

Monday Briefing: Europe ATC Strikes

Declan Selleck
20 January, 2014

Europe ATC Strikes Jan 20: Two separate unions have called for strikes on 29JAN and 30JAN. ATCEUC has called for strike action in response to dissatisfaction with new Performance Requirements for ATCO's, with an action day on 29JAN. The ETF (European Transport Federation) has called for a strike on 30JAN. Many countries are affected, see below for details.

Italy 29th Jan: Union CILA/AV called strike from 1200-1600 UTC. 30th Jan: Unions FILT-CGIL/FIT-CISL/UILT-UIL called strike from 1400-1415 UTC. Very low impact. France The main ATCOs Union (SNCTA) has planned a 5 days strike from 27th Jan (1700 UTC) until 31st Jan (0500 UTC). Negotiations with the French authorities are ongoing. Regardless of the outcome of negotiations, DSNA expects that ETF strike on the 30th is (likely) heavily followed. Germany ATCOs Union are also planning to participate to the action on the 30th for a short period. Portugal Portuguese ATCO Union (SINCTA) called for a strike on 29th January between 0700-0900 and 1400-1600 UTC. Slovakia ATCO Union has announced participation to the strike on 30th January for 2 hours, anytime between 1000-1400 UTC. Hungary Two hour strike on the 30th between 0800-1600 UTC is planned.

HKNA/Nairobi ACC Upgrading Area Control VHF service, with many frequencies out of service including 121.3, 125.3 and 118.5 – operators advised to use HF instead until 30JAN.

LSxx/Switzerland World Economic Forum in Davos 20JAN-26JAN. Various Airspace restrictions, route closures, and restrictions; see Swiss AIP Sup 01/14.

MROC/San Jose Runway will be closed from 0900-1000 on 06FEB.

EPWW/Warsaw ACC Significant restrictions in place for the next few months due to new system. Overall Enroute capacity reduction of 35% continues.

HTxx/Tanzania Two ICAO Code changes: Dar Es Salaam, previously HTDA – ICAO has changed to HTJN. Zanzibar, previously HTZA – ICAO has changed to HTAK.

UTAx/Turkmenistan ACC New requirement to contact Turkmenistan ATC minimum 150km (75nm) from the FIR boundary for all flights entering Ashgabat, Turkmenbashi, Turkmenabat ACC Airspace.

HLLL/Tripoli FIR All international traffic transiting through the HLLL FIR is still subject to operations on a set of mandatory northbound / southbound routes as per NOTAM A0860/13 which is applicable until the end of February 2014. Operators are advised to apply the IATA In Flight Broadcast Procedure while in the HLLL FIR. A new international airport, HLGD/Sirte is now available for International Flights H24.

China Due to the Chinese New Year Celebrations, all regulatory offices will be closed from 31JAN until 06FEB. During this time, permits and air traffic rights requirements will not be processed. Ensure that applications for this period, or the week after, are submitted well in advance.

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_Disp@aer.basel.aero, Chief_smena_SAB@aer.basel.aero. See NOTAM A3075, A4018.

LFMN/Nice Changes to procedures for crew members. Previously crew members could enter and leave Nice

without passport control; systematic controls will now take place when arriving and departing LFMN (from/to NON Schengen countries). Passport controls for passengers entering and departing LFMN will remain as always (from/to NON Schengen countries). A complete manifest for passengers will now be required for all departures to Schengen countries to be filed by the Immigration Authorities.

Bolivia The permitting process for Bolivia is becoming stricter, with delays in issuing permits more common than before. Both landing and overflight permits are required for operations to or overflying Bolivia for private non-revenue and charter (non-scheduled commercial) operations. Permits are processed by Bolivia's Direccion General de Aeronautica Civil (DGAC) during normal operating hours: Monday-Friday, 0830-1630 local. **Documentation requirements are the same for private non-revenue and charter flights.**

India Crews operating Ferry Flights and General Aviation crews can once again secure visas or TLP's (Temporary Landing Permits) on arrival into Indian airports. In addition, Indian missions and posts abroad have been authorized to grant business visas to crew of private non-revenue and charter flights within three days of the visa application. These visas will be endorsed on their national passport and not on the crew member certificate. These visa processing times also do not apply to crew who are nationals of a PRC country. Visas for these crew members could take as many as 30 days.

Russia New requirements for API and PNR data for Airlines operating both scheduled and non-scheduled flights in effect 01DEC. API data should be transmitted 15 mins prior departure to SITA MOWRU8X. NOTAM A2345/13 and AIC 04/13.

Monday Briefing: Georgia joins IFPS, new Mexico APIS requirements

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20 January, 2014

Georgia joins IFPS Jan 13: Effective 09JAN, Georgia is now part of the Eurocontrol IFPS. Flight plans within the Tbilisi FIR are now managed by Network Management in Brussels/Paris. This means flights plans should be filed in the same way as other European Countries, and ATC slots will be managed from Brussels.

New Mexico APIS requirements Jan 13 : Effective this month, Mexico has a new set of Advance Passenger Information (API) requirements, published by the Mexican Government's National Institute of Immigration (INM) and applying to all commercial, non-scheduled commercial (charter), and private non-revenue operations. For flights over 1 hour API data must be sent within 30 minutes, for shorter flights immediately.

EDDL/Dusseldorf No arrivals Monday 13JAN 1000-1120 due to Bomb Disposal operation, delays expected until later in the afternoon.

Llxx/Italy ENAV Unions in have notified Industrial Action as follows: 30/01/2014, 1400-1415 UTC All ENAV personnel at LI ACCs and airports, 10/02/2014, 0900-1700 UTC ENAV personnel in LICJ TWR, 21/02/2014, 1200-1600 UTC All ENAV personnel at LI ACCs and airports

HSSS/Khartoum has a new area radar service from 05JAN in the northeast portion of the FIR.

NFFF/Nadi FIR, Fiji ADS-B In Trail procedure trial underway effective 09JAN, reducing separation to 15NM in Oceanic Airspace for suitable aircraft.

HSxx/South Sudan Due to the clashes in the Republic of South Sudan, HSSM/Malkal Airport, and HSWW/Wau Airport, are announced closed, not serviceable, till further notice

EPWW/Warsaw ACC Significant restrictions in place for the next few months due to new system. Overall Enroute capacity reduction of 35%. Restrictions affect traffic departing from U... with destinations LI** LE** LO** EG**, LFP* and EHAM until 15 January.

Afghanistan PPR is Mandatory for all flights to Bagram (OAIX), Jalalabad (OAJL), Kabul (OAKB), Kandahar (OAKN) and Tereen (OATN). For operations to more than one airfield, a separate PPR request form must be submitted for each one

Bolivia The permitting process for Bolivia is becoming stricter, with delays in issuing permits more common than before. Both landing and overflight permits are required for operations to or overflying Bolivia for private non-revenue and charter (non-scheduled commercial) operations. Permits are processed by Bolivia's Direccion General de Aeronautica Civil (DGAC) during normal operating hours: Monday-Friday, 0830-1630 local. **Documentation requirements are the same for private non-revenue and charter flights.**

Mexico Effective January 1st, Mexico has a new set of Advance Passenger Information (API) requirements, published by the Mexican Government's National Institute of Immigration (INM) and applying to all commercial, non-scheduled commercial (charter), and private non-revenue operations. For flights over 1 hour API data must be sent within 30 minutes, for shorter flights immediately.

India Crews operating **Ferry Flights** and General Aviation crews can once again secure visas or TLP's (Temporary Landing Permits) on arrival into Indian airports. In addition, Indian missions and posts abroad have been authorized to grant business visas to crew of private non-revenue and charter flights within three days of the visa application. These visas will be endorsed on their national passport and not on the crew member certificate. These visa processing times also do not apply to crew who are nationals of a PRC country. Visas for these crew members could take as many as 30 days.

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Monday Briefing: China ADIZ Flight Planning Rules, Warsaw FIR reroutes

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China ADIZ FPL Rules Dec 4: Last weeks introduction of a new Air Defense Identification Zone (ADIZ) in the East China Sea requests operators to send FPL data to Beijing. There is no new requirement for overflight permits or prior permission. Advice being given to operators is to copy the ATC plan to the two AFTN addresses listed. Read more below ...

Poland FIR reroutes Dec 3: With the introduction of a new ATC System in Poland, significant restrictions

exist in the Warsaw FIR and will continue into the new year. To reduce complexity, traffic originating in Russia is rerouted around Poland, the ACC is at 65% capacity and TMA at 75%.

LSGG/Geneva Transition to new stripless ATC system will be complete 11DEC. Approach running at 80% capacity until 10DEC.

