, abolishing Visa on Arrival, scheduled to become effective 10APR14, has been postponed until 31DEC14. <https://www.evisa.gov.tr/en/> for an e-Visa.

**United States** The FAA's Flight Standards Service (AFS) has created OpSpec/MSpec/LOA A153, a new and more efficient operations authorization for U.S.-registered aircraft in order to comply with early automatic dependent surveillance - broadcast (ADS-B) directives mandated by a growing number of other countries, primarily in the Asia-Pacific region. The new approval is in the final stages of development and is expected to be available to operators at the end of June 2014.

**Belarus** A visa-free regime will be in place for the official participants of the 2014 IIHF Ice Hockey World Championship and foreign tourists for the period from 25 April until 31 May 2014. An original or electronic ticket to a game of the 2014 IIHF Ice Hockey World Championship will become the basis for a visa-free entry in the territory of Belarus for tourists.

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## Monday Briefing: Confusion over Crimea, Kosovo Upper Airspace reopens

Declan Selleck  
9 February, 2016

**Confusion over Crimea: Special Report** Apr 3 : Simferopol ACC re-opened 03APR creating confusion as to who should be providing ATC service in the Crimea region. We have published a Special 6 page International Ops Notice (03/2014) “2014 Airspace and Regulatory Changes in Crimea”.

**Kosovo Upper Airspace re-opens** Apr 3 : After 15 years, the last remaining chunk of European airspace closed to overflying traffic in the Balkans has reopened. The KFOR sector over Kosovo became available on 03APR, with route savings immediately apparent to operators.

Kxxx/USA Operators should be aware of the new FAA ATC phraseologies effective 03APR. The FAA will implement “climb via” phraseology and procedures for departure operations consistent with existing “descend via” phraseology and procedures. “Climb via” and “descend via” are abbreviated ATC clearances

that require compliance with the procedure's lateral path, associated speed restrictions, and altitude restrictions published on the SID or STAR. Some good information at <http://www.nbaa.org/ops/cns/pbn/climb-via/>

LLOV/Ovda, Israel will be closed to all flights 01MAY-07MAY

DGAA/Accra, Ghana Until 23JUN, The main runway (03/21) is open daily from 0500-2300Z only; no traffic accepted outside these hours.

LFMN/Nice Change in parking procedure; if approval is granted for parking, but operator changes to another, larger aircraft, then the previous approval will be cancelled. Co-ordinate all aircraft changes with Airport Ops.

YPXM/Christmas Island has reopened after the recent Cyclone in the Indian Ocean.

OSDI/Damascus FIR – For those still overflying, Syria has closed airway L513 from BURSA to LEBOR UFN.

HSSM /Malakal, South Sudan is only accessible with permission from the government security services. This is very difficult to obtain and makes the airport effectively shut.

HWW /Wau, South Sudan is open without any specific additional permission being required.

MGGT/Guatemala City ChevronTexaco, for any fueling on the east and military ramps from 0900-1600 LT, requires a minimum of 24 hours' notice.

HLLS/Sebha, Libya remains closed until 07APR.

**CAA Closures.** Myanamar has an extended closure due to public holidays from 12-21APR. The Chinese CAA are celebrating National Tomb-Sweeping Day on 07APR.

**UK Charter Permits.** Significant changes to the approval process for Landing Permits for the UK will take effect on 06 APR. CAA will take over the responsibility for issuing approvals from the Department for Transport (DFT). Also, previously, a cabotage objection could be raised by a group of UK Charter Operators – this is removed. A fee is likely to be charged by the CAA for permits from this point forward.

**Turkey.** Effective 10APR2014 Visa on Arrival is no longer available at Turkish Airports. Visitors must apply online through <https://www.evisa.gov.tr/en/> for an e-Visa.

