

Price hike at Greek airports

David Mumford

8 March, 2018



On 1st April 2018, Fraport will be increasing the rates for landing and parking fees at the 14 international airports it manages in Greece: Aktion, Chania, Corfu, Kavala, Kefalonia, Kos, Lesbos, Mykonos, Rhodes, Samos, Santorini, Skiathos, Thessaloniki and Zakynthos.

Welcome to Greece - our prices have doubled!

- › Mykonos
- › Rhodes
- › Samos
- › Santorini
- › Skiathos
- › Thessaloniki
- › Zakynthos
- › Aktion
- › Chania
- › Corfu
- › Kavala
- › Kefalonia
- › Kos
- › Lesbos



Parking charges used to be simple here: at every airport, it was free for the first five hours, and then

EUR 1.08 per ton (MTOW) for every 24 hours after that. That same price applied regardless of aircraft size.

Now things are set to become a little more complicated, but effectively, parking will now be at least twice as expensive as it used to be, with even higher costs being introduced for longer stays during the summer months:

Calculation Basis: MTOW & Parking Time

Winter Period (01.11- 31.03)

Below 10 tons	Per ton for every 24 hours	EUR 2,50
Over 10 tons/ Parking up to 5 hours	-	No Charge
Over 10 tons/ Parking time over 5 hours	Per ton for every 24 hours	EUR 2,50

Summer Period (01.04- 31.10)

Below 10 tons/ Parking up to 24 hours	Per ton for the first 24 hours	EUR 5,00
Below 10 tons/ Parking over 24 hours	Per ton for every 24 hours after the first 24H (Note 3)	EUR 10,00
Over 10 tons / parking up to 5 hours	-	No charge
Over 10 tons/ parking for 5 till 10 hours	Per ton	EUR 2,50
Over 10 tons/ parking for 10 till 24 hours	Per ton	EUR 5,00
Over 10 tons/ parking over 24 hours	Full charge for the first 24 hours and per charge for each 24H after the first (Note 3)	EUR 10,00

Landing fees are going up too. Aircraft below 10 tonnes have always had to pay a flat fee, and from 1st April, these are set to double. For larger aircraft, Fraport set the rate per ton (MTOW), and with the exception of LGKV/Kevala and LGSA/Chania, these are being increased across the board:

	2017 (EUR per ton)	2018 (EUR per ton)	
LGMK/Mykanos	1.80	2.47	+ 37%
LGSR/Santorini	1.97	2.55	+ 30%
LGTS/Thassaloniki	1.73	2.20	+ 27%
LGMT/Lesbos	2.02	2.50	+ 24%
LGSM/Samos	2.02	2.50	+ 24%
LGSK/Skiathos	2.02	2.50	+ 24%
LGPZ/Aktion	1.81	2.18	+ 21%
LGRP/Rhodes	2.02	2.35	+ 16%
LGKO/Kos	2.14	2.43	+ 14%
LGKR/Corfu	2.17	2.39	+ 10%
LGZA/Zakynthos	2.16	2.36	+ 9%
LGKF/Kefalonia	2.18	2.30	+ 6%
LGKV/Kavala	2.10	2.00	- 5%
LGSA/Chania	2.13	2.02	- 6%

Operating to these Greek airports has become increasingly challenging since their privatisation in April 2017. Fraport initially **struggled to deal with providing parking to non-scheduled and business aviation**, and **new slot procedures were introduced** to try to better manage the volume of requests being made.

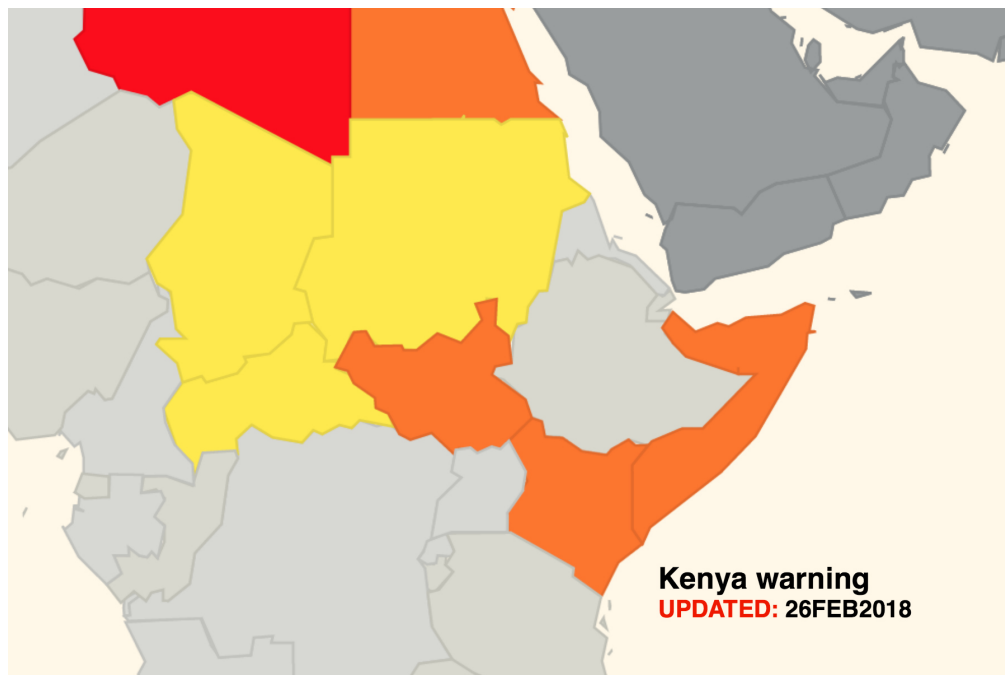
Ryanair have already complained about the price hike, as well as a new EUR 90 fee that will be charged to send a fire engine every time a plane refuels whilst passengers are being boarded – something which they say does not happen anywhere else in the world except Greece.

With the new rates set to come into force on 1st April 2018, many operators may prefer to take their business elsewhere. As the President of Corfu CAA Association, Dimitris Roussos, says – “[the price increase] is exorbitant and almost prohibitive. A lot of people will choose other airports such as Ioannina which have lower charges and where they can refuel and spend 1-2 days instead of coming to ‘expensive’ Corfu. It is quite probable that we will see the Corfu Air Club move to Ioannina as well as a significant decrease in the number of small private aircraft visiting Corfu in the summer.”

Full details of the changes to the landing and parking fees at all 14 airports can be found on **Fraport’s dedicated page**.

Kenya airspace threat downgraded

David Mumford
8 March, 2018



The FAA has revised its warning for Kenyan airspace – the area to ‘exercise caution’ is now limited **only** to that airspace east of 40 degrees East longitude below FL260 (i.e. the border region with Somalia, and 12nm off the east coast of Kenya). Prior to this, their warning applied to **all** airspace in Kenya below FL260.

Published on 26 Feb 2018, the warning maintains the same wording to clarify the type of weapons and phases of flight that the FAA is concerned about, specifically:

- fire from small arms,
- indirect fire weapons (such as mortars and rockets), and
- anti-aircraft weapons such as MANPADS.

The scenarios considered highest risk include :

- landings and takeoffs,
- low altitudes, and
- aircraft on the ground.

The updated guidance is intended for US operators and FAA License holders, but in reality is used by most International Operators including EU and Asian carriers, since only four countries currently provide useful information on airspace security and conflict zones.

The Notam uses FL260 as the minimum safe level, though we would suggest, as usual, that a higher level closer to FL300 is more sensible.

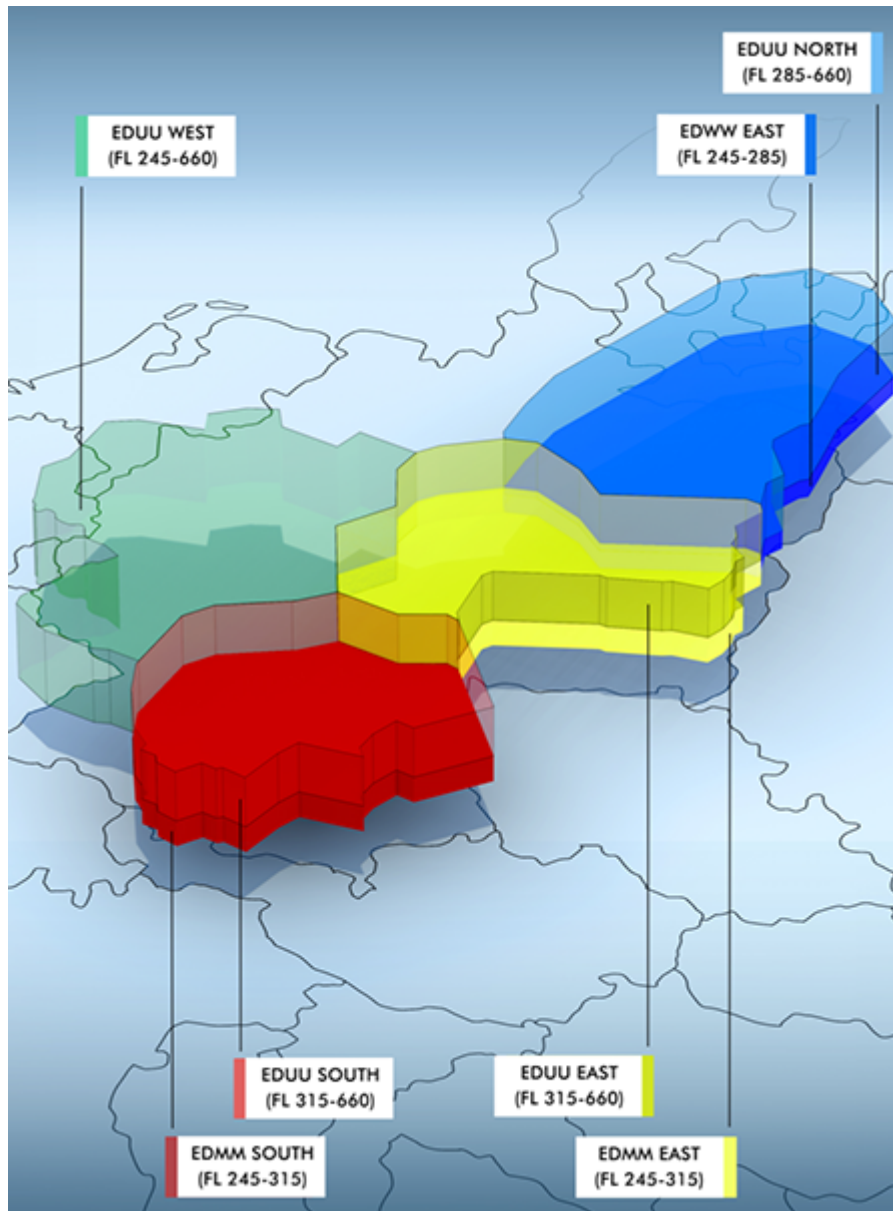
You can read the NOTAM in full on our Kenya page on **SafeAirspace.net**, a **collaborative and information sharing tool used by airlines, business jet operators, state agencies, military, and private members of OPSGROUP**.