EPWW/Warsaw ACC Significant restrictions in place for the next few months due to new system. Overall Enroute capacity reduction of 35%. Restrictions affect traffic departing from U... with destinations LI** LE** LO** EG**, LFP* and EHAM from 26 November until 15 January.

Afghanistan PPR is Mandatory for all flights to Bagram (OAIX), Jalalabad (OAJL), Kabul (OAKB), Kandahar (OAKN) and Tereen (OATN). For operations to more than one airfield, a separate PPR request form must be submitted for each one.

NAT/North Atlantic The FAA will publish a NOTAM on 12DEC detailing plans for the rollout of Phase 2 of the North Atlantic datalink mandate. Implementation will begin with Phase 2a on 05FEB2015, at which time flights within the North Atlantic Tracks (NAT) between FL350 and FL390 must be equipped with Fans 1/A controller-pilot datalink communications (CPDLC) and ADS-C systems. The program expands to these altitudes in the entire ICAO NAT region on Dec. 7, 2017, and to all flights in this region above FL290 on Jan. 30, 2020.

Philippines Due to ongoing relief efforts, fuel supply at the following locations is limited: RPMB/General Santos, RPMD/Davao, RPVI/Iloilo, and RPVK/Kalibo. There are also intermittent shortages at RPLL/Manila.

YML/Melbourne is introducing Ground Delay Program capability as an ATFM measure. Currently exists at Sydney, Brisbane, and Perth. Operators will be issued a COBT slot time and must adhere. Slots are available from the Australian National Operations Centre (NOC).

South America Chile and Peru have introduced Oceanic Procedures for flights operating within their Antofagasta and Lima Oceanic FIRs, particularly on routes Lima-Santiago and vv. Refer AIC 5/13.

LTAI/Antalya Technical Stops are now accepted during the Winter Period. Previously, AYT did not accept any technical stops due to slot demand.

Russia New requirements for API and PNR data for Airlines operating both scheduled and non-scheduled flights in effect 01DEC. API data should be transmitted 15 mins prior departure to SITA MOWRU8X. NOTAM A2345/13 and AIC 04/13.

Central America. Many operators overlook payment of Navigation invoices in Central America, overdue payment of which is not discovered **until a permit is applied for**. COCESNA, the agency managing ATC in the region, has reminded operators that flights will not be allowed with overdue balances. The following are contact email addresses for the CAA/DGAC Billing department each country – check that your balance due is nil. Belize: est-belice@cocesna.org. Guatemala: cobrosguatemala@cocesna.org. El Salvador: cobroselsalvador@cocesna.org. Honduras: cobroslamesa@cocesna.org. Nicaragua: cobrosnicaragua@cocesna.org. Costa Rica: cobroscostarica@cocesna.org. **Ensure that you apply for a CENAMER Permit (CENAMER Notification)** before your flight into any FIR in this region.

Saudi Arabia Any flights landing at King Abdulaziz International Airport (KAIA) with passengers from Jijiga, Ethiopia (HAJJ) will be subject to a fine.

Turkey The DGCA announced on 27NOV that with immediate effect, original insurance certificates are required for **overflight** as well as landing permits related to scheduled flights. Previously, a PDF copy was accepted for overflights.

India Crews operating Ferry Flights and General Aviation crews can once again secure visas or TLP's

(Temporary Landing Permits) on arrival into Indian airports. In addition, Indian missions and posts abroad have been authorized to grant business visas to crew of private non-revenue and charter flights within three days of the visa application. These visas will be endorsed on their national passport and not on the crew member certificate. These visa processing times also do not apply to crew who are nationals of a PRC country. Visas for these crew members could take as many as 30 days.

Bulletstream Map v0.1

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Monday Briefing: Europe Big Freeze, Iraq Landing Permits

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Europe - Big Freeze Feb 11: Exceptionally low temperatures continue across Europe, causing not just

Airport delays but also significant road closures, and public transport delays and cancellations. There are numerous flooding areas in Bulgaria, Albania, Greece, and Hungary. Ice has halted shipping on the Danube. Temperatures have reached as low as -36 Celcius in parts that would normally not see much below -10. Met forecasters expect the temperatures to continue below normal for the rest of the month.

Iraq - Landing Permits Feb 11: The Iraq Civil Aviation Authority (ICAA) has ended a monopoly situation in the country, where the granting of exclusive rights to a private company to manage landing permits resulted in a reported increase in cost from \$200 to \$6-\$8,000 per flight. As of Feb 1st, applications can now be made directly to the ICAA or to Iraqi Airways. **See our "Permits" section below for more details.**

EGSC/Cambridge, UK Execujet has opened it's first FBO in the UK at Cambridge, near London.

OLBB/Beirut FIR Minimum separation between radar identified traffic on same track and level is now set at 20nm.

LCLK/Larnaca, Cyprus will be closed 15-26 February on Wednesdays and Saturdays from 2200-0225.

LEMG/Malaga, Spain Airspace structure changes introduced on Feb9th, reduction in capacity 09FEB-15FEB. ATC Procedures have also changed.

LLBG/Tel Aviv, Israel will be closed: Every Friday between 1600-2055 through 23 March, and Daily for takeoff due to noise abatement between 2200-2300 through 29 March for aircraft with a maximum take-off weight of 300,000 KGs and above and whose destination is the Far East.

VABB/ Mumbai, India will be closed daily between 0600-1100 on 25 February and 3, 10, and 17 March.

TKPN/Nevis has no fuel available.

EDMM/Munich ACC Changing to a paperless strip system in the East sector. Operational Trials with capacity reduction of 20% will happen in the early hours of Feb 11, 21 and 28. Go live date is March 3rd.

SPIM/Lima, Peru Operators take note of this message from the Airport Company "NON SCHEDULE FLIGHTS (CARGO, CIVIL OR MILITARY) OPERATORS MUST COORDINATE FLIGHT PLANS 24 HOURS BEFORE ETA SPIM WITH AIRPORT ADMINISTRATION (LAP) EMAIL COORDINACIONESFPL@LIMA-AIRPORT.COM"

ITALY - 11FEB Tax Update

By now, if you operate a Private Jet, you will have read with concern the situation with the new tax in Italy. We did publish in our Int'l ops bulletin late January that it was unlikely to be an issue for some time - in the last 10 days or so we've revised our stance on that and are recommending to reposition out of Italy to avoid staying longer than the 48 hours mentioned. We recommend a reposition to Croatia - LDZR, LDDU, LDSP or Greece - LGKR, and then come back to collect pax/owners after their stay in Italy.

There is an unverified rumour as of Friday 10th Feb that Foreign Operators are going to be exempt from the tax, and that it will apply to Italian operators only. This is only a rumour, so stay tuned for further updates - we expect some more clarifications next week, as the NBAA, EBAA and AOPA are all involved in seeking a clearer picture.

IRAQ - Change to process for Landing Permits (Thanks to Ian Sheppard [AIN Online])

Last week, the Iraqi Civil Aviation Authority (ICAA) dissolved an exclusive flight permit contract enjoyed by Palm Jet, following protests from the Middle East Business Aviation Association (MEBAA) that the agreement made operating business flights into Iraq prohibitively expensive. The contract had been in place since 2010 and meant Palm Jet had a monopoly, for a proposed 12-year term, over all rights to fly in and out of the country. After Palm Jet took over, the permit cost rose from \$200 to \$6,000 for aircraft with fewer than 10 seats and \$8,000 for those with 10 seats or more.

Working with the International Business Aviation Council (IBAC), MEBA raised the issue with ICAO—a tactic that apparently worked. Iraq's Ministry of Transport is now advising that operators that want to fly into the country apply through normal channels: the ICAA or Iraqi Airways. "This puts Iraq into the scale of normal operations," said MEBA founding chairman Ali Al Naqbi. "Business aviation is an important component in the development of the Iraqi economy, but it would not work if extortionate charges were being applied by a single company. It had to stop."

LIBYA - Overflights - from our Special Bulletin on 01FEB

LIBYA Weds 01FEB – After several months of discussions, Libya has reopened its airspace to overflights. This will come as major relief to operators flying North/South routes across Northern Africa, as the Tripoli FIR represents one of the largest pieces of airspace in the region, and having to avoid it since February last year has meant significantly increased track miles and fuel costs.

A joint NOTAM issued by Malta and Libya, A0058/12, clears the way for flights on seven specific routes in each direction, North and South. It is important when flight planning to note that only these seven routes are available, as there are still a number of CNS/ATM limitations facing the Libyan controllers.

The airspace is open with effect 0001Z on February 1st.