**Australia.** A reminder to all operators who are not ADS-B equipped, of the restrictions when operating into Australian Airspace effective from 15DEC13. If you not ADS-B equipped you must file with CASA, a Form 208 exemption application 14 days in advance of proposed operations into Australian Airspace. Then operations will be confined to the SSR radar coverage area extending from 200 nm north of Cairns down the East coast to 200 nm west of Adelaide. This is commonly referred to as the J curve. If you intend operating into the Brisbane or Melbourne FIRs from the west and north west of Australia, and are not ADB-B equipped you will be required to operate at FL290 or below.

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# Special Report: Crimea and Simferopol FIR

Declan Selleck  
9 February, 2016

## Crimea & Simferopol FIR

Following the recent events in Ukraine and Crimea, we received a high volume of requests for information on the airspace and current situation. The information below is a majority extract from our International Ops Notice 03/14 published on 05APR.

## SUMMARY

Effective April 2014 a significant number of changes will affect Airports and Airspace in the Crimean Peninsula.

## BACKGROUND - What happened?

Following the removal of Ukrainian President Viktor Yanukovich on 21 February, Russia moved to take control of Crimea, an autonomous republic that until now has been part of Ukraine. While the referendum that ceded authority is disputed internationally, Crimea is now under de facto control of Russia, creating a political standoff with Europe and the US that has led to a complicated airspace situation.

## AIRSPACE AND AIRPORTS INVOLVED

- **Simferopol FIR** A large and significant FIR covering busy Black Sea routes, with a predominant east/west flow, with ATC service provided from Simferopol Airport.
- **Simferopol Airport** A large airport in the centre of Crimea with International and Domestic Air Service, with TWR/APP
- **Sevastopol Airport** A smaller civil, domestic airport beside the town of Sevastopol in the southwest of Crimea, with TWR.
- **Zavodskoe Airport** Another smaller domestic airport beside Simferopol, with an AFIS Unit.
- **Kerch Airport** Used only by general aviation, currently bankrupt.

## Some History - MARCH DEVELOPMENTS

- **13 March** Russian troops took control of the Towers, Airports, and ATC Centre. Simferopol and Sevastopol closed to civil traffic. ATC Service from Simferopol was terminated.
- **14 March** ATC Service for the Simferopol FIR is now provided by other ATC Centres in Ukraine. Odesa took control of the western portion (Sectors 3,4,5) and Dnipropetrovsk the eastern portion (Sectors 1,2)
- **16 March** Referendum held in Crimea, result determines wish to join Russia.

## Current Status - CHANGES SINCE RUSSIAN CONTROL OF CRIMEA

- **24 March** Rouble adopted as official currency of Crimea
- **24 March** Russian Passports issued to existing population. Russian Visa required to enter for

non-Ukrainians/Crimeans

- **31 March** Clocks move forward 2 hours, Crimea is now on Moscow time
- **03 April** Simferopol ACC re-opens, providing ATC Service in the Simferopol FIR
- **03 April** Permit now required to enter Airspace over Crimea, according to NOTAM from Russia

## **Simferopol ACC**

The Simferopol FIR is normally controlled from an Area Control Centre located at Simferopol Airport. It was closed on 13 March (picture taken same day) when Russia took control of facilities in the peninsula, and service for the FIR was provided using remote radar data by Ukrainian controllers from Odesa and Dnipropetrovsk.

At 10am on 3 April Simferopol ACC was reopened, managed by a new service provider called "Krymaeronavigatsiya". The controllers in the centre are mostly the same controllers that operated Simferopol ACC for the Ukrainian National Authority.

To reactivate control of the airspace from Simferopol, Russia issued several NOTAMs on 28 March which were subsequently disputed by Ukraine and Eurocontrol. This has led to an unsafe situation leading to an ICAO letter and recommendation to avoid the Simferopol FIR until the situation is resolved.

