

Monday Briefing: Atlantic changes, Thai Coup

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

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

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

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

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

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

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

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

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

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

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

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

PKMJ/Majuro (Marshall Islands) has no fuel available from 24-28 May.
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Venezuela update. An overflight permit is not required prior to airspace entry, but for any aircraft that has operated in the region in the past, it is essential to check your account status with the CAA (INAC) beforehand. Airspace entry denials for unpaid bills are now commonplace.