Requirements are as follows:

- An overflight permit is required with 72 hours prior notice to the Libyan CAA
- Flight Plan filed via one of the routes listed below
- Use the IATA IFPB 126.9 in addition to comms with Tripoli or Benghazi control

Southbound Routes | entry via ABRAM, LOTIN, ELIMO or BONAR

1. VIA ABRAM M727 ZAW UM77 HAMRA UG655 SEB
2. VIA ABRAM M727 GRT A403 SEB
3. VIA ABRAM M727 ZAW UM77 DEKIL
4. VIA LOTIN UL12 DHR UM215 TONBA
5. VIA ELIMO M732 DOLFI UM732 DITAR
6. VIA BONAR M620 BNA R2 DITAR
7. VIA BONAR UN99 DAYFA B21F ORNAT

Northbound Routes | via GARIN, TUMMO, DITAR or ORNAT

1. GARIN UP126 LUMED
2. GARIN UM214 SEB A403 KDR M740 SARKI
3. TUMMO A403 KDR M740 SARKI
4. DITAR R2 BNA M621 OLMAX
5. DITAR R2 BNA M622 INDOT
6. ORNAT B21F DAYFA B21 INDOT
7. ORNAT B21F MB N68 OLMAX

FAQ | Libya FIR changes

When does this go into effect?

The airspace is technically already open, but you need minimum 72 hours advance notice to obtain the **Overflight Permit**. So on paper, the first overflight could be made on 04FEB at 0000Z.

Does this apply to all traffic?

Yes, whether commercial or private flight, these routes are available to all traffic overflying Libya.

What if I want a route that isn't published?

It's not available. You must file and fly via the routes that are listed above.

What about flights crossing east/west across Africa?

The vast majority of traffic, particularly outside the Hajj season, is North/South over Libya. Taking into account the equipment and manning limitations that ATC has in Tripoli, these routes have been published to allow this bulk of traffic access to Libyan airspace. By keeping traffic to these routes, it will allow controllers to apply the separation standards required. Traffic routing east west would complicate this at the moment.

Are the frequencies the same as before?

To a large extent yes, but there is the additional recommendation that you monitor 126.9 and make position reports using the IATA In Flight Broadcast Procedure.

When are further routes likely to be available?

Probably not for some time. Although Libyan Airspace reopened in October to landing traffic, it has taken 4-5 months to reach this point where overflights are permitted.

Are there any time restrictions?

No, the routes published today are available H24 from this point onwards.

Monday Briefing: Colombia Radar issues, new International Date Line

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20 January, 2014

Colombia Radar Issues Continue Jan 5: En route traffic via Colombia – SKED/Bogota FIR and SKEC/Barranquilla FIR should continue to anticipate delays. In the Bogota FIR, radar is limited to 150nm range, and North/South Aircraft via Panama and Ecuador are separated by 10 minutes at same level on UG439, UL780, and others. Terminal traffic also has similar radar restrictions.

A new International Date Line Jan 1: Samoa skipped Friday December 30th entirely, and moved from being UTC-11 to UTC+13, thereby moving the International Date line to put NSFA/Apia one hour ahead of Auckland, instead of a day behind. American Samoa – to the east – remains on the old UTC-11 line. Tokelau, a smaller territory of New Zealand to the north of Samoa, joins its neighbours on the new side of the line. The last Dateline change occurred in 1995 in Kiribati.

Europe Volcanic Ash. ETNA volcano has erupted. The following 2 NOTAMs refer: M0069/12 and A0047/12. There are no AFTM measures required for the time being, but some tactical re-routing will take place to avoid the ash cloud.

UK/Netherlands Deep low pressure system moving east across Europe, causing 3000' winds of up to 70 knots – and therefore arrival and departure delays at major airports.

Malmo ACC, Sweden Implementing a new ATC System from 04 January, initial drop in capacity around 30%, slowly improving towards 25th Jan

SAEF/Ezeiza FIR, Argentina ADS-C implemented for a pre-operational Trial with effect Dec 29th in the Oceanico sector

SPIM/Lima, Peru – The ATC Tower has moved to a new position until March. Some reduced visibility of the stands.

Libya Earlier reports of the UIR being opened to overflying traffic appear to have been prematurely optimistic. The date when the airspace will reopen is now uncertain. Malta Notam A1142/11 has details of the procedures to be followed to arrive or depart HLLB/HLLM/HLMS and additionally HLLT (as per Notam HLLL A0072/11). Operators dest/dep HLLT are reminded to file appropriate STAR via ABRAM/VARIG and SID via SARKI.

UHMA/Anadyr, Russia – Airport closed until 8th January. Anadyr, Markovo ACC is also closed during the same period.

UKDD/Dnipropetrovsk has issued advice to check fuel availability on day of flight due to very limited supplies

Shanwick VHF Clearance Delivery problem – 05JAN

From Shanwick:

DUE TO VHF CLEARANCE DELIVERY PROBLEMS TODAY, OPERATORS INTENDING TO FLY NATC TO NATG INCLUSIVE ARE REQUESTED TO MAKE REQUESTS FOR OCEANIC CLEARANCE VIA DATALINK OR HF ONLY. RANDOM FLIGHTS SHOULD CONTINUE TO USE VHF.

OPERATORS ARE REMINDED, THAT OCEANIC CLEARANCE REQUESTS ARE TO BE MADE BETWEEN 30 MINUTES AND 90 MINUTES BEFORE ETA FOR OCEANIC ENTRY POINT AND ALL REQUESTS MUST INCLUDE A MAXIMUM ACHIEVABLE FL BY THE SHANWICK BOUNDARY.

REQUESTS ON HF SHOULD BE SENT AS EARLY AS POSSIBLE.

Current | Operational Info 05JAN 1100Z

CANADA

Airport / Arr Rwy / Dep Rwy / Arrival Rate / Details

CYUL 24R/24L 24L/24R/28 40

CYYZ 23/24L/24R 23/24R 60

CYYC MIDS

CYVR MIDS

USA

Restrictions – Airport / Start / End

KEWR/KJFK Wind Routes

KEWR Ground Delay Program possible this afternoon

EUROPE

HEGN arrivals – a reduced rate regulation has been applied due to ATC capacity (7/60), The regulation is running until 1400 UTC with significant delays. No improvement is possible.

EHAM arrivals – a reduced rate regulation has been applied for flights with destination Amsterdam due to weather conditions (strong winds). The regulation is running until 1400 UTC, delays are up to 100 minutes .

EGLL arrivals – an arrival regulation has been applied for flights with destination London due to weather conditions (strong winds). The regulation has been extended until 1800 UTC, delays are up to 100 minutes.

EDDF arrivals – an arrival regulation has been applied for flights with destination Frankfurt due to strong winds. The regulation is running until 1600 UTC with low delays.

CYPRUS- due to ATC capacity problems, three different regulations have been applied – LCE2S05A, LCSWN05 and LCWN05A. Delays are for many flights exceeding 90 minutes.

AFRICA

Lusaka FIR, Zambia – 120.5 is U/S today, traffic on UM731 requested to broadcast blind or relay through HF, or FLLI Approach. Fix expected by 1600Z

ASIA

China – Lanzhou ACC – V16 and B215 airways closed today at 8400M and below

AUSTRALIA/NZ

Airport/Restrictions

NO DELAYS

YPPH/Perth – Potential travel delays due to fire on Airport Road

Monday Briefing: Belgium strike, Italy Private Aircraft tax

Declan Selleck

20 January, 2014

Belgium closed today Jan 30: A strike today is creating travel chaos across Belgium, focused primarily on transport sector areas, and brought by workers in protest at EU austerity measures. EBCI/Charleroi is closed until 0530Z tomorrow. EBBR/Brussels is not as badly affected air traffic wise as expected – but departures are likely to be delayed due to pax and crew transport issues in actually getting to the Airport. EBAW/Antwerp and EBOS/Ostend are both operating OK. EBLG/Liege may have some delays this evening. See more below ...

Italy Private Aircraft Tax - update Jan 30: Just before Christmas, Italy published plans to tax all visiting Private aircraft that stayed longer than 48 hours. The figures were astonishingly high – for a private Gulfstream G-IV the annual tax would be about \$320,000 USD. Don't panic yet. The law is still not in effect, this cannot happen before March 1st – but even at that point, there will be a significant amount of judicial challenges that will likely delay it for a long time, or better still, reject it altogether. Stay tuned.

HAAA/Addis Ababa FIR, Ethiopia ATC reporting that conflicting traffic is still being encountered at MANDA and PARIM, due to poor ATS coordination. Advice to crews – to avoid these issues, do not use UA451 or W180.