More direct routings across Europe

David Mumford
8 March, 2018

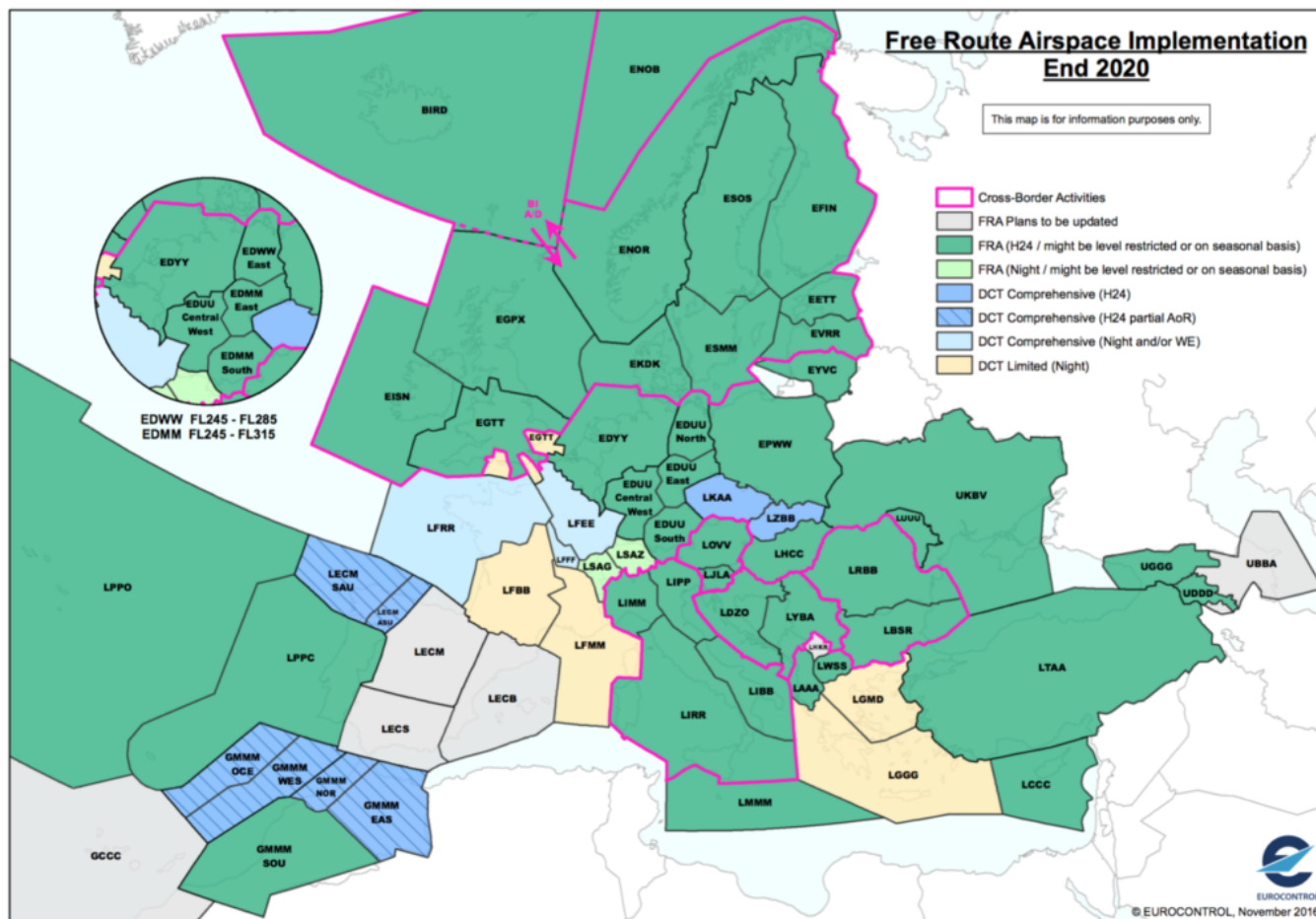
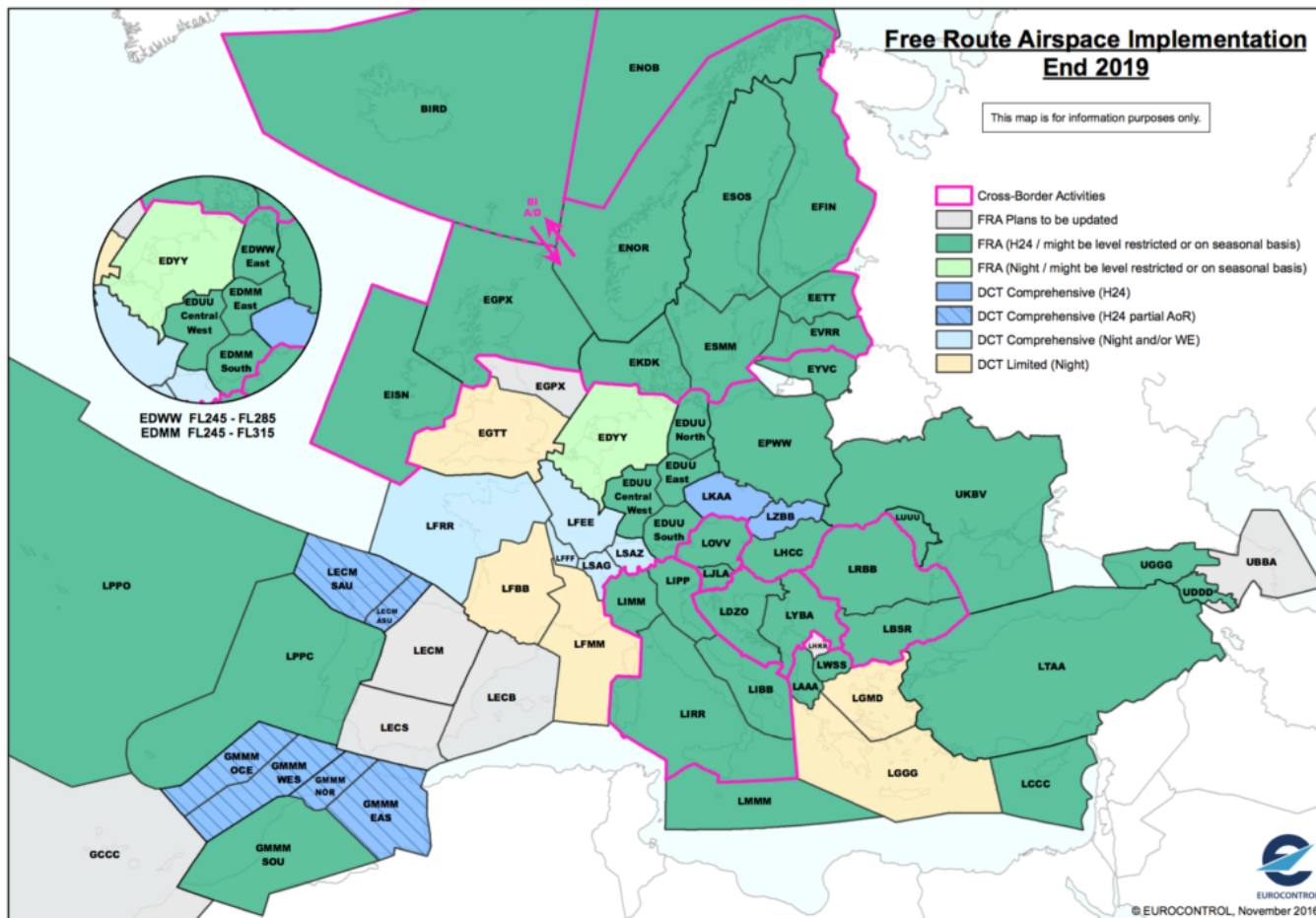


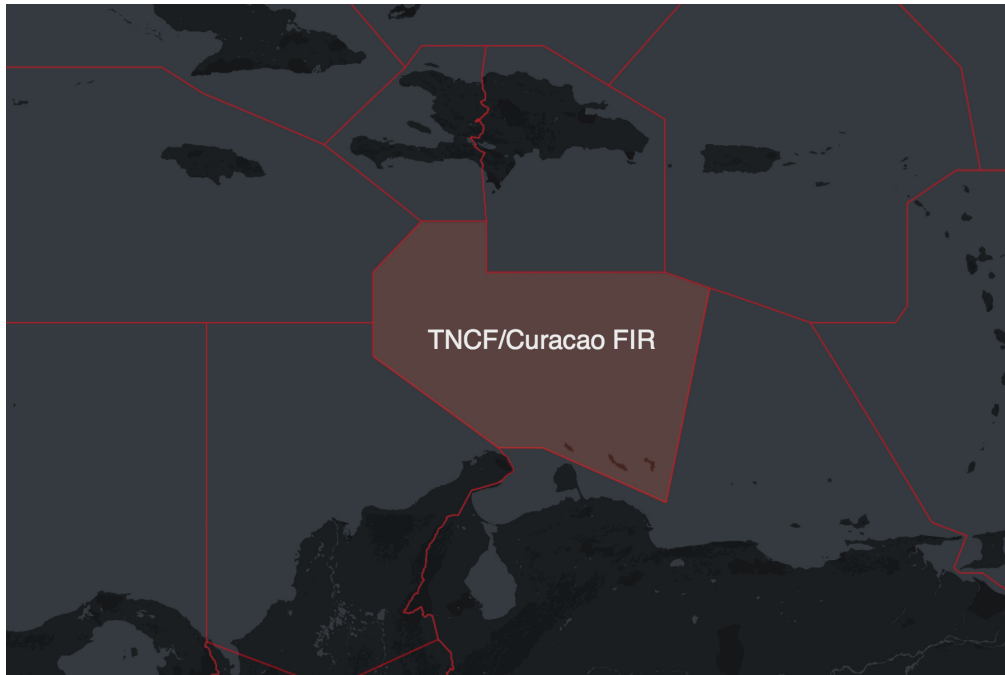
Sectors of airspace over southern Germany are ahead of schedule with plans to bring in Free Route Airspace (FRA). With effect from 1st March 2018, FRA will be implemented in the EDUU/Karlsruhe UAC, EDWW/Bremen ACC , and EDMM/Munchen ACC above FL245.



By the end of 2019, most European airspace is expected to have implemented Free Route Airspace, with all airspace having this type of operations by 2021/2022.

We like the idea of Free Route Airspace – direct routing is the way of the future. We also like cool maps. Thankfully, good old Eurocontrol have provided us with some great ones, showing where Free Route Airspace currently exists, and where it will be implemented in the future:





In Jan 2018, Curacao began denying non-IATA members permission to overfly the TNCF/Curacao FIR if they have not prepaid for navigation fees. Here's the AIC that carries the announcement.

Essentially, that means you, if you're not an airline.

Several OPSGROUP members have since reported being denied airspace entry. Given that a lot of north-south traffic tends to use the TNCF FIR for overflights, this is important information for ad-hoc flights.

If you're not an IATA member, you'll want to head to <https://dc-ansp.org/> get a login, and make your prepayments based on your planned route. If you don't create an account, or don't prepay, they'll likely reject your flight through the FIR.

If you'd like a breakdown of the charges, you can find those in the Dutch Caribbean eAIP, Gen 4.2

Here's what pilots and controllers REALLY think about Notams

Mark Zee
8 March, 2018



Update: November 1st, 2019: The Notam Team is up and running – we're fixing Notams. Follow our progress at fixingnotams.org.



We think Notams suck. No other way to say it. After a few articles we wrote (BS Notams, The Notam Goat Show, and more worryingly, the MH17 Notam problem), we got some feedback in the comments section. And thought we should share, because they really show the problem. So, here they are.

Caution, some strong language!

We're working on a solution, so you can help and add your thoughts **as a comment below**. Also, send us the really bad ones and enter the 2018 Notam Goat Show contest.



FSB Flight Service Bureau

The problem hasn't gone away ...

(NOTAMR H1107/17) - 413 FT AMSL BRG 014 MAG 2.78 NM FM ARP 466 FT
 AMSL BRG 006 MAG 3.41 NM FM ARP 203 FT AMSL BRG 014 MAG 1.46 NM
 FM ADP 246 FT AMSL BRG 026 MAG 2.56 NM FM ARP OBST MARKING NON
 STANDARD) 345 FT AMSL BRG 011 MAG 2.69 NM FM ARP 262 FT AMSL BRG
 275 MAG 1.24 NM FM ARP 278 FT AMSL BRG 134 MAG 1.71 NM FM ARP 217
 FT
 MAG 100
 AMS 1
 FM 191
 MAG 1
 ARP 1
 MAG 1
 ARP 1
 MAG 1
 AMS 1
 FM ARP 830 FT AMSL BRG 359 MAG 6.59 NM FM ARP 175 FT AMSL BRG 317
 MAG 2.74 NM FM ARP OBST MARKING NON STANDARD 364 FT AMSL BRG 020
 MAG 3.17 NM FM ARP 210 FT AMSL BRG 088 MAG 1.45 NM FM ARP 705 FT
 AMSL BRG 352 MAG 7.34 NM FM ARP 413 FT AMSL BRG 001 MAG 3.04 NM
 FM ARP 413 FT AMSL BRG 001 MAG 3.08 NM FM ARP 364 FT AMSL BRG 014

**UNREADABLEBU
LLSHIT**

The problem of Bullshit Notams

This article created a firestorm of engagement - several hundred emails and 127,000 people that visited the blog. Most of it was overwhelmingly positive. Some of it wasn't. Please read my follow up in response. It's absolutely...

FLIGHTSERVICEBUREAU.ORG

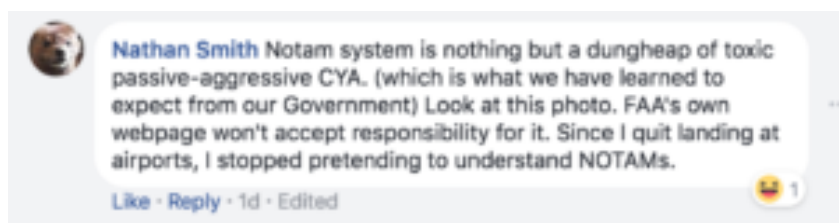
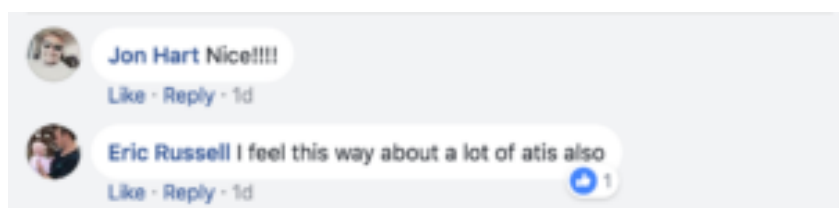
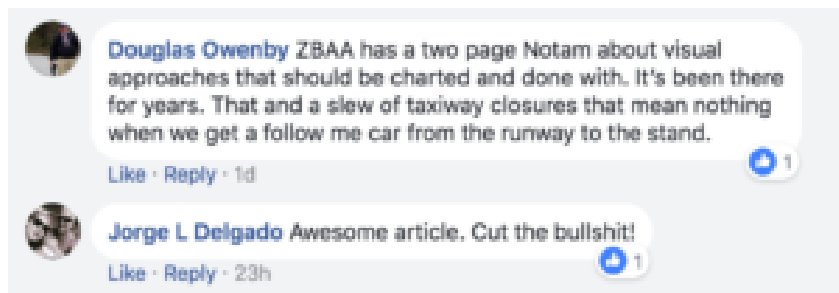


Brooks Yeilding It's currently the biggest threat to aviation safety at all levels. AOPA, NBAA, FAA, ICAO, ALPA, IALPA, etc. are all complicit. It's strictly CYA for everyone except the pilots and it's getting worse every day. I am a senior Captain for a major airline. If I read every word or code on my 70 page flight plan, we would never leave the airport, much less make a push time. However, the blame path from the bent aluminum leads directly to me because it was "right there" in the papers.

Like · Reply · 13h



1



Personally I think taxiway and apron closure NOTAMs are too readable, I think they should be distributed in RADIAL/DME format, or perhaps raw Lat-Lon. Additionally, time should be specified in seconds since the founding of the FAA.

TAXIWAY CLOSED BETWEEN ORL180/08.5DME ORL181/08.6DME ORL181/08.65DME ORL180/08.65DME FROM 1829088020S to 1829190200S

What could be more clear than that?

I wonder if a buried Notam ever did contribute to bent metal, injury, or death? I agree that the volume of nuisance notams is a real task to read through whether it be a long or short turn. However, nothing will be done till there is blood. That's how the FAA works. Till then, it's on us to be like aviation lawyers before every flight regardless of schedule.

Maybe we can get them in binary?

You have to go to binary first, then convert to Morse.