## **NEW ICAO CODES**

**URFB** Sevastopol Belbek (was UKFB)

**URFF** Simferopol (was UKFF)

**URFV** Simferopol FIR/ACC (was URFV)

*\* Issued by Russia, not (yet) recognised outside Russia.*

## **Aircraft Reports**

Since the re-opening of Simferopol ACC on 03 APR, Eurocontrol has rejected FPL's containing routings through the Simferopol FIR with the exception of the **L851** airway which runs along the southern part of the FIR.

Traffic operating through the Simferopol FIR on Friday 04APR reported issues with "Joint Authority":

### **B747 enroute Europe-ME:**

*"Instruction from Bucharest ACC to contact Odessa on 134.675*

*On initial contact with them, they advised us to comply only to their instructions!*

*Then Simferopol ACC calls on 121.5 and advised to switch on 120.4.*

*Also they advised us to comply only to their instructions!*

*Both performed radio check to see if the aircraft is still on frequencies Both provide instructions (position report), fortunately the same."*

### **CL601 enroute LOWW/Vienna-URKK/Krasnodar**

*We were passed onto Odessa Radar and checked in with them. We were then told to maintain our altitude and also warned NOT to get in contact with Simferopol as it is not a legal ATC station.*

*We were also given another frequency in case we lost comms with Odessa.*

*We were contacted on 121.5, the emergency frequency by Simferopol advising us to contact them on their*

*frequency numerous times. We decided as a crew to stay with Odessa. We were then passed onto Rostov control and continued the flight with no incident.*

## ANALYSIS

At present, there is effectively a stand off between Russia and Ukraine over recogniton of who is the rightful Authority to manage the airspace over Crimea. Russia has determined that it is Simferopol ACC, and is providing full service for the airspace from the existing ATC Centre. Ukraine, through Eurocontrol, determined that it should continue to provide service from remote sites, and therefore asserts its authority over the airspace.

The result, is that two Authorities are both stating claim over what has become Disputed Airspace, in a very similar situation to that in Northern Cyprus. So, who is right? There is no correct answer. The political situation is complex at present, and it difficult to determine what the future will bring.

Purely on a practical analysis however, it can be said with relative certainty, that Crimea will remain under Russian control, and it is likely to be a matter of time before Russian managed operation of Simferopol ACC is accepted internationally, either on a safety case or a relaxing of political stance.

Until such time, operation within the Simferopol FIR is operationally possible but carries with it the risks associated with Disputed Airspace.

## Questions and Answers

### **What's happening?**

Russia has claimed territorial control over Crimea, leading to the reopening of Simferopol ACC after a three week closure, and the same claim over airspace. Ukraine, under a new government, has defied the move, issuing its own NOTAMs to declare Russia's move invalid.

### **Can we enter the Simferopol FIR?**

In short, Yes. The airspace is not closed. However, it's probably not a good idea, if you can avoid it. Two countries have claimed authority over the running of ATC – Russia and Ukraine, and there is no clear winner. For some operators there will be no choice but to enter, so see below for advice.

### **Can I file a flight plan to enter the Simferopol FIR?**

Yes, if you're outside Europe. However, any FPL filed within the IFPS Region (ie. Eurocontrol) will be rejected if it contains a routing through the Simferopol FIR.

### **What if we decide to enter the airspace? Are there any sanctions or restrictions?**

No, there aren't any legal or diplomatic sanctions preventing this, only Flight Planning restrictions from Eurocontrol. On the first day that Simferopol ACC was open, 145 flights were handled through the FIR, primarily non-European operators. If you do enter, we recommend:

- Two VHF sets – one on Simferopol frequency, one on Odesa or Dnipropetrovsk frequency
- Contact and remain in contact with both controllers, as long as possible
- Fly standard levels, do not request a level change
- Monitor TCAS
- Consider any instruction to change level or routing carefully, and coordinate with both ATC's.