LPPO/Santa Maria FIR Flores Island radar frequency 129.4 will remain out of service for the longer term

EDDF/Frankfurt, Germany The new overnight curfew 2300-0500 remains in place for all aircraft using Frankfurt International.

OPPS/Pakistan The name of Peshawar International Airport has been changed to Bacha Khan International Airport.

FCCC/Brazzaville, Congo ADS-C and CPDLC installed and on test.

OOMM/Muscar FIR, Oman Due to high traffic density, flow control has been established for UAE Departures. Between 0630-0730, all departures entering via LABRI or TARDI, will have 7 minutes between them. Between 1700-2359Z, 20 miles between traffic entering via LALDO or GOMTA.

OMAE/Emirates FIR, UAE Due To Changes In The Tehran FIR, severs ATS routes are closed: L519 between LUDER and KUMAN, and P574 between TUKLA and KUMAN, and all SIDs exiting OMAE FIR via PAPAR.

RPHI/Manila FIR Manila Radio on the SEA-2 grouping Freq 13309 is U/S for the foreseeable future.

Moldova (Chisinau) FIR From 01JAN 2012, all flights performed in the airspace of the Chisinau FIR are

subject to Eurocontrol conditions of application of the route charges system and conditions of payment. The value of the route air navigation charges including the administrative unit rate established for Moldova amounts to EUR 41.09 (excluding vat) from 01 January 2012 per service unit. The rate of interest on late payment of route charges is 11.57 per cent pa.

Fiji Permits Slight amendment to **Fiji Permit requirements** for Non-Scheduled Commercial Flight In transit across, or making stops In the territory of Fiji. Prior Permission Is required to be obtained from the Permanent Secretary for Civil Aviation at least 14 Days prior to Departure from the last Port Of Call before Fiji.

The following Information must be submitted with the Application for Approval. 1) Aircraft Type And Registration 2) Operators Name And Address 3) Charterers Name And Address 4) Name And Agent In Fiji 5) Purpose Of Flight 6) Details Of Traffic To Be Set Down And To Be Picked From Fiji 7) Proposed Fares For Passengers Originating In Fiji 8) Time And Date Of Proposed Flight 9) Aircraft Take-Off Weight And Tyre Presurre 10) Details Of Third Party Insurance Cover For Flight Over Or Within Fiji 11) Number Of Passengers On Board

Italy Private Aircraft Tax Update

In December, Italy's emergency budget introduced a tax on Italian registered private aircraft and on non Italian registered private aircraft that spent more than 48 consecutive hours on Italian territory.

Private aircraft are defined to include all aircraft other than State aircraft, aircraft dedicated to commercial flights, air work aircraft, FTO's aircraft, aero clubs aircraft, newly built aircraft until sold and rescue aircraft. Non Italian corporate aircraft operated privately would – for example – be affected, with the tax escalating to over euro 300,000 annually for large corporate jets. The tax is to be charged at the following annual rates (by reference to MTOW): 1) up to 1.000 kg., euro 1,50 per kg; 2) up to 2.000 kg., euro 2,45 per kg; 3) up to 4.000 kg., euro 4,25 per kg; 4) up to 6.000 kg., euro 5,75 per kg; 5) up to 8.000 kg., euro 6,65 per kg; 6) up to 10.000 kg., euro 7,10 per kg; 7) above 10.000 kg., euro 7,55 per kg; For helicopters, the tax is doubled per Kg. The tax is due by the registered owner, the beneficiary or the lessee.

At things stand, the legislation cannot come into effect before March 1st at the absolute earliest. However, the probability of this actually coming into effect remain significantly slim. To begin with, the proposed law will be subject to many judicial challenges nationally and at EU level.

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20 January, 2014

LLBG/Tel Aviv, Israel closures - January Dec 29: WIP continues at LLBG/Tel Aviv, Israel, which has now announced a series of January closures. All longer closures will occur on Fridays – Jan 6, 13, 20, and 27, between 1600 and 2055Z. There is also a daily closure 2300-0005Z, where LLBG is closed to landing traffic for one hour. There is a comforting note that if you are enroute to LLBG and running late approaching a closure period, ATC will do everything they can to accomodate you.

Ops on Dec 31/Jan 1 Dec 31st: We recommend taking extra care when flight planning for overnight flights on New Year's Eve, or for flights planned to arrive/depart after 6pm on DEC31. Many of your regular airports may be closed. A good number of enroute alternates will also be closed overnight, particularly in Europe and Russia. FBO's may also be closed – so check carefully in advance. And if you are working – enjoy the evening nonetheless!

Europe 30th December will be the peak travel day of the Christmas period, with significant delays expected en-route and at major airports.

Worldwide 31 Dec/01 Jan – check overnight (Z) alternate availability carefully. Many airports and FBO's will be closed for New Year's eve, even the ones you might expect to be open! We recommend you reconfirm with your Ground Handler service availability.

SPIM/Lima, Peru Intermittent VHF comms issues in eastern sectors (Cuzco), 10 mins separation being applied between traffic on same airway exiting/entering Lima FIR. Try HF 10024 if no contact on VHF. New NOTAM issued for the Lima airport Runway 15/33 closed 0600-1200, and no pushback will be accepted after 0540Z.

SEUO/Montevideo FIR, Uruguay Notice given of ATC Staffing issues, during period of reduced staff availability, flow control will be applied.

TJSJ/San Juan, Puerto Rico TFR's and airspace restrictions due VIP movements 27DEC – 02 JAN, see NOTAMs.

UHPP/Petropavlovsk, Russia Customs staff are not in attendance 0800-2000Z, therefore Airport is not available as alternate without prior arrangement. Emergency Landing is available H24 without restriction.

LLBG/Tel Aviv, Israel January closures – Fridays Jan 6,13,20,27 1600-2055Z – Airport closed due to WIP. Daily 2300-0005 closed to landing traffic for one hour. There is a comforting note that if you are enroute to LLBG and running late approaching a closure period, ATC will do everything they can to accomodate you.

HEGN/Hurghada, Egypt Arrivals regulated due to reduced capacity, 29DEC, mid morning to early afternoon, heavy delays predicted.

GCCC/Canarias ACC CPDLC and ADS-C out of service 29DEC between 0900-1500Z

OOMM/Muscat FIR Qaroon Haritti SSR will be out of service on 31DEC 0430-1730Z

SCEZ/Santiago ACC New RNAV 5 Route available TCO-PUREN-CAR-TILKO-AMB with effect 23DEC

Monday Briefing: Europe Free Route Airspace, ATC Strikes Peru and Algeria

Declan Selleck
20 January, 2014

Europe opens up more Free Route Airspace Dec 12th: Ireland was first in 2009 with the Shannon UIR, now more of Europe is moving towards this concept, the key principle of which is that you can flight plan from Entry point to Exit point in any FIR without using airways. Applies above FL245 and 24 hours a day. Read more and see a larger map below.

ATC Strikes – Peru and Algeria Dec 12th: Controllers at Lima Tower (above) and Area Control Centre were on strike from Friday (9th) 0700LT to Sunday (11th) 0700LT. In addition to the current restrictions at Lima for GA aircraft, this makes Peru one keep a cautious eye on over the next few weeks. Controllers in Algeria are also protesting conditions and sporadic strikes are expected throughout December. This will have a greater effect on landing than overflying traffic.

ULLI/St. Petersburg, Russia – Parking restrictions in effect this week, non-sched flights may be restricted to stays of 36 hours or less.

HKNA/Nairobi FIR, Kenya – Some ongoing comms issues on VHF Area frequencies – make position reports on HF 11300 or 8879 instead.

SKEC/Barranquilla FIR, Colombia – Procedural Flow Control in effect. Separation 10 mins between aircraft same level and 5 mins at different levels. Delays/reroutes possible. Similar restrictions in Bogota FIR as well, all due to SAN radar being out of service.

UKOO, Odesa, Ukraine – Radar will be released for maintenance on 14 December, procedural control in effect.

VABF/Mumbai FIR, India – just in case you were thinking of going to visit the Taliban, read this re-issued NOTAM from the Indian authorities. “UNLESS SPECIFICALLY PERMITTED BY DGCA, NO ACFT IS PERMITTED TO ENTER INDIAN AIR SPACE IF DURING THE COURSE OF ITS FLIGHT, IT HAS MADE A LANDING OR IS GOING TO MAKE A LANDING AT ANY PLACE IN THE TALIBAN CONTROLLED AREAS OF AFGHANISTAN. THIS IS IN PURSUANCE OF OPERATIVE PARAGRAPH 11 OF UN SECURITY COUNCIL RESOLUTION 1333. ANY VIOLATION OF THIS PART OF THE RESOLUTION WOULD LEAD TO DENIAL OF FUTURE PERMISSION TO FLY INTO INDIAN AIR SPACE”

VDPP/Phnom Penh, Cambodia – change to operating hours – with effect 09 December the aerodrome will be open from 2300Z-1900Z daily.