01010100 01000001 01011000 01001001 01010111 01000001 01011001 00100000 01000011 01001100
01001111 01010011 01000101 01000100 00100000 01000010

--- .- - - - .- - - - .-
. -

For good measure they should be put through an Enigma machine, too. And the output formatted to wingdings

Yes. The NOTAM system is fucked. We have Notams about those solar arrays near Vegas in every flight plan. Yes, I see them. I want to know if the damn runway is closed. Why the weird coding? Is it to make pilots feel multi-lingual?

It's funny, they seem to have every little f*ing detail about towers that are under 400 agl 20 miles either side of my route with one light bulb missing but I can't get a god damn reliable source for f*ing TFRs. Even the piece of shit FAA website for TFRs is not a "complete and accurate source" but some guy in a FSS station is????? Such complete and utter bullshit.

The reason nobody reads NOTAMs is because they are mostly garbage.

Why do I care that a crane that is 200 feet AGL ten miles from any airport is unlit? We can't fly below 500AGL anyway.

Why do I have to decipher code that can easily be written as: From 20170608 1900Z to 20170610 0000Z
CYYZ Taxiway L Closed

The system is broken and nobody cares to fix it.

I f*in' love doing a flight from Newark to DC and getting notams about the North Atlantic Tracks.

Motherf***r, if I end up on the tracks during that leg in a 145, the Notams are the least of my damn problems.

The biggest frustration for me is the NOTAMs don't match reality. KAUS often NOTAMs a runway closed for several hours a couple days each week. Yet we get there and it's open.

Or an airport will NOTAM an ILS out of service for the day. Show up at the airport and they're using that ILS.

My home airport is KDAL. One of the PAPIs was out for three days before they NOTAM'd it out of service. Delta landing in front of me asked about it. Tower said they showed it on and asked me. I said, "Uh... It's been out for several days. I thought y'all knew?"

Finally, my favorite: Surprise runway closures for routine runway inspections. NOTAM? Nah. BTW there's a 150' tower 15 miles away with a light out and there's birds around the airport. Awesome.

I can honestly say that if it isn't a runway closure or terminal closure then I don't really care. The amount of closed taxiways at every airport is absurd. Not to mention many of them are closed year round with no intention of opening them again, just a permanent NOTAM.

Can only agree. It has been raised at the RAPACs, but no progress to date.

If I'm 5nm from the ARP at 150' AGL, then I have more things to worry about than a crane without a red light...

Ass-covering gone mad. Really... a tree

OBST TREE 58FT AMSL
PSN 386M FM THR RWY 25 AND 183M LEFT OF RWY 25 CL
BRG 047 MAG 0.91NM FM ARP
FROM 01 310536 TO 03 300500 EST

My personal favourite is the "trigger notam" cross-referencing to yet another unfindable / unreadable pile of nonsense.

Just tell us what matters to an "Airman"; today and leave the grand plan, 12 month projection crap out of NOTAMS.

All of this so true, I imagine a world of technology and wonder (ozrunways/avplan/anything but airtservices/casa))where we can quickly read a Notam and weather briefing without having to nut it out and do a slow-ass flight plan every time. 2017 and we still cant embrace all the tech.

I totally agree. The last thing any crew is going to be able to do when checking NOTAMs before departure is to magic up a way to access cross-referenced documents in various other publications. Especially when the departure point is not anywhere near base ops, or even any other operations centre.

B.S. NOTAMS....100% concur. Our whole world of aviation is being swamped by similar legal ass-covering paperwork. How can ANY pilot be expected to remember all the additional codicils that do NOTHING to improve safety of flight, but rather give an army of lawyers and providers more chances to fleece an already cash-strapped industry?.....Rant over!

Congratulations, its our industry, the users should be heard.

Start with a blank sheet of paper, what do we want to know in a "NOTAM" and how best to communicate it in a cockpit / in a flight briefing package. If the current format was frozen in 1924, the next system needs

to be good for a couple of years.

This information ceased to be “NOTAMs” long ago. Today they are “NOTOLs”, Notice To Litigants. Thanks for making an effort to change this ancient system.

How many pilots out there actually read ever Head Office Notams or even daily Notams in meticulous detail? Few (if any). You sign on an hour before departure, there is simply not enough time to divulge all the ass covering crap that’s generated daily. Airline companies only want one thing, OTP; how a pilot goes about that they couldn’t care less as long as you don’t break any rules! NOTAMS = “None Other Than Aircraft Missing Slots”

You can bet your life, the one you needed to see at 3 in the morning was the one you missed! Any wonder...

Well said. Have you ever read “MEN AND EQUIPMENT NEAR THE RUNWAY: LANDING WITH CAUTION”? So, if you don’t tell me that, I will land recklessly..

You are a mind reader.

You captured the issue perfectly and the historical context was excellent. While airspace and aircraft have all continued to develop our most basic system of communicating the status of an airport/airspace has not. I could take that further and say communication with ATC is still by AFTN for the most part. So now put yourself in the position of dispatcher/FOO working a series of long haul ETOPS Flight. You might have 20 or more departure /Take off alternate station notams, a whole galaxy of FIR/UIR Notams, not to mention all of the ETOP alternates and if you re-dispatch/re-analysis, you will get to do it inflight once again. Now do that 15-20 times depending on workload. Can you say human data saturation?

This article certainly illustrates the infrastructure issues we face, but it doesn’t come close explaining some of the processes and procedures we have had to put in place to ensure:

1. That we actually get NOTAMS.
2. That we get airport conditions as some countries don’t put them out as Series-S ICAO NOTAM versus Series-A (Yes, these are the countries that haven’t fully adopted ICAO standards which were adopted in 1944 and ratified in 1947 by the Chicago convention).

Question: What is the current year?

I absolutely agree. My personal bugbear is those lists of co-ordinates do they think anyone actually plots them on a map? They might as well not be published at all.

What is clear is the professional approach to the information received: too many inputs, disorderly given, contextually irrelevant, redundant and unusable. A kind of “cry wolf” syndrome, making the pilot complacent about such a bullshit. The very day someone of us is caught in a legal battle for a system-

induced mistake leading to a incident, overlooking the NOTAMs will not appear as an excuse. How to make these information valuable?

Yes... and why oh why are we still using the coded TAF language. We don't have bandwidth issues anymore. We take plain English, code it, then decode it back to plain English. Surely a TAF written in plain English is not too hard a transition.

We train the pilots of tomorrow, they are inundated with everything the industry throws at them and the unintelligible Nonsense contained in some NOTAMS are just another accident waiting to happen. With all the technology at our disposal today, the filtering systems, electronics messages systems, integration tools and smart people to think about it, there is a solution out there. I suppose we just need to make enough noise in the right places to make a change. Oh well best we get started. hmmm, perhaps a NOTAM about change is needed.

And don't forget about TFR's that pop up. The one time I didn't look at TFRs I got trapped having to divert from Chicago to an outlying airport even though we were part135 and even though we got an IFR clearance and the tower gave us takeoff permission. And center control for an hour just kept passing us on.

How about a change in the format of NOTAMS too, so we don't have to wade through the whole lot in order to parse the relevant information. NOTAMS are removed when they are no longer valid, so why cling to chronological order as an indexing system. How about putting them in order of critical relevance: Firstly, changes to airfield opening hours and services (fire, fuel etc). Secondly, changes to runway lengths/closures/etc. Thirdly, changes to approaches available. All the rest can be thrown into the mix at the end of the NOTAM.

Excellent analysis. My personal favorite is the NOTAM sort order which tells me that the REIL lights don't work, the glideslope is out, the runway markings are non-standard, the localizer is out... ending with: runway closed. Tell me that first, all the other BS becomes irrelevant.

About two days before I saw this post, I'd sent a long email to my company telling them of the NOTAMs we don't need to see. Then I saw this. Brilliant! I've just sent the link to this piece to the company to reinforce that opinion. I'm hoping our briefing pack will be several pages thinner the next time I go to dispatch.

I have come up with a name for this problem: "NOTAM Spam". It's a serious one, alright — ASRS Callback #426 brought it up in the context of the US NAS, and I'm sure it's only worse for international operations. It sounds like ICAO needs to put out a recommendation or SARP about NOTAM spam control...

95% of Notam's we read are not applicable, or nothing can be done about them. Oh great, I'll pull out my chart and plot the 25 co-ordinates to see if this airspace will affect my flight - _ - that's one Notam example from plenty of the same type, in the same Notam briefing. Now add the other irrelevant Notam types as mentioned by others in the comments.

Thanks for the article. I shared it with my fellow dispatchers at AAL. We read pages and pages of BS notams on a daily basis and wondered if anyone else had similar feelings about the whole process.

Post your thoughts below!

Indonesia mandates ADS-B above FL290

David Mumford
8 March, 2018



Since the start of Jan 2018, all aircraft flying in Indonesian airspace at or above FL290 need to be equipped with ADS-B (Mode S Transponder and GNSS source position). Below that flight level, it remains optional.

Indonesian airspace is split into two FIR's - WIIF/Jakarta and WAAF/Ujung Pandang:



To the north, Singapore have required the carriage of ADS-B on certain airways since 2013; and to the south, Australia have mandated ADS-B for all airspace above FL290 since early 2017. So there's a vast section of connected airspace in the region where ADS-B is now required.

For **flight planning**, make sure you show the correct ADS-B designators in Item 10 of the FPL:

- **E** - Transponder — Mode S, including aircraft identification, pressure - altitude and ADS - B Out capability.
or...
- **L** - Transponder—Mode S, including aircraft identification,pressure-altitude,ADS-B Out and enhanced surveillance capability.
together with...
- **B1** ADS-B “out” capability using 1090MHz extended squitter.
or...
- **B2** ADS-B “out” and “in” capability using 1090MHz extended squitter.

Further reading:

- Read Indonesia's AIC on this ADS-B mandate in full **here**.
- Read our article: **Australia ADS-B requirements: 2017 onwards**
- Read our article: **Taiwan pushes ADS-B requirement to 2020**

New slot procedure at VIDP/Delhi

David Mumford
8 March, 2018



All flights to/from VIDP/Delhi Airport now need to get slots approved, and for international flights, you can only apply for these up to a maximum of 5 days in advance.

They're calling these slots "Delhi Arrival Clearance Numbers" (DACN) for arrivals, and "Delhi Departure Clearance Numbers" (DDCN) for departures, and you can apply for them by emailing flight.data@gmrgroup.in and copying-in dial.aocc@gmrgroup.in.

Make sure you put your slot number in Item 18 of your FPL. If you miss your slot time by more than 30 minutes, expect to have to re-apply for a completely new slot.

Also, watch out for long stays – the maximum ground time for everything except scheduled flights is now 3 days, unless you go into a hangar.

Full details of these new rules can be found **[here](#)**.

Greenland FIR to change its name

David Mumford
8 March, 2018



The BGGL/Sondrestrom FIR, that covers all of Greenland's airspace, is changing its name to the 'Nuuk' FIR, effective Mar 1.

This name change has come about following the reallocation, during autumn 2014, of the COM Centre, Rescue Coordination Centre and the Flight Information Centre from BGSF/Kangerlussuaq Airport (commonly referred to as Sondrestrom airport) to Greenland's capital, Nuuk.

So "Nuuk Information" is the new identification/radio callsign for the aeronautical station serving the Flight Information Centre in Greenland; whereas "Nuuk AFIS" will still get you through to the aerodrome flight information service at BGGH/Nuuk Airport.

You can read the full AIC [here](#).

Further reading:

- Do you use BGBW/Narsarsuaq as a trans-atlantic alternate? Watch out, you may receive a hefty bill. Full details [here](#).

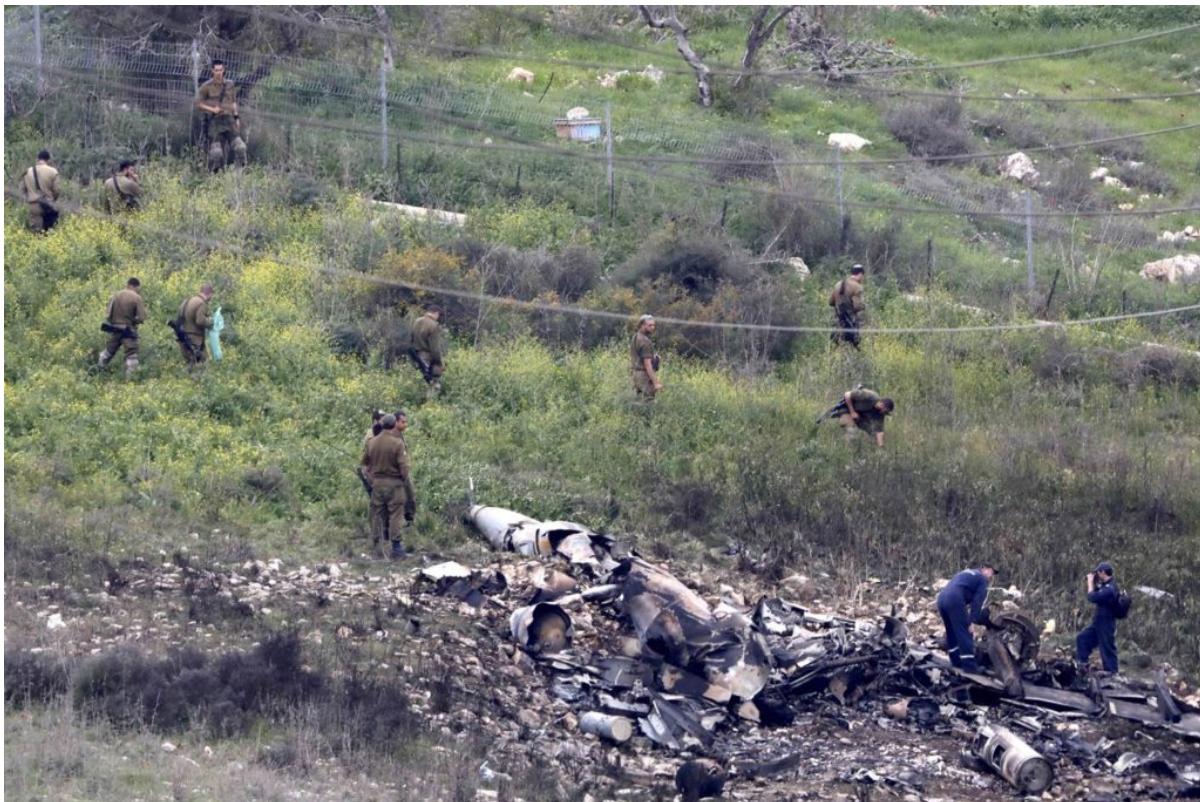
Feb 2018: Tel Aviv Airport closes as a precaution against attack

David Mumford
8 March, 2018



LLBG/Tel-aviv: Israel's main airport briefly suspended operations on Feb 10, due to military clashes along the northern border with Syria.