### **Is this is the same situation as Ercan (Cyprus) ?**

Kind of. Since 1974 there has been Disputed Airspace over the northern part of Cyprus, and two stations vie for control of the airsapce - Ercan and Nicosia. However, there are a couple of important differences. First, ICAO has declared it's recognition only of Nicosia, this is not the case in Crimea, where ICAO has only said it's unsafe at present, so avoid. Second, there are clear instructions for crossing that airspace - for

Crimea, at present, there are no procedures – again, only an advice to avoid.

### **Do I need a permit to enter Simferopol FIR?**

Not at present, but this could change fast. Officially, Russia has declared the FIR to fall under the same rules as the rest of Russia, which means that a permit should be required to enter the airspace. However, there are two complicating factors.

1. A number of “Non-Sovereign routes” run through the Black Sea that Russia does not require a permit for (as the next sector is Rostov-on-Don airspace), requiring only advance notification to UUUWZDZX. Simferopol FIR would likely follow the same logic, though this has not been published.

### **URRV FIR (Rostov) Non- Sovereign Routes**

GAMAN G277 BANUT

OLENA R230 LAMET A277 BANUT

BANUT A277 LAMET R230 OLENA

BANUT B147 TISOM

SOBLO B143 IDLER

2. The second factor is that the confusion at present is allowing leniency for overflight permits. However, if the situation is resolved with Russia being recognised as the sole controlling Authority, then flights over Crimean landmass will absolutely require a permit to overfly.

### **What about the Airports in Crimea? Is Simferopol open?**

Yes, Simferopol is open to civil traffic, and a permit is required from the Russian Authorities. The process follows the same procedure as in the rest of Russia, with local Crimean approval, and also Federal approval required. Sevastopol is lesser used in any case, but may be available.

### **Is there any security risk in overflying Crimea?**

No. The situation on the ground in Crimea is very stable, and there is no determined risk of any ground-air strikes or anything affecting security of flight.

### **Is there a safety risk in overflying Crimea, or entering the Simferopol FIR?**

At the moment, yes. There is a risk level, although relatively minimal, due to the potential for confusion as to the correct controlling authority. The risk is highest near the airspace boundaries with other Ukrainian sectors. There is likely to also be an increased volume of traffic speaking Russian and therefore reducing situational awareness for international crews overflying.

### **So, is Simferopol an “Illegal” ATC Station?**

No. Their authority is questioned by Europe, but they are fully trained, valid controllers, with ICAO recognised licenses. It's worth remembering that although Simferopol is currently declared “illegal” by some adjacent sectors, they are the same controllers that were operating that airspace just three weeks ago, and have done so for decades. If you are in there, you should at least be talking to them, not least because they will have control of conflicting westbound Russian traffic that will not be in contact with other sectors.