OSDI/Damascus, Syria – an unusual one, but important to report. Syria has banned the use of iPhones – don’t take yours off the airplane – it will be confiscated.

Italy Various public transport strikes planned for 15 and 16 December. Check with local handler for details.

Russia

As part of the massive AIRAC cycle of changes for 17NOV, one item not noticed by many was the supposed removal of the requirement for GA traffic overflying Russia to **obtain a permit**. According to the AIC, international traffic overflying or landing using international routes and airports would need FPL notification only, and once no rejection message was received within 2 hours, the flight was good to go. We have continued to obtain permits for our customers as there have been numerous rejections without a permit number. What’s your experience?

Monday Briefing: UK Delays, Libya overflights

Declan Selleck
20 January, 2014

UK Prepares for day of delays Nov 30th: Immigration officials in the UK will be on strike today across the country, giving potential to some significant delays at major airports where passenger numbers are high. NATS have recommended carrying sufficient fuel for diversion to Europe, and Eurocontrol have published a list of diversion airfield availability for Wednesday’s action – see the Ops Notices below for further.

Libya overflights possible this week Nov 30th: Following the reopening of airports in Libya, the airspace above the country remains closed to overflights. That situation could change this week, however, as the Libyan CAA and interested parties work through the details of arrangements to reopen several

routes overflying the country – allowing airlines in particular a shorter route to and from other African countries. Although no details have been confirmed, it seems we are in the final stages before HLLL FIR is open once again.

EGxx/UK Airports – Immigration services on strike today; delays are expected, some major. EGLL Management suggesting up to 6 hours delay for arriving pax, meaning aircraft will be held on arrival, and hence ATC delays anticipated.

Eurocontrol have published a list of diversion airfields available:

EGLL/KK/SS/CC/PD – No Diversions to these airports – file another alternate.

EGGD/PF/PH/FF – Diversions accepted

EGBB/GW/HI – Diversions PPR only

EINN Diversions accepted (6 wide, 4 med)

EIDW Diversions accepted

EHAM Limited number of diversions accepted

EBOS Diversions accepted (5 wide, 9 med)

EBBR Diversions accepted (10 to 15 depending on type)

EDDF Diversions accepted (5 all types)

Westbound NAT Tracks 30NOV

KZNY/New York Center have requested operators file the following arrival routes:

KJFK – DOVEY SAILE PLYMM PARCH1.

KEWR and KTEB – DOVEY SAILE BOS BAF SHAFF6 OR BOS BAF FLOSI1

KIAD – BOS BAF HYPER3, OR ZIBUT ORF FKN FAK BARIN1, OR BOJAN SIE ENO V268 BAL V44 MRB AML

KPHL – BOJAN WICKE SIE VCN JIMGE2, OR ACK HTO J121 BRIGS VCN8, OR LINND OWENZ DRIFT BRIGS VCN JIMGE2

LPFR/Faro Reduced capacity due to airfield damage from storm last month – arrival restrictions continue until 04DEC est.

LDZO/Zagreb FIR ATC System upgrade tonight, No Air Traffic Service will be provided by Zagreb ACC from 2000Z until 0500Z tomorrow. LDZA Approach and Tower closed during the same period.

LIMC/Milan Malpensa ILS Check today, arrivals regulated 1200-1500, HIGH delays predicted.

Russia and CIS FIRs Change to RVSM and ICAO standard FL allocation. We produced a guide last month – if you're still confused – ask us for a copy!

Kabul FIR, Afghanistan Reduced Horizontal Separation will apply from 15 December to aircraft which are approved for RNP-10 operation on ATS routes: N636 (SERKA-PAROD), UL333 (SERKA-SOKAM), P628 (ASLUM-CHARN). With effect from 12 January 2012, route: L750 (ROSIE-RANAH), N644 (PAVLO-LEMOD), A466 (SITAX-AMDAR), G796 (LAJAK- MURAD), M881 (LAJAK-EGPAN) are included. The reduction is from ICAO standard 80nm/10 mins down to 50nm/7 mins.

DNKK/Kano FIR, Nigeria All locator based Instrument approaches withdrawn with effect 17NOV11.

FABL/Bloemfontein Slots required for ops 05-09 January. Fuelling restrictions also.

OEJD/Jeddah FIR Saudi Authorities have issued a statement via their AIP that all the Aircraft Registration must be included in Field 18 of the ATC Plan or overflight will be refused.

TTZP/Piarco FIR No radar service available from ATC above FL135 between 28Nov – 04Dec due to software

upgrade.

UKDD/Dnipropetrovsk Fuel supply is limited, check supply available before departure.

UTTT/SS/Tashkent and Samarkand Authorities have published several NOTAMs warning operators to essentially not use the airports as fuel stops. NOTAMs dictate that all aircraft must have sufficient fuel to fly to next destination onboard.

VLVT/Wattay Intl Vientiane Radar (Both PSR and SSR) is u/s until 24Dec. Approach on 119.7 will be using procedural control.

Somalia If you're brave enough to send an aircraft there, bear in mind that all airports except for the following, are closed to non-humanitarian traffic: Airports in Somaliland, Puntland, Beletuen, Dussa mareb, Adado and Guryael. All ops require prior permission.

Sudan The Sudan CAA has appointed a new department to handle the carriage of Dangerous Goods by air, based in Khartoum.

Monday Briefing: Africa Hajj Operations, London Airspace restrictions

Declan Selleck
20 January, 2014

Africa: Hajj Operations underway Sep 22nd: The annual Muslim Pilgrimage to Saudi Arabia, known as the Hajj, vastly increases the levels of Africa overflight traffic, as operators around the world dust off their aircraft and put them into operation on the routes to Mecca. Because the predominant Hajj flow is east-west, and the normal African traffic flow is north-south, this creates a need for increased vigilance during this time. Read more below about the Hajj Procedures, effective Sep 22.

London - Airspace Restrictions Sep 20th: The Olympic Games in 2012 will bring a variety of airspace closures and restrictions, as NATS seek to efficiently manage the additional traffic and the increased security risk. There will be two restricted zones during the primary Games period, from 14th July 2012, as well as a variety of additional slot and airport controls. More details and maps below .

HLLL/Libya FIR No fly Zone remains fully in force, despite efforts this week by Turkish Airlines to operate commercial flights between Tripoli and Istanbul. NATO have reminded all operators of the need to obtain clearance to enter the FIR, and this is only available as things stand for humanitarian or diplomatic flights.

LGGG/Greece FIR Delays Due to ATC Staffing issues, airspace disrupted. The Sunday Eurocontrol outlook was as follows: "EXPECT MAJOR DISRUPTION DUE TO STAFFING LIMITATIONS. ANY FLIGHTS ABLE TO RE-ROUTE TO AVOID GREEK AND MACEDONIAN AIRSPACE ARE ADVISED TO DO SO"

EN-ROUTE SECTORS:

LGGG ACC: ONLY 3 EN-ROUTE SECTORS AVAILABLE INSTEAD OF 6 OR 7 // LGMD ACC: ONLY 1 EN-ROUTE SECTOR INSTEAD OF 4 // ATHENS WEST SECTOR AND MAKEDONIA ACC COMPLETE AIRSPACE REGULATED.

AERODROMES:

MODERATE DELAYS CAN BE EXPECTED FOR LGIR, LGRP, LGSR AND LGZA

ARRIVALS IN THE MORNING. THE SAME CAN BE EXPECTED FOR LGIR AND LGRP IN THE AFTERNOON.

US Restrictions

LAX/Los Angeles RWY 6L/24R CLOSED UNTIL 22Z Saturday
MDW/Midway RWY 13L/31R CLOSED UNTIL 10/28
BOS/Boston RWY 15R/33L CLSD UNTIL 11/30
CLT/Charlotte RWY 18C/36C CLSD UNTIL 11/15
DEN/Denver RWY 8/26 CLSD UNTIL 10/12

EHAM/Amsterdam Schiphol will commence a “de-bunching” trial for nighttime arrivals in October. Participating arriving aircraft will be supplied with a Planned Time of Arrival (PTA) than can be accepted or rejected; if the trial is successful a second trial will happen in November to reduce emissions.

BIRK/Reykjavik, Iceland open H24 but Take Off not permitted 2330-0700 weekdays, 2330-0800 weekends.