Two Israeli pilots were forced to abandon their F-16 jet, which crashed near the border after being hit by a Syrian anti-aircraft missile. The jet was on a mission in which it struck an Iranian facility in Syria that had previously operated a drone which Israel shot down over its territory.



This resulted in all flights from LLBG/Tel-aviv Airport being grounded for around an hour starting at 9am local time, as a precaution against any further attacks. The airport is considered a strategic location that could be targeted during military conflict.

Here's what Israel's PM had to say about it:

This incident marks the most significant engagement by Israel in the fighting that has been taking place in neighbouring Syria since 2011. Israel has mostly stayed out of the conflict so far, but has recently become more concerned about the increased Iranian presence along its border.

Australia updates RNP2 rules for foreign operators

David Mumford
8 March, 2018



The Australian CAA have said they will now allow foreign operators to use RNAV1/2 in lieu of RNP 1/2.

Over the past few years, Australia has been moving away from ground-based navigation to PBN/GNSS as the primary means of navigation across the country.

Australian operators have all had to be RNP1/2 compliant since May 2016, when they rolled-out RNP2 for en-route and RNP1 for terminal operations.

It's not yet mandatory for foreign operators to be RNP1/2 compliant – but if you want to benefit from these routes and procedures (and can't get RNP1/RNP2 approvals from your country of registry), you can notify CASA of your intent to use RNAV1/RNAV2 instead – and they will accept those as equivalent to RNP1/RNP2.

To do that, make sure you fulfil all the criteria in their “Acceptable Means of Compliance” (as contained in **CASA EX158/17**), fill out **Form 0667** and send it to CASA by email, along with a copy of your Ops Spec. Their email address is: **international_ops@casa.gov.au**

The AMC applies to both commercial and private flights. However, as it's not a mandatory requirement for foreign aircraft, if you're operating a private flight you might not want to bother with it; if you can't meet the equivalent of the RNP1/2 nav spec requirements, you can still operate in Australian airspace – all that will happen is that ATC just might not provide you with the absolute best routes and levels. But even that

FRI 20 APR, 27 APR ;
FRI 04 MAY, 11 MAY, 18 MAY, 25 MAY
FRI 01 JUN, 08 JUN, 15 JUN, 22 JUN, 29 JUN
FRI 06 JUL, 13 JUL, 20 JUL, 27 JUL
FRI 03 AUG, 10 AUG, 17 AUG, 24 AUG, 31 AUG
FRI 07 SEP, 14 SEP, 21 SEP, 28 SEP
FRI 05 OCT, 12 OCT, 19 OCT, 26 OCT.

CTRs:

From 1000-1500UTC, the following will have priority for General Aviation Traffic:

UL722 (ANNET-KORUL above FL275)
UP620 (CAMBO-KORUL above FL275)
UN862 (UVUDO-OSMOB above FL 285)
UT21 (TOU-DIVKO above FL335)
UZ38 (MTL-PPG)
UZ539 (BOLSA-SIJAN)

—

Holidays:

TUE 01 MAY
TUE 08 MAY
THU 10 MAY
MON 21 MAY
WED 15 AUG.

CTRs:

From 0700-1700UTC:

UM164 POGOL-LUPEN

—

You can read the full AIP SUP 025/18 [here](#).

Tonga battered by Cyclone Gita

David Mumford

8 March, 2018



On Feb 14, operations resumed at Tonga's main international airport, NTF/Fua'amotu, after it was closed for 2 days for the passage of Tropical Cyclone Gita.

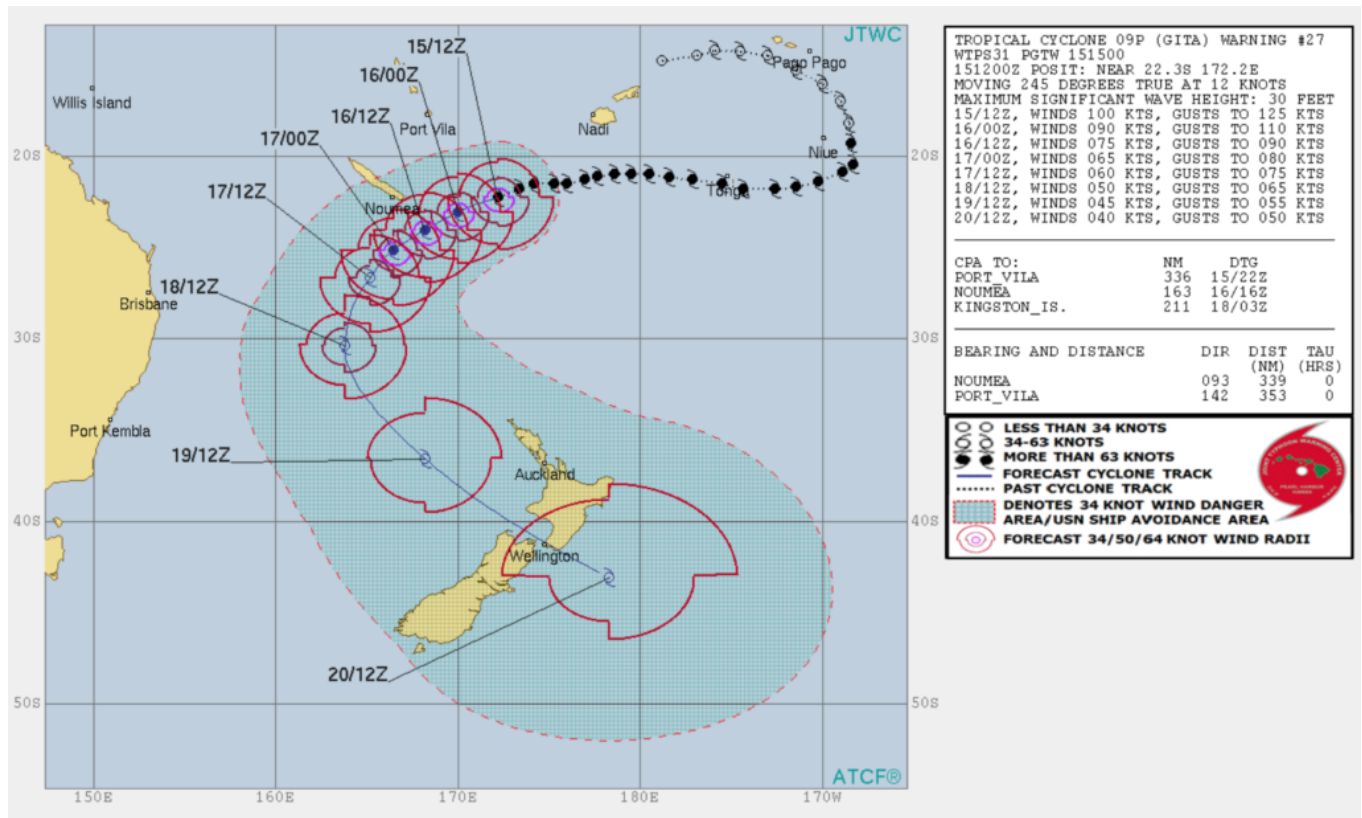
The cyclone caused extensive damage across Tonga, and the government has declared a state of emergency. According to the British Met office, Gita was the most powerful Cyclone to hit Tonga in over 60 years, battering the island nation with winds of over 120kts at its peak.

At least 30 people were reportedly injured during the storm, and around half the buildings suffered damage in Nuku'alofa, the capital of Tonga. Roads across the main island of Tongatapu have been obstructed by storm wreckage and downed power lines, and widespread power outages have also been reported.

At the airport itself, the domestic terminal is still closed due to damage sustained in the storm, and now all domestic flights are using the international terminal instead. Here's some photos of the damage at the airport:

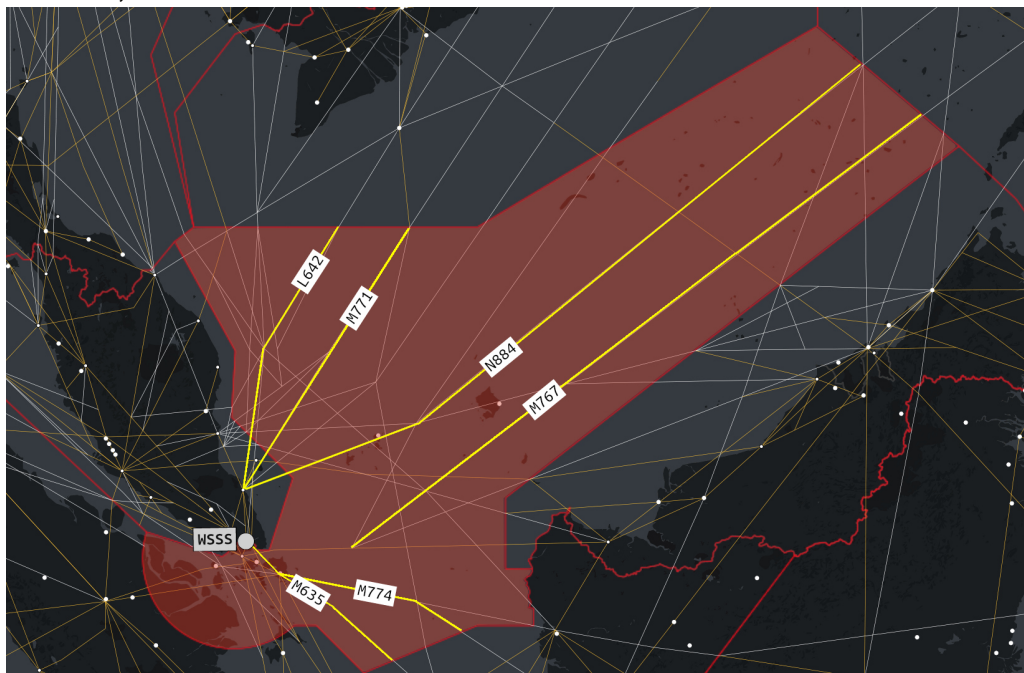


Gita has since moved westwards into open waters as the equivalent of a Category 4 hurricane, with winds of over 100kts, but it's now expected to head south-west across the ocean, narrowly avoiding direct hits on Vanuatu and New Caledonia – although heavy rain, strong winds and storm surge will affect these areas.



PBCS is coming to Singapore

David Mumford
 8 March, 2018



It's not only the North Atlantic that will be seeing PBCS being implemented on March 29th – on that same date, the weird acronym is coming to Singapore too!

However, the requirements for Singapore airspace are slightly different to that for crossing the NAT.

The short of it - compliant aircraft will be allowed a reduced separation of 50NM (or 10 minutes in trail) on certain airways: L642, M635, M767, M771, M774 and N884. For everyone else, it'll be 80NM (or 20 minutes in trail). For Singapore, 'compliant aircraft' basically means anything with RNP10, CPDLC and ADS-C capable of the RCP240 / RSP180 performance requirement.



You'll still need to obtain some kind of operator approval from your State of Registry. As we mentioned in our article on **PBCS on the NAT** - the best way to do that will probably be to submit an AFM Statement of Compliance for PBCS, showing exactly what data link communication systems your aircraft has, along with the selected performance.

For Singapore, if you want to operate on those airways at the reduced separation, here's what you'll need to remember to include in your ATC FPL:

In 10a:

J1	CPDLC ATN VDL Mode 2
J2	CPDLC FANS 1/A HF DL
J3	CPDLC FANS 1/A VDL Mode A
J4	CPDLC FANS 1/A VDL Mode 2
J5	CPDLC FANS 1/A SATCOM (INMARSAT)
J6	CPDLC FANS 1/A SATCOM (MTSAT)
J7	CPDLC FANS 1/A SATCOM (Iridium)
P1	CPDLC RCP 400
P2	CPDLC RCP 240
P3	SATVOICE RCP 400
P4-P9	Reserved for RCP

In 10b:

D1	ADS-C with FANS 1/A capabilities
G1	ADS-C with ATN capabilities

In Item 18:

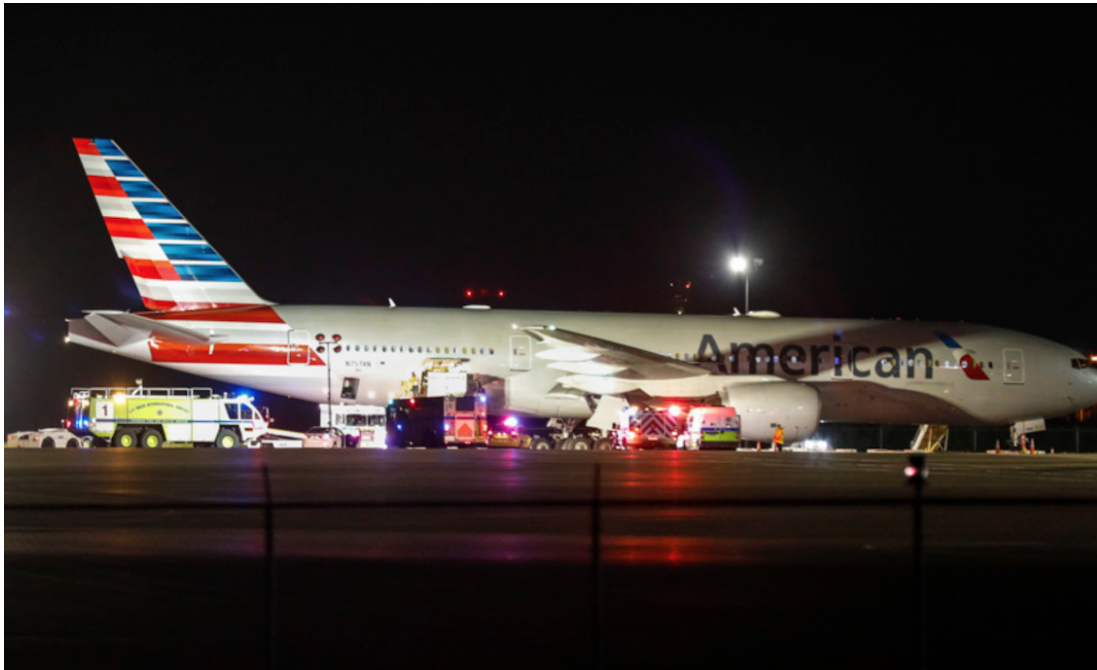
Make sure you include **SUR/RSP180** to show you're capable of the RSP180 performance requirement.