### **What happens westbound from Russia?**

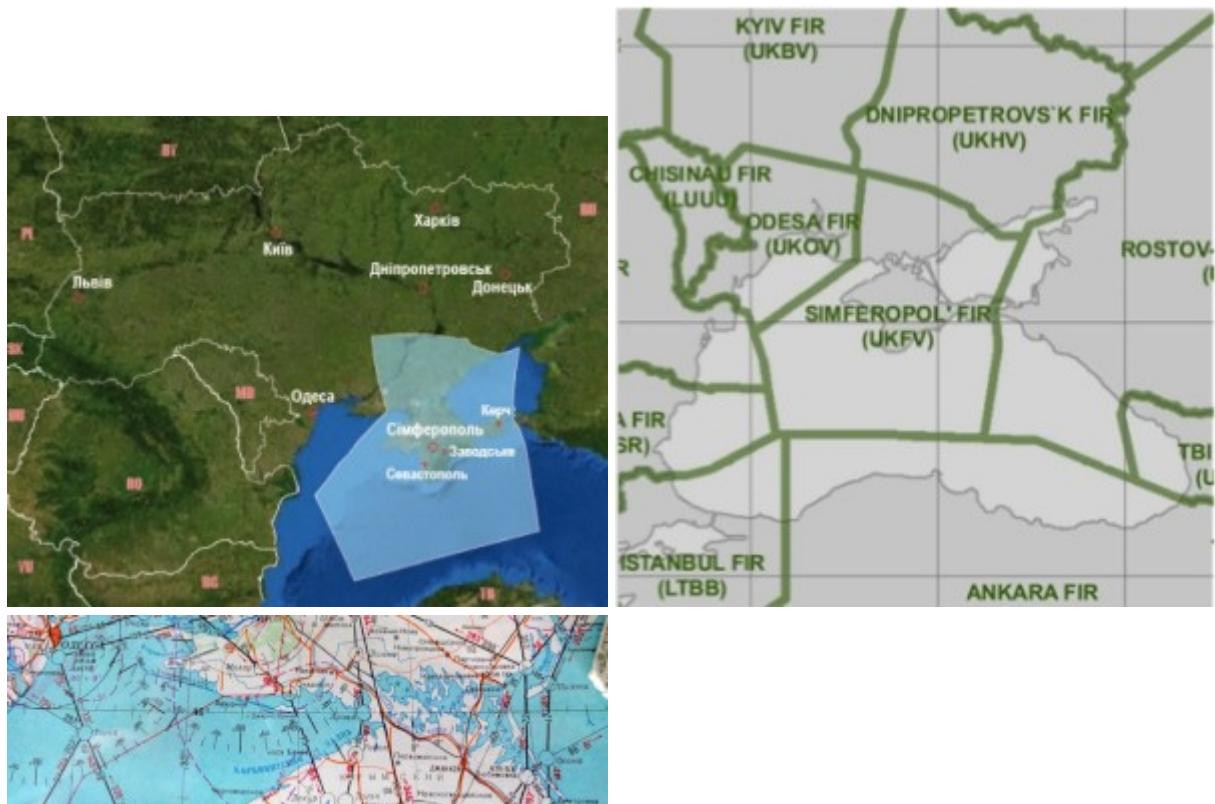
If you are entering Simferopol FIR from Rostov-na-Donu FIR, you will be transferred in a normal fashion to Simferopol ACC on the usual (historic) frequencies. Once approaching the boundary with Odessa or Dnipro you should make contact at least 10 minutes in advance.

### **Is there any co-ordination between Simferopol and Odesa, or Dnipropetrovsk ATC ?**

We're uncertain, but we believe flight information is being exchanged in terms of boundary estimates and OLDI interchange. However, verbal communications are not likely cooperative at the moment, given the disputed control of the airspace.

## When will this be resolved?

Hard to say, and the question that everyone is asking. The Ukraine NOTAMS are valid until 14APR, but that indicates little. A long term avoidance of the Simferopol FIR is unlikely due to commercial pressure. At a minimum, the airspace south of the landmass, ie. L850 and south, could be expected to be made available in the event of an ongoing standoff.



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## Monday Briefing: Security in Caracas, Tripoli, UK Permit rules

Declan Selleck  
9 February, 2016

**Security issues rule out Venezuela, Libya** Mar 23: SVMI/Caracas, Venezuela, and HLLT/Tripoli, Libya, should be off your tech stop or charter lists for the foreseeable future. Both airports have been subject to rising security risks over the last months, reaching a climax last week with a bomb attack on RWY 09/27 in Tripoli and increased civil unrest in Caracas.

**New rules for UK Permits** Mar 23 : Significant changes to the approval process for Landing Permits for the UK will take effect on 06 APR. CAA will take over the responsibility for issuing approvals from the Department for Transport (DFT). Also, previously, a cabotage objection could be raised by a group of UK Charter Operators – this is removed. A fee is likely to be charged by the CAA for permits from this point forward.

SVMI/Caracas, Venezuela Public unrest has raised tensions in the capital to the point where several airlines have suspended service, including Air Canada this past week. Coupled with the security issue is a payment

issue, with the Venezuelan government not releasing ticket payments. SVMI remains open and operational, but not recommended. For tech stops, consider TNCC/Curacao just to the north.