LTBA/Istanbul Ataturk, Turkey Flight Planning into LTBA: RNAV Stars end at TETSA, PAZAR, ERKAL, PIMAV, DEKEK, TURKO, GELBU and ENESU. The FPL route should show one of these points as the last item in the route field, for example: ... UG80 BIG Y146 TURKO. The same, in reverse, applies to SID's, in that the route should start with the waypoint at the end of the SID, eg. via VADEN – the route field would look like this: 'VADEN UL610 ...'

HKNW/Nairobi Wilson and HKJK/Kenyatta Airports and Airspace, Ground – FL200, will close on Oct 10, 17 and 20th 0800-0900Z.

DGAC/Accra ACC, Ghana have unpacked the CPDLC and ADS-C boxes. Testing the equipment, so traffic overflying is requested to logon to 'DGAC', and indicate ADS-C Capabilities in the Flight Plans.

Africa Hajj Procedures In effect from 22 Sept. Bulk of traffic will operate via ALGIERS, ACCRA, BRAZZAVILLE, DAKAR, JEDDAH, KANO, KHARTOUM, N'DJAMENA, NIAMEY & ROBERTS FIR's. Airspace procedures divided into four regions, as follows:

- a) West WA West West of Africa aerodromes are those located along the western part of West Africa. These include Dakar, Bamako, Banjul, Conakry, Bobo-Dioulasso, Nouakchott, FreeTown, Ouagadougou and Niamey.
- b) Coast WA West Coast of Africa aerodromes are those located on the coastal regions of West Africa, namely Abidjan, Accra, Cotonou and Lagos.
- c) Central WA Central West of Africa aerodromes are those located mainly in Nigeria, Chad and the northern part of Cameroun. These are Kano, Abuja, Sokoto, Kaduna, Garoua, Maiduguri and N'Djamena.
- d) South West WA South West of Africa aerodromes are as follows; Libreville, Brazzaville, Doula and Bangui

Flight Planning information and Procedures are contained in AIP Supps – Hajj. For any visiting traffic operating in these regions over the next few months – expect a significant increase in traffic, monitor 126.9 carefully, squawk 2000, lights on, and bear in mind once again that normally Africa operates North-South. Hajj Seasonal Pilgrimage traffic is oriented on the East/West axis. Generally, statistics have shown that North-South traffic operates in the late evening or early morning hours, while the East-West Hajj traffic is concentrated mainly in the daylight hours. This characteristic creates a natural segregation between these two flows thus reducing the opportunity for conflict. Nevertheless, it is possible that during certain peak demand periods, aircraft using the North-South RNAV routes would have to operate at less than optimum flight levels due to the Hajj traffic.

Eurocontrol The Daily online Centra D-1 news conference for ATC and AO's is now taking place at 1600 CET.

Spain

Nationals of the following countries require a visa to transit Spanish Airports – regardless of onward

destination or stopover time: Afghanistan, Angola, Bangladesh, Costa de Marfil, Ethiopia, Ghana, Guinea Bissau, India, Iraq, Iran, Liberia, Mali, Nigeria, Pakistan, Senegal, Sierra Leone, Somalia, Sri Lanka, Togo and Zaire.

London Olympics – Slots All aircraft arriving or departing from the coordinated UK airports during the period 21st of July 2012 to the 15th of August 2012, inclusive and using controlled airspace will be required to have an arrival and/or departure slot.

Slots will be available to be booked with airports for non-scheduled operations during this period from the following dates:

5 September 2011: Biggin Hill, Blackbushe, Cambridge, Chalgrove, Coventry, Cranfield, Damyns Hall, Denham, Dunsfold, Duxford, Elstree, Fair Oaks, Farnborough, Goodwood, Lee-on-Solent, Leicester, Lydd (London Ashford), London Oxford, Manston, Northampton, Northolt, North Weald, Old Sarum, Peterborough (Conington), Redhill, Rochester, Shoreham, Southend, Stapleford, Thruxton, White Waltham, Wycombe.

30 November 2011: Stansted, Birmingham, Luton and Bournemouth NB: Stansted, Luton and Birmingham will be open for provisional bookings from 1 September 2011.

1 February 2012: Southampton and London City At Gatwick booking for ad hoc flights will remain as per UK AIP (AD2.20 1h), i.e. not more than 10 days and preferably not less than 24hrs before the intended movement.

Heathrow is likely to declare reduced capacity at certain times during the Olympics period due to peak demand, and are unlikely to be available for ad hoc flights during this period.

How to arrange: Slot booking instructions for Operators 1. Review slot availability of the airport on-line at www.online-coordination.com 2. Contact the Airport/Handling Agent as appropriate. 3. Airport uses www.online-coordination.com website to obtain slots. 4. For General and Business Aviation the Airport receive back a unique slot ID for use with confirmed slots, the slot ID is entered by the operator in field 18 of the flight plan, with the prefix of RMK/ASL: i.e RMK/ASLGBXXAPVT554300

5. For operations into the airfields listed below, the flight plan must include the address EGGOLYMI: Biggin Hill, Blackbushe, Damyns Hall, Denham, Dunsfold, Duxford, Elstree, Fair Oaks, Farnborough, North Weald, Redhill, Rochester, Stapleford, White Waltham, Wycombe Air Park (Booker). Submitting a flight plan without a valid slot ID will ultimately result in the flight plan being cancelled on the day. Full info at <http://olympics.airspacesafety.com/>

Monday Briefing: Libya FIR, South America RNP5

Declan Selleck
20 January, 2014

Libya FIR: No quick change Sep 17th: NATO confirmed this week that despite the recent events on the ground in Libya, there will be no immediate change to the current arrangements in the Libya FIR. In discussions with NATO's Strategic Operations Center, we have been advised that the No Fly Zone (NFZ) remains in place and commercial operations into Libya are exceptionally limited. As the situation permits, more diplomatic and economic related flights may be added to the existing list of approved Humanitarian Flights.

South America - RNP 5 airways Sep 17th: On October 20th, a number of South American countries will implement RNP5 routes across their airspace. A number of new procedures and requirements are introduced, and national AIC's should be consulted for the most relevant information. Among others, Chile

will introduce RNP5 in Antofagasta, Santiago, Puerto Montt, and Punta Arenas FIRs, and Colombia will do the same in Bogota and Barranquilla FIRs.

US Restrictions

MDW/Midway RWY 31C/13C CLOSED UNTIL 9/19
LGA/La Guardia RWY 4/22 CLOSED 17/04Z-18/00Z
IAH/Houston RWY 8R GS OTS
BOS/Boston RWY 15R/33L CLSD UNTIL 11/30
CLT/Charlotte RWY 18C/36C CLSD UNTIL 11/15
DEN/Denver RWY 8/26 CLSD UNTIL 10/12

NEW YORK area on September 19-21 2011, due to the United Nations General Assembly. NOTAM 1/0652 covers the restrictions to the New York City area.

GA operations are prohibited at the following airports during the specified times.

LGA from 1645 local (2045z) on September 19, 2011 until 2200 local (22/0200z) on September 21, 2011.

JFK from 1630 local (2030z) until 1730 local (2130z) on September 19, 2011.

SAEF/Ezeiza Radar, Argentina The Ezeiza Control Area has been divided into two sectors - North and South, with associated new frequencies and procedures.

SCxx/Chile FIRs Introduction of RNAV 5 routes on October 20th will occur in Antofagasta, Santiago, Puerto Montt, and Punta Arenas FIRs. Aircraft unable to meet the specification, put RMK/NONRNAV5 in Field 18 of the ATC plan, and use phraseology "Negative RNAV". For enroute failure: "Unable RNAV due equipment". Chile also recognises these exemption/special treatment codes: STATE, HUM, SAR, MAINT, DELIVERY as RMK/'s.

SKxx/Colombia FIRs RNAV 5 routes also being introduced in Colombia - SKED and SKEC FIR's on Oct 20th.

EPWA/Warsaw, Poland WIP until Sept 26th causing delays, Rwy 15/33 closed intermittently, see Notams.

LGGG/Athens FIR, Greece Major weekend disruption continues due to ATC staffing issues. Delays running as high as three - four hours at peak.

LTAA/Ankara FIR, Turkey LTAI, LTFY, LTBA all subject to moderate delays this weekend and coming week due to ATC arrival regulation.

OBBB/Bahrain FIR New list of required routings within the Bahrain FIR published in AIP Supp 07/11

NZZO/Auckland Oceanic FIR Met Data - change to procedure. Put simply, if you make a report on HF, no need to send a met report. If you are doing it via CPDLC, send it (at designated MET reporting points).