For more info, check out the full AIC published by Singapore **here**.

Do you use Bermuda (TXKF) as a NAT alternate at night?

David Mumford

8 March, 2018



The Bermuda AIP says that they have Fire Category 9 from 07-23 local time, but also that “during uncontrolled hours of operations BFRS/ARFF will be called out at CAT 9”.

So does this mean that Fire Category 9 is essentially ALWAYS available? And how long does it really take to call them out in an emergency?

We got an answer to that question the other day, when an American Airlines B777-200 en-route from KJFK/New York to SBGL/Rio de Janeiro had to make an emergency divert to TXKF/Bermuda due to a suspected fire in the cargo hold.

ATC cleared the flight direct to TXKF/Bermuda. They advised the crew that the tower at the airport was not staffed at the time (although the runway has pilot controlled runway lighting), but that emergency services had been alerted and would be on standby for their arrival.

38 minutes later, at 12.18 am, the flight landed, and the emergency services were indeed there as promised.

The whole cargo fire thing turned out to be a false alarm, although we're very thankful to one of the passengers-the supermodel Joan Smalls-for **documenting the ordeal on social media**.

We contacted the airport authority to check exactly how long they really need for emergency divers, and whether they really do provide Fire Cat 9 in these situations. Here is their response:

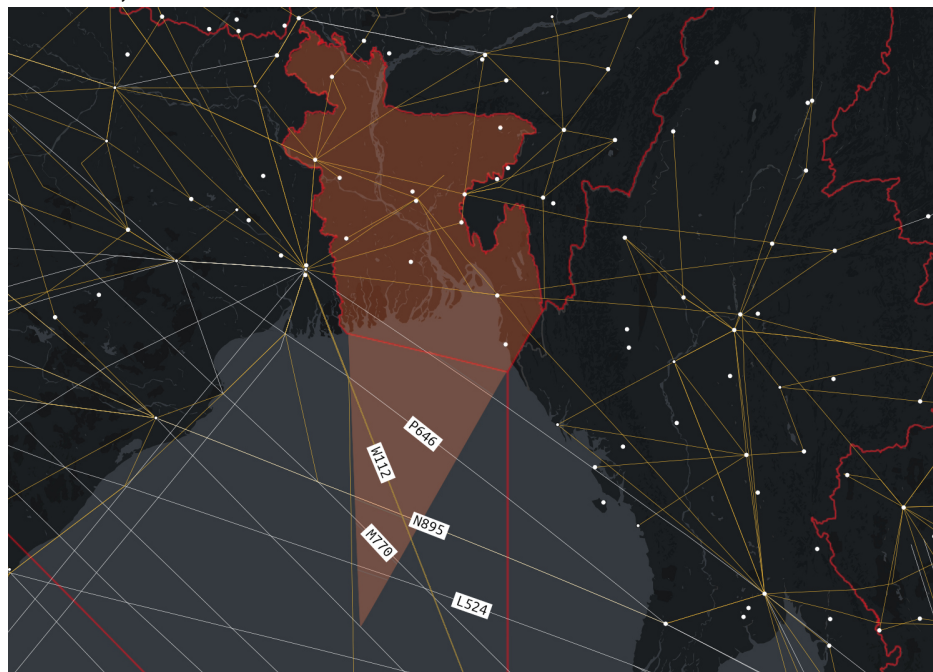
“ARFF is available 24hrs and yes will be staffed at the appropriate level to be cat 9 at all times. After 2300 Local Time when the local airport is uncontrolled , ARFF requires 20 minutes for call out for such events like diversions.”

So there you have it. You can always rely on Fire Cat 9 at TXKF – just make sure you give them at least 20 minutes notice!

Bangladesh is now one big ADIZ

David Mumford

8 March, 2018



Bangladesh has decided to establish an ADIZ over the entire country, including a massive chunk of airspace off their south coastline that actually extends over much of the adjoining Indian VECF/Kolkata FIR.

Aircraft intending to fly into, through, or within this new Bangladesh ADIZ must now obtain an ADC (Air Defence Clearance) number beforehand. Just file your flight plan, and they will send this to you by AFTN. Make sure you write it down – as they will ask you for it on HF before you enter their airspace.

If you don't have AFTN access, you can get the number by calling +880-2890-1081 or emailing **adnc@baf.mil.bd**

The authorities in Bangladesh have released a scary sounding AIP SUP on all this, which you can read in full **here**. What they fail to mention there, but **did** publish by Notam at the time, is that there are actually a bunch of airways over the ocean (P646, N895, M770, L524 and W112) where you won't have to get this ADC number, unless you deviate towards the landmass of Bangladesh.



Here's the Notam:

A0032/18 NOTAMN

Q) VGFR/QXXXX/IV/BO/AE/000/999/

A) VGFR B) 1802010001 C) PERM

E) THE FLW AMDT/UPDATES ARE BROUGHT TO THE AIP-SUPP 01/2018:

1. ACFT INTENDING TO OPR INTO, THROUGH OR WI BANGLADESH ADIZ SHALL OBTAIN ADC NR FM THE FLW CONTACT DETAILS.

TELEPHONE: +880 2 8901081

FAX : +880 2 8901081

E- MAIL: ADNC AT THE RATE OF BAF.MIL.BD

AFTN : VGHSZQZX

2. FLT OPR ON ATS RTE P646, N895, M770, L524 AND W112 SHALL NOT BE REQUIRED TO OBTAIN ADC NR UNLESS DEVIATED TOWARDS THE LAND MASS OF BANGLADESH.

3. GUARD FREQ. 121.50 MHZ SHALL NOT BE USED TO CTC THE AIR DEFENCE UNIT.

4. ARTICLE 'L' IN THE PROCEDURES FOR AIR DEFENCE CLEARANCE IN THE AIP-SUPP SHALL BE TREATED AS CNLD.

5. FOR THE TIME BEING DOMESTIC FLT AND FLT OF STATE ACFT AND GENERAL AVIATION ACFT OF BANGLADESH SHALL NOT BE REQUIRED TO OBTAIN ADC NUMBER

So you won't need an ADC number on those airways, but for everywhere else in that big red ice pick-shaped chunk of airspace, you'll need to get authorisation. As the Bangladesh AIS office politely warn in their AIC: "Aircraft flying without a valid ADC number or failing to comply with any restriction or deviating from flight plan will be **liable to interception** by Bangladesh Air Force Interceptor aircraft according to ICAO Standard Interception Procedure."

2018 Edition: New NAT Doc 007 2018 - North Atlantic Airspace and Operations Manual

Declan Selleck
8 March, 2018



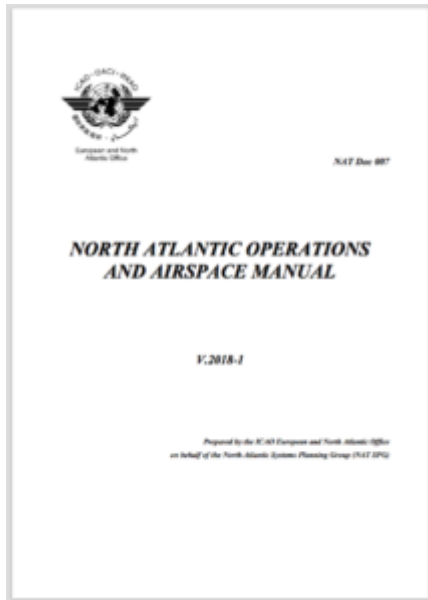
NAT Doc 007

NORTH ATLANTIC OPERATIONS AND AIRSPACE MANUAL

For the **latest changes and updates on the North Atlantic**, including our most recent **Guides and Charts**, use our NAT reference page at **flightservicebureau.org/NAT**.

2018 version - NAT Doc 007

The 2018 version of NAT Doc 007, North Atlantic Airspace and Operations Manual, was published in January 2018 by ICAO/NAT SPG.



Download the original document here (PDF, 5mB), and see also:

- The North Atlantic page with a **summary of the changes** so far in 2018
 - The FSB/OPSGROUP **NAT Ops Guide** – “**My First North Atlantic Flight is tomorrow**”
-

2018 is off to a flying start again with NAT changes – these are the latest important changes. These are also published in the latest edition of NAT Doc 007, January 2018.

- **PBCS** From March 29th 2018, PBCS is a requirement for the NAT Tracks between FL350-390 – RCP240 and RSP180. Read more about **PBCS in our article**.
- **RLAT** From January 4th 2018, Shanwick and Gander increase the number of RLAT tracks – most tracks between FL350-390 will now be RLAT – 25nm separation between them.

And there will be more! Keep an eye on the **FSB NAT Changes** page, we'll keep it updated.



In the fewest number of words possible we will tell you what you need to know about crossing the North Atlantic.

If you have a couple of days to spare, then read the official ICAO North Atlantic Operations and Airspace Manual (NAT Doc 007). Otherwise, pay attention and you'll be an expert in 15 minutes.

So, what's different about the North Atlantic?

Easier than Best Buy on Black Friday

There's a ton of traffic on the NAT. So, ATC equates most of it into the "NAT Theater" to make it easier for them to keep everyone apart. That doesn't mean it's easier for you.

Shanwick Shanwick

When you talk to "Shanwick Radio" it means you're not talking directly to ATC. So, when something major happens, know how to get off track safely without a clearance.

The rules keep changing

As soon as you think you've got things figured out, the rules will change. So we'll start with "What Changed?" ... read on.

Accuracy heaven

FLA, FLAT, GPOC, RNP, NAT OTS, TML, MNPB, OCA, DEP, SLOP. Know 10 out of 10? Good. There's more.

There's a lot of water

And not many airports. So it pays to know which ones are suitable, and closest.

"It's complicated"

Normally, you can get airborne, read the paper, do what ATC says, yawn, and land again. Easy. On the full, things are a good deal more challenging. Read on ...

Feb 2nd, 2018: FSB updated the full NAT Crossing Guide **"My first North Atlantic Flight is tomorrow"**.

- What's different about the NAT, changes in 2018, 2017, 2016, 2015, NAT Quick Map
 - Routine Flight Example #1 - Brussels to JFK (up at 5.45am)
 - Non Routine-Flights: No RVSM, No RNP4, No HF, 1 LRNS, No HLA, No ETOPS, No TCAS, No Datalink - what you can do and where you can go
- Take a look.



North Atlantic Plotting Chart

SALE

\$19.00 \$25.00

Hi-Res North Atlantic Plotting/Planning Chart in PDF format showing North Atlantic Oceanic Airspace, Shanwick, Gander, Reykjavik, New York, Santa Maria, and adjoining domestic airspace, with Airspace entry requirements, FPL codes, Airport data and pricing. Current chart: Effective 2016

ADD TO CART

PBCS: New rule on the NAT from March 29,

2018 - RCP240 and RSP180

David Mumford

8 March, 2018



Update March 16th, 2018: PBCS is turning into a PITA. After OPSGROUP input, we have an update on the latest status including rumours of delays, A056 LOA's, and Aircraft that have failed to comply with PBCS.

For the **latest changes and updates on the North Atlantic**, including our most recent **Guides and Charts**, use our NAT reference page at **flightservicebureau.org/NAT**.

ICAO is introducing another acronym in the North Atlantic Region. This time, it's PBCS (Performance Based Communication and Surveillance), and from March 29th 2018 you will need to be compliant if you want to fly on the half-tracks between FL350-390.

Initially, there will only be a maximum of three daily tracks where you will need to be PBCS-compliant between FL350-390. These will likely be the same tracks as we currently see being assigned as 'half-tracks' each day.

This requirement will eventually be extended to all the NAT tracks between FL350-390, but we understand that will only happen when the filing of PBCS designators on flight plans reaches the 90% mark, or 28th March 2019 - whichever comes first. Either way, the 'transition period' for this PBCS implementation is set to last six months, so the roll-out of the requirement to all the tracks won't happen until Oct 2018 at the earliest!

But from March 29th 2018, Shanwick and Gander will basically just continue the concept used in the RLatSM trial - whereby daily tracks spaced at less than 60nm from an adjacent track will be specified as a 'PBCS Track' and will be notified in the Track Message Remark-3.

So what is PBCS?

PBCS is the thing that will replace two trials in the NAT which are both coming to an end on March 29th:

- **RLAT - Reduced Lateral** Separation Minimum: where a reduced lateral separation of 25 nm has been implemented on the tracks between FL350-390 (so now there are extra “half tracks” each day, spaced by one-half degree of latitude)
- **RLong - Reduced Longitudinal** Separation Minimum: in the Shanwick Oceanic Control Area (OCA), longitudinal separation has been reduced to 5 minutes between aircraft following the same track.

When these trials end, PBCS standards will be introduced to continue to allow the application of both reduced lateral and longitudinal separation for aircraft that meet the Required Communication Performance (RCP) and Required Surveillance Performance (RSP) specifications.

How do I comply with PBCS standards?

To operate on the PBCS tracks between FL350-390, you will need to be RNP4 compliant, with CPDLC capable of RCP240, and ADS-C capable of RSP180.