Uxxx/Crimea Region. Following the referendum on 16MAR, Crimea is now officially Russian Territory. This places the Simferopol FIR under Russian Control, but service is still provided by Ukraine. Simferopol Sectors 3,4 and 5 are now controlled by Odesa, and Sectors 1 and 2 are controlled by Dnipropetrovsk. UKFF/Simferopol and UKFB/Sevastopol are closed to civil traffic. No decision has yet been made by the Russian CAA as to whether permits will be required to overfly Crimea. It seems unlikely that there will be any change to the present 'no permit required' situation in the coming weeks at least, though when Simferopol Airport reopens we would anticipate Landing Permits being required through Russia.

VTSP/Phuket - International restrictions due to construction until 31MAR. Slot and PPR require 48HR PN, Landing Permit requests should allow 10 days.

LIxx/Italy ATC Industrial action announced for 30MAR 1030-1430Z. For this and subsequent strikes, ENAC, the Italian provider, will accept a limited number of pre-arranged flights from each AO.

EHAA/Amsterdam FIR Due to Nuclear Summit in the Hague on 24 and 25MAR, most of the FIR is accessible by Prior Permission only, including all flights to EHAM, EHRD, EHEH. Contact [nss.ppr@minienm.nl](mailto:nss.ppr@minienm.nl) or +31 (0) 577453696.

LLOV/Ovda, Israel will be closed to all flights 01MAY-07MAY

DGAA/Accra, Ghana Until 23JUN, The main runway (03/21) is open daily from 0500-2300Z only; no traffic accepted outside these hours.

YPXM/Christmas Island is closed and unmanned at present due to a Cyclone.

HLLT/Tripoli, Libya was subject to a bomb attack on Friday. The device was placed on the centerline of RWY09/27 overnight and detonated with a timer. Most regular operators cancelled flights immediately, with no set date to resume operations.

OSDI/Damascus FIR - For those still overflying, Syria has closed airway L513 from BURSA to LEBOR UFN. **UK Charter Permits.** Significant changes to the approval process for Landing Permits for the UK will take effect on 06 APR. CAA will take over the responsibility for issuing approvals from the Department for Transport (DFT). Also, previously, a cabotage objection could be raised by a group of UK Charter Operators - this is removed. A fee is likely to be charged by the CAA for permits from this point forward.

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**Australia.** A reminder to all operators who are not ADS-B equipped, of the restrictions when operating into Australian Airspace effective from 15DEC13. If you not ADS-B equipped you must file with CASA, a Form 208 exemption application 14 days in advance of proposed operations into Australian Airspace. Then operations will be confined to the SSR radar coverage area extending from 200 nm north of Cairns down the East coast to 200 nm west of Adelaide. This is commonly referred to as the J curve. If you intend operating into the Brisbane or Melbourne FIRs from the west and north west of Australia, and are not ADB-B equipped you will be required to operate at FL290 or below.

**URSS/Sochi** Starting from 20JAN, including period of XXII Winter Olympic Games and XI Winter Paralympic Games 2014, airlines are obliged to send the passenger manifest with exact Name, Surname, Passport number and series, or other ID, Ticket number, 24 hours prior to departure and no less than 4 hours prior to departure - passenger manifest changes, when operating to Sochi International airport (IATA code-AER). Information should be sent to the following e-mails: [Checkin\\_Dlsp@aer.basel.aero](mailto:Checkin_Dlsp@aer.basel.aero), [Chief\\_smena\\_SAB@aer.basel.aero](mailto:Chief_smena_SAB@aer.basel.aero). See NOTAM A3075, A4018.

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# Monday Briefing: Simferopol ACC closed, new Kolkatta Oceanic ACC

Declan Selleck  
9 February, 2016

**Simferopol ACC closed - uncertainty in Crimea** Mar 18: On 13MAR ATC service over Crimea ceased to be provided by Simferopol ACC, with responsibility shifted to Odesa and Dnipropetrovsk ACC's. UKFF/Simferopol and UKFB/Sevastopol Airports are closed to civil traffic. It remains to be seen whether the Referendum on 16MAR results in the FIR being controlled by Russia, with ensuing permit requirements.