NZNS/Nelson, New Zealand Aircraft parking space is very limited and must be requested at least 2 days in advance from the NAL airport company. Tel +64 3 547 3199 or email office@nelsonairport.co.nz. Auckland (NZAA) has a similar situation due to the Rugby World Cup - GA/Business Aviation operations must be planned well in advance and may not be approved for peak times or days until end Oct 2011.

YPPH/Perth, Australia Commonwealth Heads of Government (CHOGM) meeting 28-30 Oct 2011. Major event affecting all airspace SFC-FL600 and ops within 90nm of Perth Airport. Special ADIZ activated 26-31 Oct. Pay close attention to Notams closer to activity date.

OPKR/ Karachi FIR, Pakistan Radar services not avail within 200nm of Karachi Sept 20th (0430-0530) due to maint. Procedural control in effect.

UHMA/Anadyr, Russia ILS Rwy 19 is withdrawn from service until 18 Oct, to repair lighting on Rwy 01. Available with 1 hour Prior Notice.

VOxx/India Various changes to airspace structure in India occurred in early August, affecting Chennai, Kolkata and Mumbai FIRs. Multiple boundary and entry point changes.

ZYSH/Shenyang ACC, China WGS-84 has been implemented in the Guanzhou FIR, Wuhan FIR and Sanya FIRs. A new enroute chart was published on August 15th. See AisChina.com for more details.

EGCC/Manchester, UK Recent reports of false LOC captures onto Rwy23R when approaching from the North and South, caution.

LFMN/Nice, France Operating at reduced capacity due to closure of Runway 04L/22R until 24 Sept. Tactical regulation anticipated with occasional arrival delays at peak times.

Central America - COCESNA, the centralised ATC agency for Central America, which incorporates the states of Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua, has revised the structure of its Navigation fees; heavy category aircraft are now 77T and above, and will pay 0.60 USD per nm flown. **A CENAMER Notification should be made prior to airspace entry.**

Caribbean CARICOM API Trinidad and Tobago have issued a reminder that Advance Passenger Information (API) data must be sent in a timely fashion by aircraft operators. Advance Passenger Information (API) is data provided to the Joint Regional Communications Centre (JRCC) in Barbados prior to the arrival and departure of an aircraft or vessel at each port of entry in participating Member States. The participating states in CARICOM are: 1. Antigua and Barbuda, 2. Barbados, 3. Dominica, 4. Grenada, 5. Guyana, 6. Jamaica, 7. St. Kitts and Nevis, 8. St. Lucia, 9. St. Vincent and the Grenadines, 10. Trinidad and Tobago. Commercial Air Carriers are expected to transmit the data 15 minutes after departure. Private aircraft should transmit the data 30 minutes before departure.

El Salvador (MSLP) 'Regional Flights' are no longer permitted. All international flights must arrive through MSLP or Ilopango/MSSS, and present a domestic flight plan in the AIS/ARO Office.

Iraq

Iraq CAA has requested carriers to note the following: 1. File ICAO standard FPL minimum 1 hour prior departure. 2. At ORBI/Baghdad Int'l, there is a new briefing office in the Ops Room, airside in terminal. 3. For overflight permits, use new ICAA form 7.1

Iraq has also published a comprehensive list of banned air carriers and countries which are subject to additional safety assessment, available from the CAA.

Eurocontrol

Will deploy CFMU version 15.5 in late Sept/early Oct. IFPUV (Flight Plan Validation System) will be unavailable 2130-2330Z on 03 Oct.

Monday Briefing: Ukraine JetA1 drought, German ATC strike averted

Declan Selleck

20 January, 2014

Ukraine experiences Jet A1 fuel drought Aug 9th: A reduced level of domestic jet fuel production has created a supply shortage in the Ukraine this month. UKOO/Odessa, UKDD/Dnipro, and UKLL/L'viv currently have no fuel available. UKBB/Kiev, and UKCC/Donetsk have limited supplies. An import quantity has been ordered to resolve the issue, but this will take time to arrive. For a full list of Airports and current stocks,

see the Ops notices below.

German ATC strike averted Aug 9th: For a second time, a last-minute cancellation the day before a planned strike by ATC was announced in the early hours of August 9th. The strike had threatened to disrupt European Airspace significantly today. Controllers have agreed to revert to a reconciliation process instead, with the chance of future strike action reduced as controllers enter a one month no-strike period. Only airspace operated by DFS (and therefore not Maastricht UAC) would have been affected.

HSSJ/Juba, Sudan New Approach Unit open since August 1st and operational on frequency 123.9 on a trial basis as directed.

ORBB/Baghdad FIR, Iraq List of banned aircraft types extended to the following with effect 01 August: B737-200, B727-100, R721, B722, R722, AN26, AN24, AN12, Tu 154.

EDxx/German Airspace A second cancellation the day before a planned strike by ATC was announced in the early hours of August 9th. Controllers have agreed to revert to a reconciliation process instead. Chance of future strike reduced as controllers enter a one month no-strike period. For info, the advisory before the cancellation read " ALL AIRSPACE AND AIRFIELDS THAT ARE UNDER THE JURISDICTION OF THE DFS WILL BE SUBJECT TO INDUSTRIAL ACTION FROM 0400-1000 UTC. FLIGHTS THAT ARE ALREADY WITHIN DFS AIRSPACE FROM OUTSIDE GERMANY AT THE COMMENCEMENT OF THE STRIKE WILL BE GIVEN AN ATC SERVICE TO DESTINATION IN GERMANY OR TO THE DFS CONTROLLED FIR/UIR BOUNDARY AS APPROPRIATE. DEPARTURES FROM GERMANY THAT PLAN TO ENTER DFS CONTROLLED AIRSPACE DURING THE STRIKE PERIOD WILL NOT BE ALLOWED TO DEPART. ZERO RATE REGULATIONS HAVE BEEN APPLIED ACCORDINGLY BY CFMU. FOLLOWING FLIGHTS ARE EXEMPTED: - EMERGENCY, SAR AND HUMANITARIAN FLIGHTS - GOVERNMENT FLIGHTS - MILITARY FLIGHTS"

Exxx/Europe The FABEC Trial (where the daily planning for airspace in Netherlands, Belgium, France, Switzerland and Germany was conducted as one operation) ended on July 31st. Planning reverts to the individual FMP's in each country.

NZAA/Auckland and NZWN/Wellington will see restrictions on non-scheduled operations due to the Rugby World cup. Prior approval will be required from 1 September for most non-scheduled ops at these airports, so advance notice is highly recommended.

EGTT/London FIR A conference will be held in Cambridge on Sept 20th to discuss Air Operations during the London Olympics in 2012. Current plans call for all take off and departure slots to be allocated, with slots at peak times expected to be in heavy demand. The 14 principal business airports in the UK are expected to handle more than 110,000 movements in addition to their normal traffic during the 31-day peak period.

FAPE/Port Elizabeth, South Africa SIDs and STARs will be suspended on August 17th due to a Radar outage. Delays are expected by ATNS.

RJCC/Sendai, Japan Still restricted to operations by relief flights only. Approval required 3 days in advance from Airport Authority.

HHAS/Asmara, Eritrea Jet A1 Fuel stocks limited, check with supplier day before flight for fuel availability.

PKMJ/Majuro Fuel shortage notified by ExxonMobil. 3 days advance notice of flight recommended and pre-flight check to confirm if not tankering.

Lxxx/Adriatic Airports, Europe Parking space continues to be a major issue for many Airports along the Adriatic coastline - Italy, Croatia, and Montenegro. Flights intending to remain on the ground through any Saturday in Summer should request well in advance, and even then stays are not guaranteed. Worst affected are LYTV/Tivat, LDSP/Split, LIPZ/Venice, and LDDU/Dubrovnik.

UKxx/Ukraine Full list of Airports affected by the August supply issue listed below:

(UKLL) L'viv has no fuel available.

(UKDD) Dnipropetrovs'k has no fuel available.

(UKOO) Odessa has no fuel available.

(UKFF) Simferopol has no fuel available.

(UKBB) Kiev has fuel; must be ordered in advance.

(UKCC) Donetsk has limited fuel availability.

(UKCM) Mariupol has limited fuel available, confirm in advance.

(UKDE) Zaporizhzhia has limited fuel availability – allow at least three days prior notice to confirm in advance.

(UKHH) Kharkov has very limited fuel availability; confirm in advance.

(UKLU) Uzhgorod has limited fuel available, confirm in advance.

HSSS/Khartoum will close daily 11-17 August from 0600-0900Z to allow rubber removal from the runway.