But watch out! Some aircraft do have ADS-C and CPDLC but have never demonstrated RCP or RSP, and have no statement of compliance (e.g. most Honeywell Primus aircraft and several early Boeing aircraft). These aircraft may struggle to get approval to operate in PBCS airspace. Which brings us neatly on to...

Do I need PBCS approval from my state of registry?

PBCS approval will differ depending on which country operators are from.

For UK operators, check the requirements **here**.

US operators will need to update their LOA for Data Link Communications (A056). **The FAA have published a new guide**, which tells operators exactly what they need to do to get this authorisation, namely:

1. Submit an AFM Statement of Compliance for PBCS, showing exactly what data link communication systems your aircraft has, along with the selected performance
2. Since July 2016, various oceanic FIRs have been collecting data on whether certain aircraft meet RSP and RCP criteria. You need to make sure your aircraft isn't already listed as having failed to meet these criteria, by checking here:
https://www.faa.gov/air_traffic/separation_standards/pbcs_monitoring/

What new codes do I need to put down on my flight plan?

- FANS 1/A CPDLC equipped aircraft planning to operate in the NAT HLA shall insert the appropriate designator (J2, J3, J4, J5 and/or J7) in Item 10a of the flight plan.
- FANS 1/A CPDLC RCP 240 compliant aircraft intending to operate in the NAT HLA shall insert the designator P2 in Item 10a of the flight plan.
- FANS 1/A ADS-C compliant aircraft planning to operate in the NAT HLA shall insert the designator D1 in Item 10b of the flight plan.

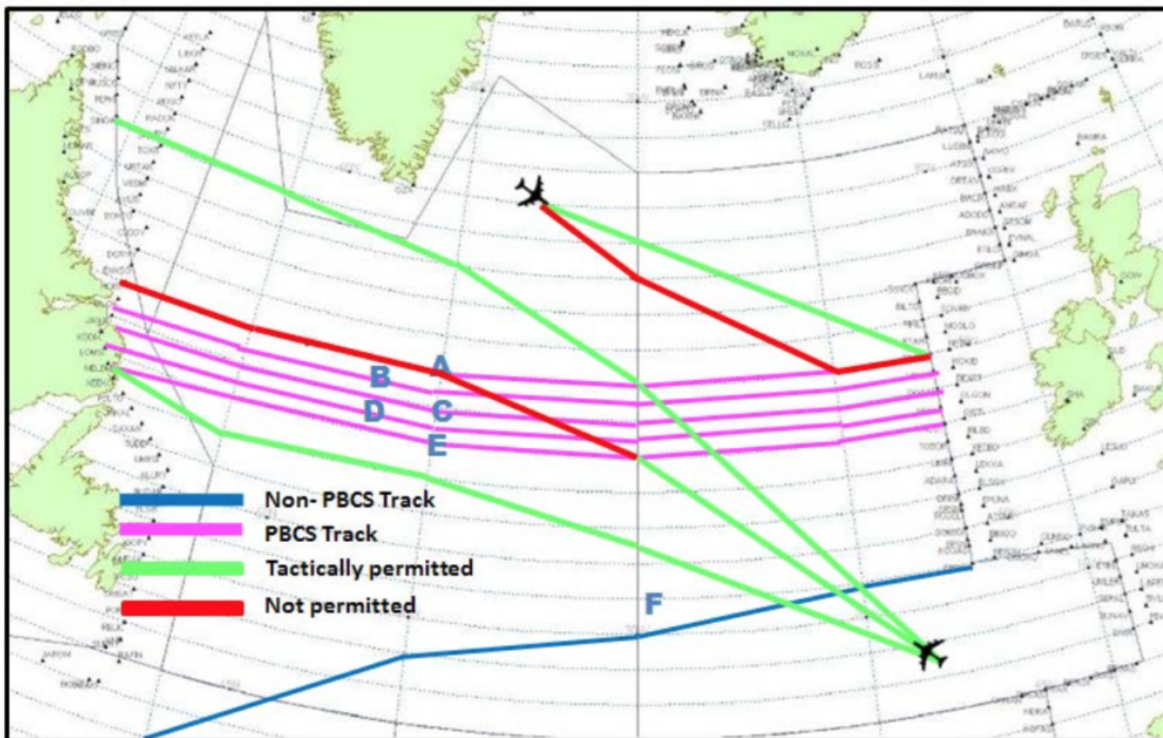
- FANS 1/A ADS-C RSP 180 compliant aircraft planning to operate in the NAT HLA shall insert SUR/RSP180 in Item 18 of the flight plan.
- RNP 4 compliant aircraft planning to operate in the NAT HLA shall insert PBN/L1 in Item 18 of the flight plan.

If I'm not eligible for PBCS, where can I go?

ATC may allow you to do either of the following, depending on how stressed/busy they are (i.e. decided on a 'tactical basis'):

- You can infringe on the daily PBCS tracks between FL350 - FL390 at only one point (including Oceanic Entry/Exit Point) i.e. cross but not join an NAT PBCS track
- You can climb or descend through levels FL350 - FL390 on a PBCS track provided the climb or descent is continuous.

In their **NAT OPS Bulletin 2018_001**, ICAO have published a handy little picture to demonstrate this:



Further information:

- For a great FAQ on all things PBCS, check out the latest FAA document [here](#).
- For more info on the PBCS implementation, check out the full UK AIC [here](#).
- To figure out where you are welcome on the NAT, depending on what equipment and training you have, check out our quick reference guide [here](#).
- *Special thanks go to Mitch Launius at 30westip.com for help with this post. For assistance with international procedures training for business aviation crews worldwide, and to watch an*

*excellent webinar about all things PBCS-related, check out the **30westip**.*

Beijing bans charter flights

David Mumford
8 March, 2018



ZBAA/Beijing airport authorities have said the airport is now so busy, they will not accept any new requests for charter flights between now and Mar 31, at the earliest.

No official document has been published on this yet, and the authorities have said it will not be published on the Notams either – but the new rule is already in effect.

For GA flights, the same rules apply as usual: maximum 24hrs parking, no ops allowed from 23-01z, and an aircraft cannot have two peak hour slots between 01-14z during one day. Many operators choose to go to ZBTJ/Tianjin instead, or ferry there for parking.

For more information on ops to China, download our Lowdown guide by clicking the image below:



Both airports in Tripoli are focal points for fighting. Given their strategic value, they periodically serve as headquarters for various local militias.

HLLT/Tripoli has been more or less completely closed since mid-2014, when at least 90% of the airport's facilities were destroyed in fighting between local militias. Since then, international flights to and from Tripoli have been using HLLM/Mitiga instead. Technically, HLLT/Tripoli is now only available for VIP, emergency and ambulance flights; but in reality, it should be avoided at all costs.

HLLM/Mitiga is the old military airfield, which is now being used for civilian traffic, since the closure of HLLT/Tripoli. However, the airport has been plagued by violence over the past few years, and has been forced to close a number of times.

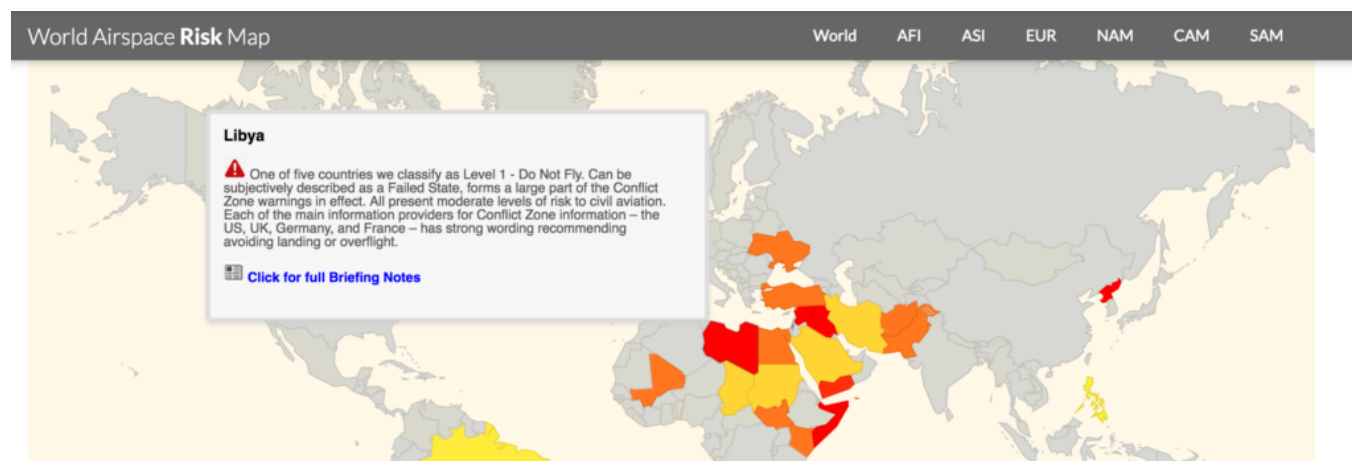
Back in July 2017, we reported on the **intense fighting that took place at Mitiga airport where 5 people were killed and 32 injured**, and then on 19 Oct 2017, a Libyan Airlines A330 at the airport was hit by gunfire during an exchange of fire between local militia in the district directly south of the airport.



A number of countries already have blanket warnings in place against operating to Libya, and they all say pretty much the same thing: avoid the entire country - don't land at any airport, don't even overfly.

So we suggest you ignore whatever gets pumped out on the HLLL FIR Notams about airports being "AVAILABLE H24 FOR INTERNATIONAL FLIGHTS AND EN-ROUTE DIVERSIONS". (You can read that nonsense in full by clicking [here](#).)

Libya remains categorised as a Level One country (Do Not Fly) at safeairspace.net



Emirates aircraft intercepted, Qatar

complains to UN

Declan Selleck

8 March, 2018



OTZZ/Qatar The UAE allege that on Jan 15, Qatari fighter jets intercepted an Emirates aircraft in international waters just north of the tip of Qatar. Qatar denies the claim.

Following the incident, the UAE CAA published a safety alert, warning about “unannounced and hazardous military activities within Bahrain FIR in airways UP699 and P699”, which they consider to be “a potential hazard to the safety of flight.”

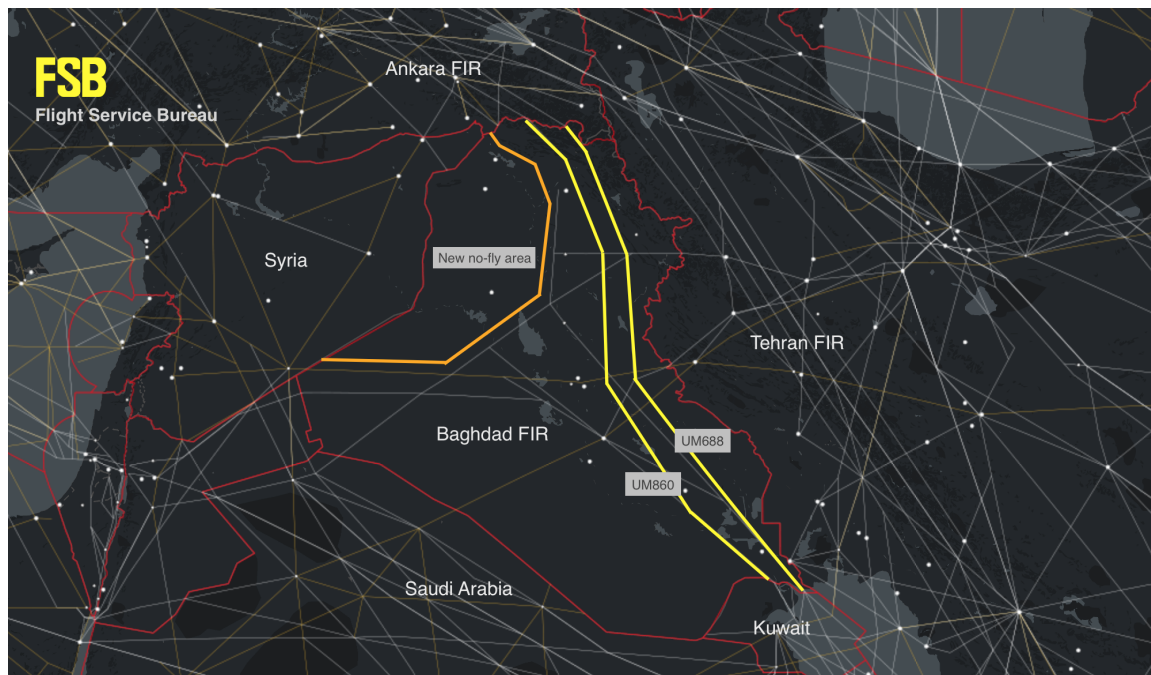
Qatar have filed a complaint of their own with the UN, claiming that UAE military aircraft have repeatedly violated their airspace during the ongoing diplomatic crisis between the Gulf states.

All this complaining on both sides is much more likely to be political wrangling, rather than any kind of genuine airspace safety issue.