**New Oceanic Area for India** Mar 19 : Effective 19MAR a new Oceanic Area Control Centre (OACC) comes into being - Kolkatta Oceanic, partly covering the Kolkata and Chennai FIR's on the eastern side of India over the Bay of Bengal. The callsign will be "Kolkata Oceanic". Further details below ...

VECF/Kolkata OACC, India A new OACC/Oceanic Control Centre becomes operational on 19MAR known as the Kolkata Oceanic Control Centre. The area is operational from MSL to FL460, CPDLC is primary comms method, HF backup on 10066/6556/3491. See India NOTAM A0211/14.

Uxxx/Crimea Region. With the current situation in Crimea, there have been several changes this week in the provision of ATC in the region. Simferopol Sectors 3,4 and 5 are now controlled by Odesa, and Sectors 1 and 2 are controlled by Dnipropetrovsk. UKFF/Simferopol and UKFB/Sevastopol are closed to civil traffic. It remains to be seen whether the Referendum on 16MAR will result in the airspace being controlled by Russia, with the possibility that a permit will be required as for the rest of the Russian Federation.

LFxx/France has announced industrial action on the 18MAR. Negotiations will continue over the weekend with SNCTA , and the strike situation will be much clearer on Monday.

SACF/ Cordoba ACC, Argentina Radar issues continue, no radar control provided in the South Sector of the FIR.

OAKN/Kandahar - Aircraft planning through flights using Military Ramp face fuel restrictions due supply issues. Limit of approx 1200USG per aircraft.

VTSP/Phuket - International restrictions due to construction until 31MAR. Slot and PPR require 48HR PN, Landing Permit requests should allow 10 days.

SBKP/Campinas - Airport will be closed between 0330-0730LT on 13-15MAR and 18-22MAR.

OSDI/Damascus FIR - For those still overflying, Syria has closed airway L513 from BURSA to LEBOR UFN.

Turkey. Effective 10APR2014 Visa on Arrival is no longer available at Turkish Airports. Visitors must apply online through <https://www.evisa.gov.tr/en/> for an e-Visa.

UK Charter Permits. Significant changes to the approval process for Landing Permits for the UK will take effect on 06 APR. CAA will take over the responsibility for issuing approvals from the Department for Transport (DFT). Also, previously, a cabotage objection could be raised by a group of UK Charter Operators - this is removed. A fee is likely to be charged by the CAA for permits from this point forward.

Australia. A reminder to all operators who are not ADS-B equipped, of the restrictions when operating into Australian Airspace effective from 15DEC13. If you not ADS-B equipped you must file with CASA, a Form

208 exemption application 14 days in advance of proposed operations into Australian Airspace. Then operations will be confined to the SSR radar coverage area extending from 200 nm north of Cairns down the East coast to 200 nm west of Adelaide. This is commonly referred to as the J curve. If you intend operating into the Brisbane or Melbourne FIRs from the west and north west of Australia, and are not ADB-B equipped you will be required to operate at FL290 or below.

URSS/Sochi Starting from 20JAN, including period of XXII Winter Olympic Games and XI Winter Paralympic Games 2014, airlines are obliged to send the passenger manifest with exact Name, Surname, Passport number and series, or other ID, Ticket number, 24 hours prior to departure and no less than 4 hours prior to departure - passenger manifest changes, when operating to Sochi International airport (IATA code-AER). Information should be sent to the following e-mails: [Checkin\\_Dlsp@aer.basel.aero](mailto:Checkin_Dlsp@aer.basel.aero), [Chief\\_smena\\_SAB@aer.basel.aero](mailto:Chief_smena_SAB@aer.basel.aero). See NOTAM A3075, A4018.