ZGZU/Guangzhou FIR “Special Ops” on August 12th, flights routing Hong Kong – Guangzhou can expect reroutes via CH BEKOL IDUMA, ATS Route W68 is affected.

VIDP/Delhi, India Airport restrictions on August 15th 0030-0430Z and 1030-1330Z, non-scheduled flights will not be permitted to land/take off, or fly within 160nm of Delhi during these times (VIP flight restrictions)

EHAM/Amsterdam A reminder of the Geese risk particularly around dusk/dawn near Schiphol, several strikes reported.

Ramadan The holiest month in the Islamic calendar, began on August 1st. During this time Muslims abstain from eating, drinking and smoking from sunrise until sunset. As a result, hours of operation for Permit departments in CAA's and DGAC's across Muslim countries are reduced, and the processing time is increased. Early requests well in advance of flight date are recommended, and changes may cause delays.

Afghanistan From the Afghan MoTCA – PPR times are not ATC flow times. They are based on ground handling capability only. Issuance of a PPR does not encompass any aircraft servicing, ground handling, or other aircrew requirements, nor does it imply air traffic control separation, weather conditions or threat assessment. A PPR is valid for +/-30 minutes from scheduled time. All flights shall have sufficient fuel and maintenance support to meet their scheduled arrival and departures times and be prepared for minimum ground times. Military and civilian aircraft supporting ISAF shall obtain PPRs (and slot times for non PPR airfields) by submitting a MRF to the Allied Movements Coordination Centre (AMCC ISAF). Exception: rotary wing, Theatre based (ISAF CJSOR) and US aircraft. These aircraft should obtain PPRs through their C2 organization or directly from the airfield. If unable to coordinate via C2 or airfield directly, any transport aircraft supporting ISAF may coordinate for PPRs through AMCC ISAF.

Cuba A reminder of the permit requirements

- Minimum 3 working days advance notice of flight intending to cross Cuba

Your permit number will be sent to you by email by return and should be inserted in Field 18 (RMK/) of your ATC flight plan, for example: RMK/PERMIT CUBA 6821

- **Permit can be ordered online**

Monday Briefing: Adriatic Airports, Ramadan

Declan Selleck
20 January, 2014

Popularity exceeds supply at Adriatic Airports July 26th: Parking space continues to be a major issue for many Airports along the Adriatic coastline – Italy, Croatia, and Montenegro. Flights intending to remain on the ground through any Saturday in Summer should request well in advance, and even then stays are not guaranteed. Worst affected are LYTV/Tivat, LDSP/Split, LIPZ/Venice, and LDDU/Dubrovnik.

Ramadan starts August 1st July 26th: The first day of Ramadan has been confirmed as August 1st, and will last until August 29th. During this period, allow extra time for operations in Muslim countries. For permit applications, avoid, if possible, schedule changes and last minute applications. For flight and ground operations, expect a slower pace of work and consequently higher potential for delays.

Lxx/Zambia From July 1st, IATA is now responsible for collecting all Airport Charges on behalf of the National Airports Corp of Zambia (NACL) – billing through IATA Geneva/GVAGIXB.

FQBE/Beira FIR, Mozambique HF power reduced on AFI freq's 5493, 5634, 6586, meaning more limited range to be expected.

SEGU/Guayquil, Equador Airport Closed for Runway Maint Daily 0530-1030Z 26-30 July

UHPU/Ust-Khayruzovo FIR will have no radar control available 28-30 July due to maint.

ULMM/Murmansk FIR Additional levels available to westbound traffic with effect 22 July – on R360, FL10,100M and FL11,100M now avail daily 0700-1300Z westbound.

EHAM/Amsterdam A new Business Aviation terminal will open for operations in early August. Located at SPL East, it is operated by Aviapartner.

LGGG/Greece FIR Athens ATC staffing problems continue with large delays forecast across the FIR for evening periods this week.

USA – DEN-RWY 17L/35R CLSD UNTIL 08/01/11, LAS-RWY 01L/19R CLSD UNTIL 08/14/11, BOS-RWY 15R/33L CLSD UNTIL 10/01/11

Monday Briefing: Ethiopian airspace concern, South Sudan

Declan Selleck
20 January, 2014

Ethiopian Airspace concern July 1st: Addis Ababa ACC has issued a number of NOTAMs this week in an effort to reduce the number of conflicts in their airspace. Exercise caution at MANAD and PARIM due poor coordination with adjacent ACCs, and note that airway UA451 is withdrawn with immediate effect.

A new country: South Sudan July 9th: The Republic of South Sudan will become an independent

country, with a capital city of Juba. The CAA in Khartoum has confirmed that existing arrangements for **Overflight permits** will remain in place, in the interim. Landing permits will be available through the new government in Juba. No airspace changes are anticipated initially, with Khartoum ACC retaining responsibility.

VABB/Mumbai Changing to new radar system since July 3rd, some software issues causing occasional delays.

EFHK/Helsinki Combination of Runway works and ATC capacity mean a 30% capacity reduction until July 17th.

KBOS/Boston RWY 15R/33L CLSD UNTIL 10/01/11

KLAS/Las Vegas RWY 01L/19R CLSD UNTIL 08/14/11

HAAA/Addis FIR Ethiopia Airways W16-20 are now restricted to traffic landing at Bahirdar and Mekele only. International overflights should not use these routes.

HUEN/Entebbe is upgrading their ILS between July 18 – 25th – therefore unavailable in this period.

OOMS/Muscat ACC – Re-Sectorisation Trials taking place WEF 03 July until end of August, affecting traffic via RASKI, PARAR, TOTOX and REXOD. No delay impact.

LTAA/Ankara FIR, Turkey Frequency problems in the South East sector are ongoing, meaning a capacity reduction of around 25-50%. If possible, reroute via Iran – KUGOS-TBN-ARI-AGINA

FAJS/Johannesburg FIR 4 new AORRA (Atlantic Ocean Random Routing Area) gates established on the border with Windhoek FIR wef 02 June – NEVEP, ETUDU, ANTEP and DULGO. All traffic entering the area must route via an AORRA gate.

Monday Briefing: Chilean Volcano update, Frankfurt ATC delays

Declan Selleck
20 January, 2014

Chilean Volcano update June 21st: Australia will see significant disruption from midnight zulu tonight, as an ash cloud FL200-400 moves northeast towards Melbourne. The June 4th eruption has to date affected airspace in South America, South Africa and Namibia, and New Zealand.

Frankfurt ATC delays EDDF/New control Tower: Controllers have moved across the airfield to a new tower on the south side of 25L/07R, meaning their view is now ‘reversed’. Therefore, significant ATC flow control has been applied and will continue to cause delays this week. Slots remain difficult to obtain, EDFH/Hahn is a good alternative.

KDTW/Detroit Wayne Construction work completed yesterday (June 19), 22R/04L is returned to operational service.

ORBB/Baghdad FIR With effect June 13th, aircraft types B732, B721, R721, AN26, AN24, AN12, and T154 are not allowed to operate within the Baghdad FIR.

RCAA/Taiwan FIR Moving to new ATM system June 15-30, flow control applied at intermittent periods, separation increased to 3 mins, 20nm between aircraft, delays likely.

LPPR/Porto, Portugal Radar out for maintenance Monday afternoon June 20th, with Eurocontrol predicting high delays for arriving traffic.

EDDF/Frankfurt, Germany Arrival regulations continue due to ATC move to new tower, delays of 30-60 mins daily average at the moment, until June 23.

ZSHA/Shanghai ACC Flight plans for aircraft planning to enter Jinan ACC should be addressed to ZBAAZBZX, ZBAAZRZX AND ZBACZQZX

LCCC/Nicosia FIR New procedure with effect Jun 16; traffic inbound Tel Aviv should plan to cross LEDRA at or below FL290

UMMM/Minsk1 Airport, Belarus (Downtown) will be closed June 26th due to a motorsport event being held there.

PERMITS

June 23 (Thursday) is a public holiday in many countries for Corpus Christi. CAA's and HQ Permit departments will be closed in Bolivia, Brazil, Chile, Colombia, Costa Rica, Dominican Republic, Equatorial Guinea, Mexico, Poland and Venezuela.

UTAA/Ashgabat, Turkmenistan

Aerodrome requires 72 hours prior notice to US Mil as well as Civil Authorities. Crew should wait for approval from Ground Crew that Turkmenistan customs are ready, before opening any aircraft door. Limited ramp space.

UTDD/Dushanbe FIR, Tadjikistan

The English names of three airports in Tadjikistan have been changed – Kurgan-Tyube is now Qurgonteppa (UTDT), Khudzhand is changed to Khujand (UTDL), and Kulyab is now Kulob (UTDK).