Western countries lift bans on Iraq airspace

David Mumford

8 March, 2018



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

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

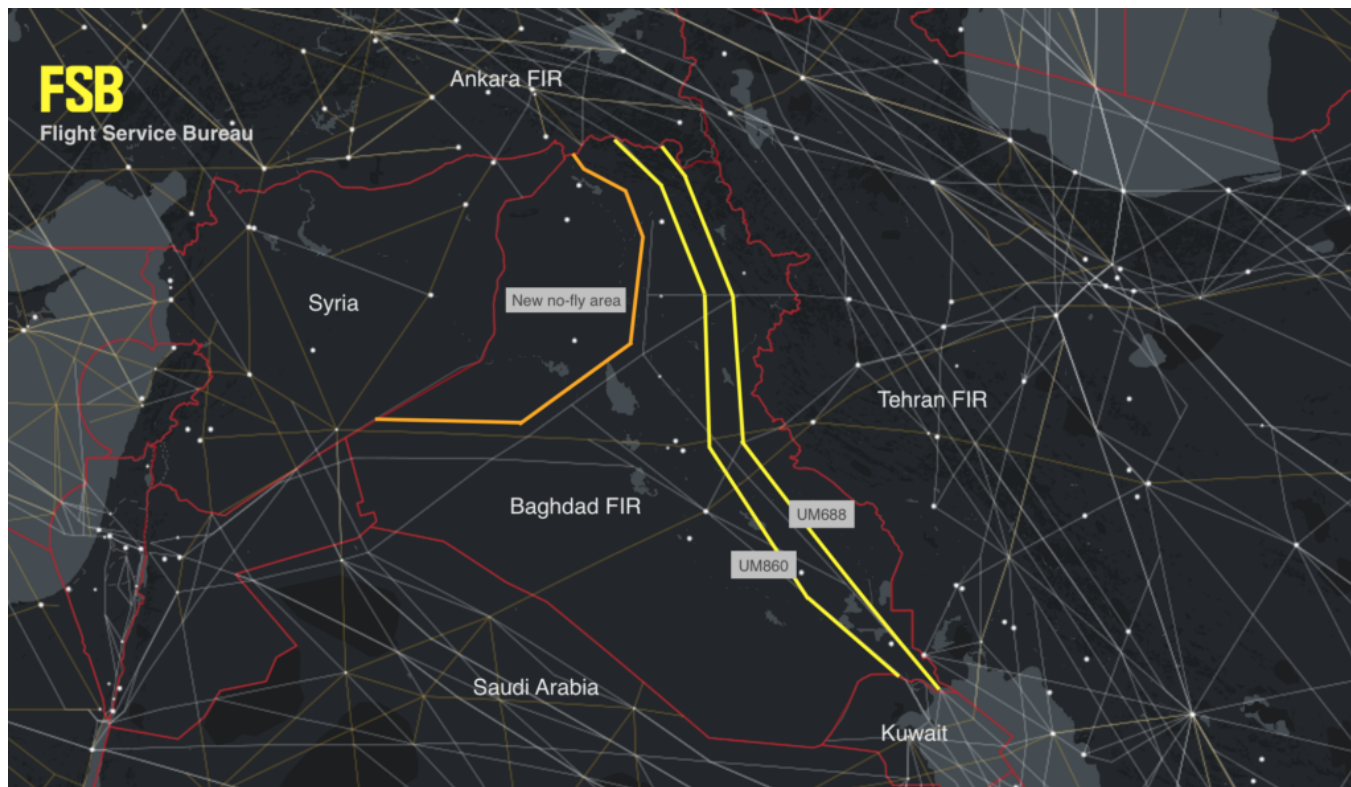
France recommends that overflights should only be on airways UM860 and UM688, and should be at or above FL320.

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

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

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

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

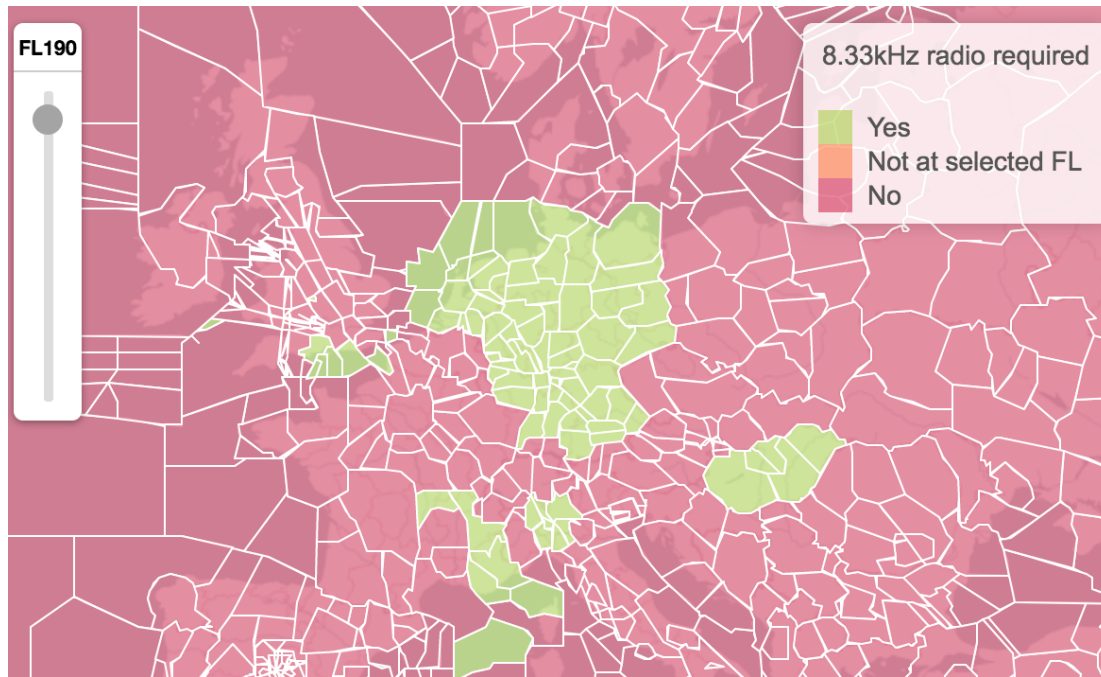


However, airways UM860 and UM688 (the two main routes through the Baghdad FIR) to the east of this zone are unaffected, and now effectively open above FL260.

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

Europe now requires 8.33 VHF radios (almost) everywhere

David Mumford
8 March, 2018



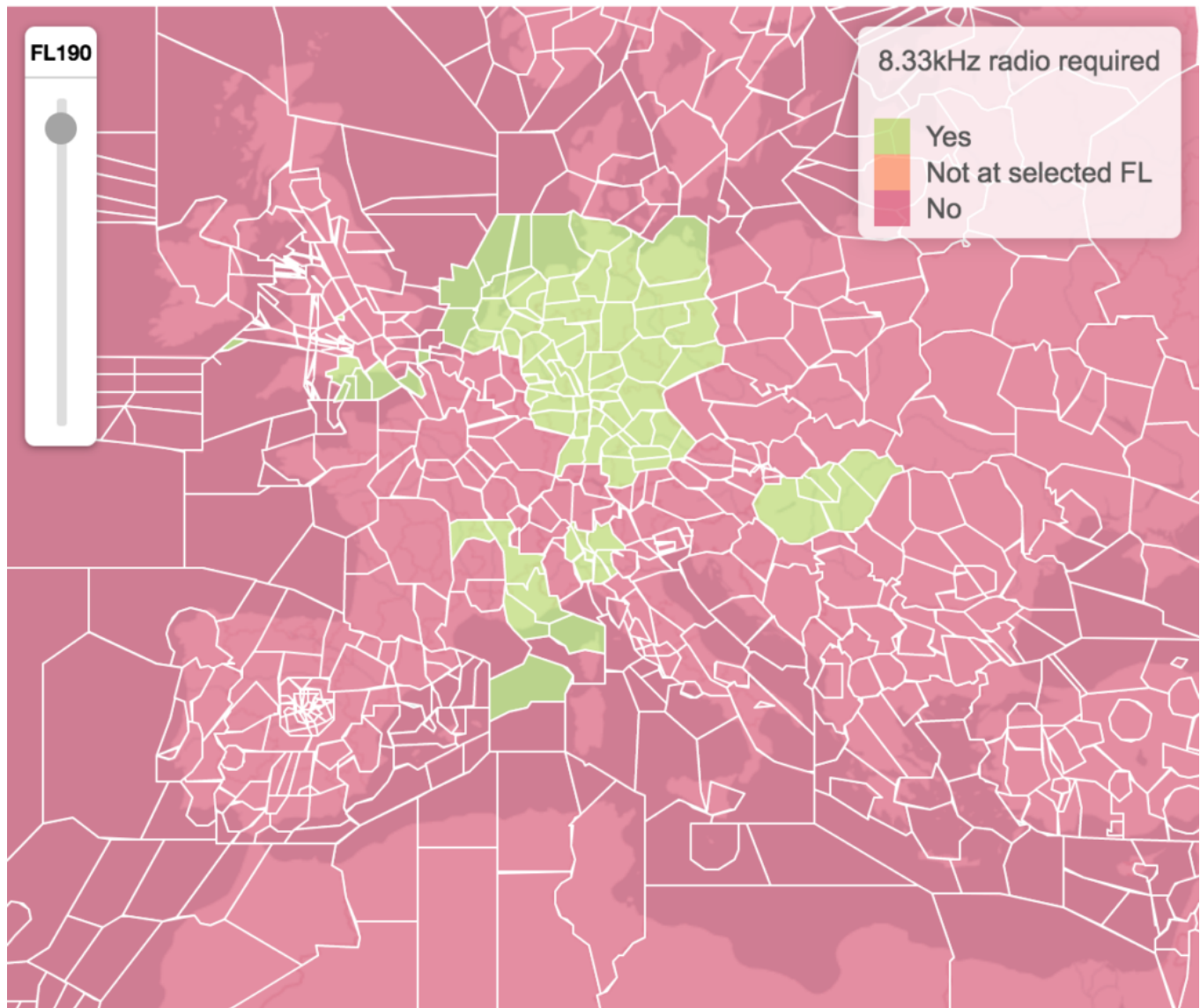
Effective January 1st, 2018, the official line is that you need an 8.33 VHF Radio to operate anywhere in Europe. If you're heading to Europe without one, expect problems.

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

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

8.33kHz Voice Channel Spacing Implementation

Airspace Classification below FL195



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

Eurocontrol have published all the details on this as follows:

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

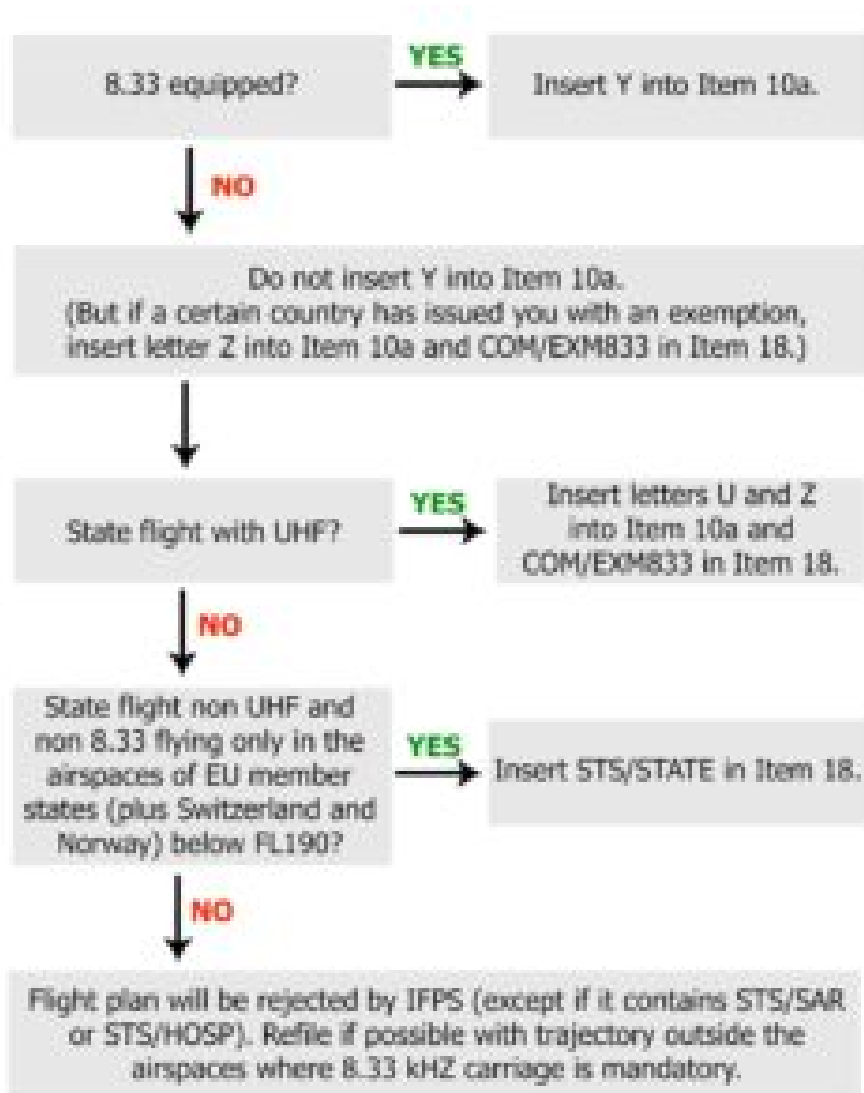
Below FL195, in the airspace of the EU member states (plus Switzerland and Norway) some airspaces may be exempted from the carriage of the 8.33 kHz radios (refer to the national AIP of the state concerned) in which case the airspace is not inserted in the area where the mandatory carriage check takes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

mandatory.

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

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

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



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

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

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

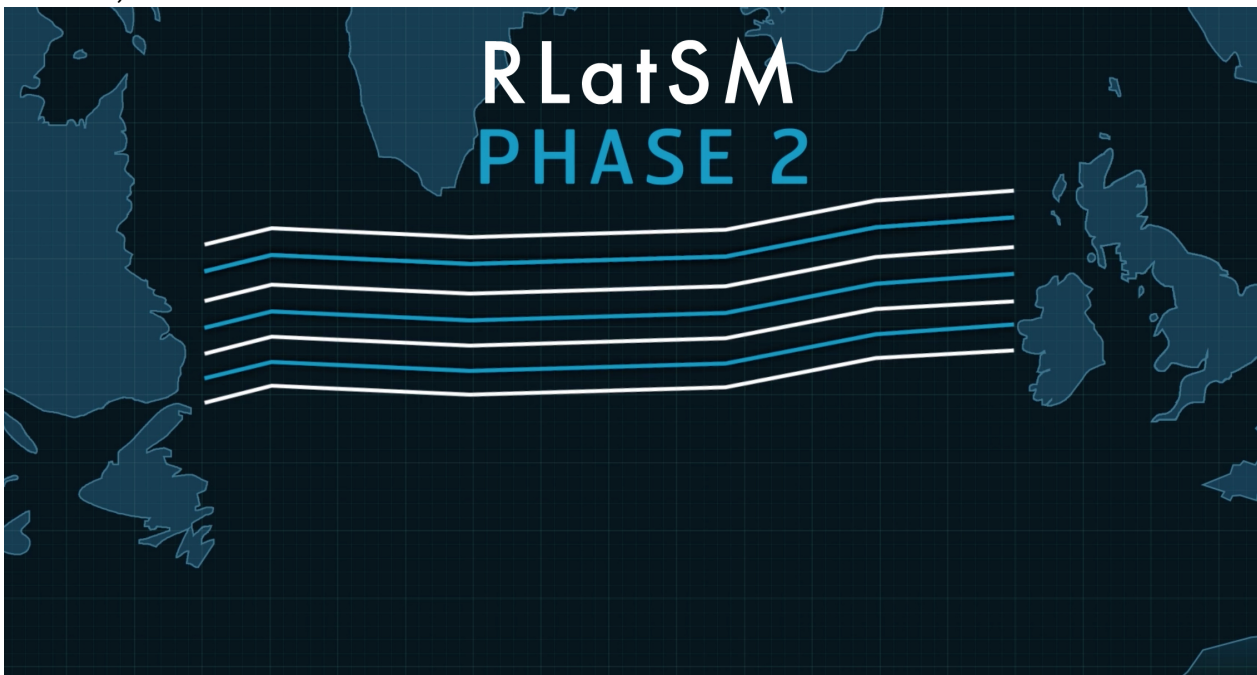
Here's what will happen, depending on what you put in your flight plan:

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

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

More NAT half-tracks are coming

David Mumford
8 March, 2018



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

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

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

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

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

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

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

Missile attack on OERK/Riyadh was “warning shot”, other airports now targets

Declan Selleck
8 March, 2018



Update: Yemen-based Houthi forces fired another missile into Saudi Arabia on Dec 19. Saudi Arabia claim they intercepted it south of the capital Riyadh, with no damage or casualties reported, though a loud explosion was heard throughout the capital. The Houthi forces claim they were targeting a palace in southern Riyadh. This follows the previous Houthi missile attack on OERK/Riyadh Airport on Nov 4th, when they said: “the missile that targeted King Khalid airport was a warning shot and we warn all companies to prevent landing of their planes in the UAE and Saudi Arabia airports”. A Yemeni Army spokesman has said that the November 4 missile attack on OERK was a “warning shot”.

That missile was launched from rebel territory in Yemen, specifically targeting OERK/Riyadh King Khalid airport. Although most mainstream media carried the “missile was intercepted” story, we’re not sure that this is the case – even if it was, parts of it did fall on airport property and there was a visible explosion.

The spokesman said “**the missile that targeted King Khalid airport was a warning shot** and we warn all companies to prevent landing of their planes in the UAE and Saudi Arabia airports”.

Given that the Yemeni rebels have demonstrated their capability of reaching their target, there is some credibility to the threat.

Operators should consider this in operations to OE and OM** airports.**

At present, there is no indication of increased threat to overflight of Saudi or UAE airspace.

On Monday, the Saudi Arabia coalition closed all air, sea and land borders with Yemen after the missile strike on Riyadh on Nov 4, effectively closing all airports in Yemen. Yemenia airlines said that the coalition, which controls Yemen’s airspace, had declined it permission to fly out of Aden and Seiyun, the only two remaining functioning airports. OYSN/Sanaa has been closed since August 2016.

Also, all UN humanitarian flights to Yemen, one of the few international operators, have been cancelled after flights were no longer given clearance from the Saudi-led coalition to land in the country.

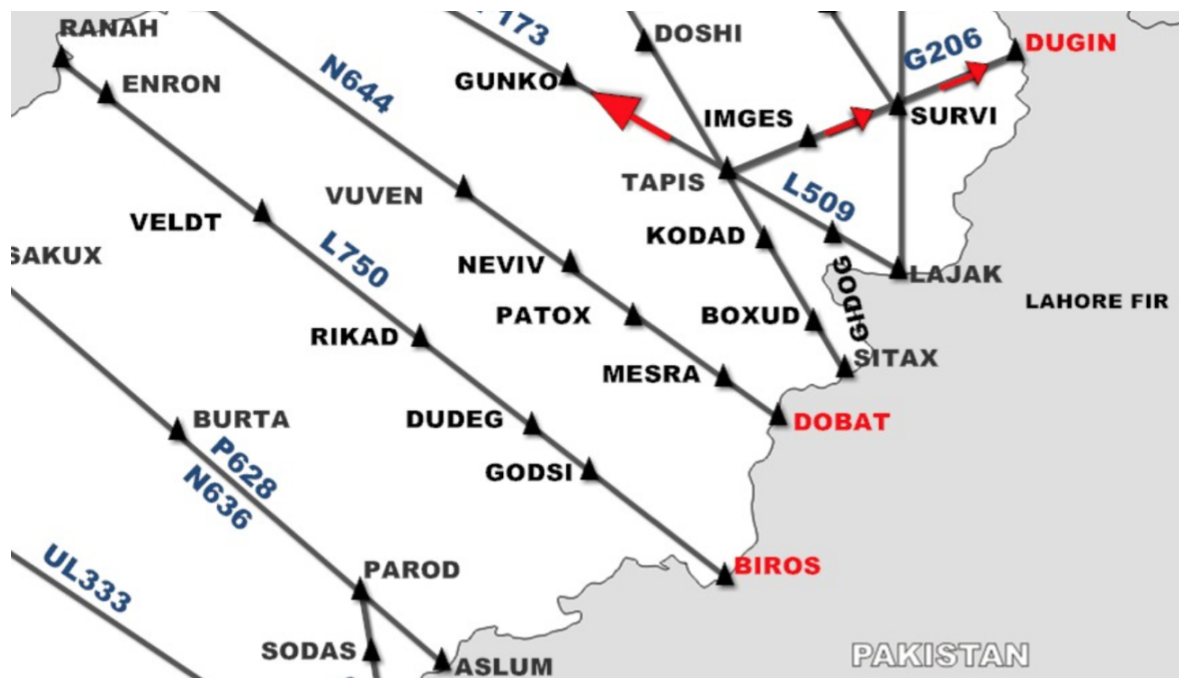
SCATANA remains active in the southwestern portion of the Jeddah FIR, no new Notams have been issued in relation to the last few days.

For further:

- Monitor Saudi Arabia page on SafeAirspace
- Monitor OPSGROUP member updates
- Talk to us at team@fsbureau.org

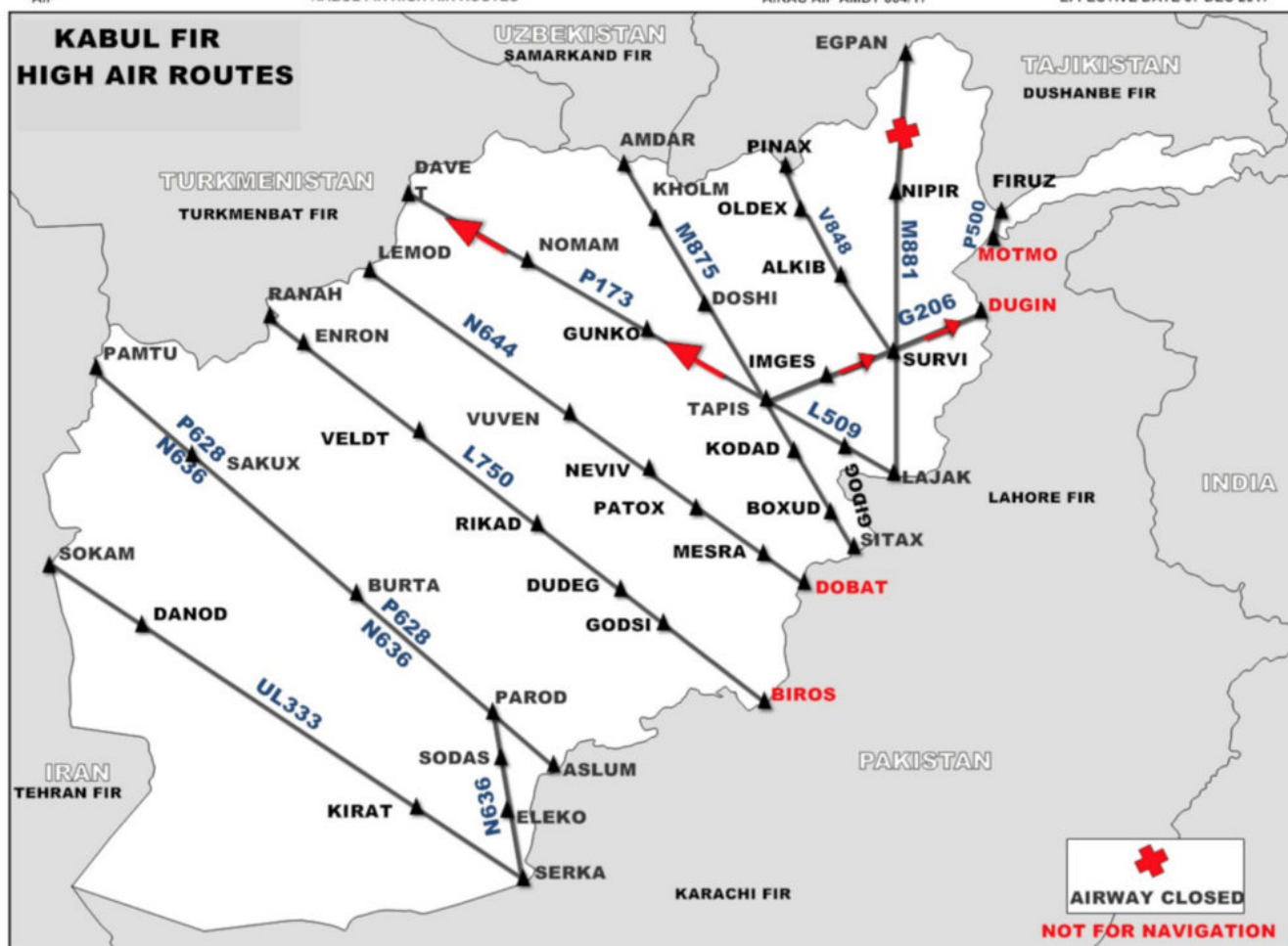
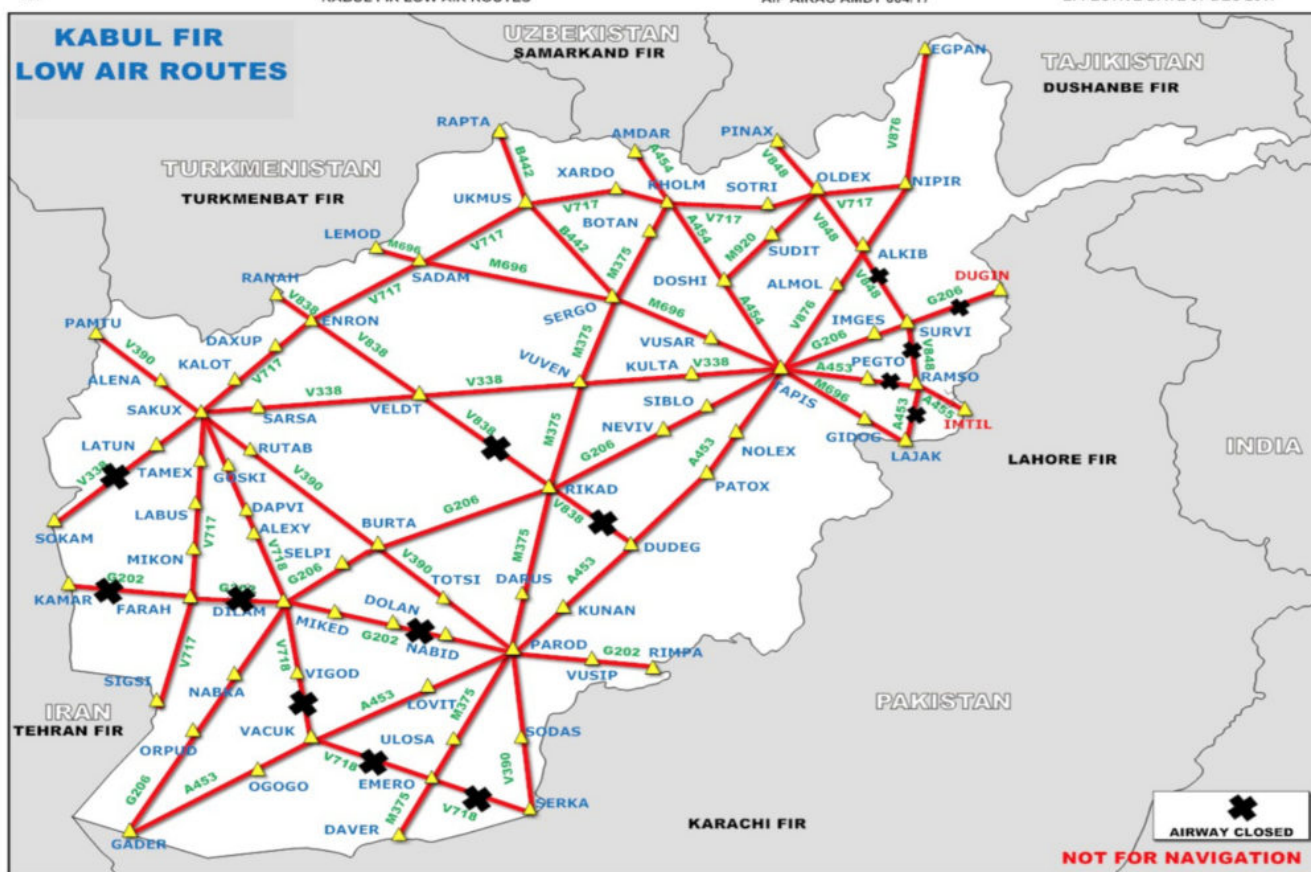
Afghan/Pakistan border waypoint name changes

David Mumford
8 March, 2018



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

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



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

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

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