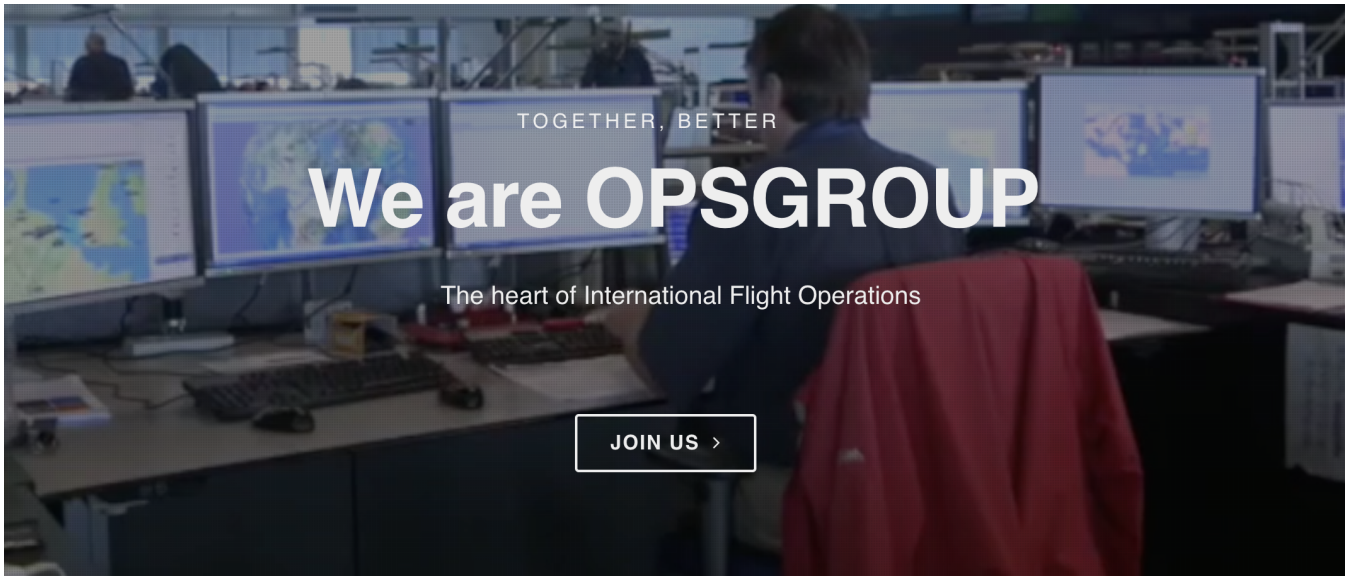
OpsGroup – the power of the group

Mark Zee
29 November, 2017



The power of the group

In the last 30 years, there has been a massive change in how the world works: **thank you, internet**. We are witnessing a shift from the power of a central source – like government, and large corporations – to the power of the individual. Each of us is now connected to the entirety of human knowledge through a small, handheld device, and can connect with others to effect powerful and positive change.

OPSGROUP is founded on this premise. **International Flight Operations** is an inherently tricky area, full of gotcha's and unforeseen changes for even the most diligent airline or aircraft operator. One operator versus a myriad of often unreadable government-sourced regulations and information – Notams, AIC's, FAR's – is a battle with guaranteed casualties.

But by connecting with other people, just like you, with the **same problems and challenges**, you can solve and share solutions.

When we started this group last year, we had a small handful of pilots, dispatchers, and managers that figured coming together in this way was a winner. As of November 2017, we're now heading for 4,000 OPSGROUP members, with a great variety in operations roles: Airline and Corporate pilots, Military operators, Federal agencies, Flight Dispatchers and Schedulers, ATC, and Civil Aviation Authorities – all working together.

It's still early days, and we have a way to go. But with some basic core principles – **plain language** (we call a spade a spade), **operator and passenger safety ahead of lawyer-speak**, **cooperation instead of competition** – and a huge appetite for development, there is much to gain.

So what's good in the group? Read on …

1. Information

First on the plate for almost every operator is **staying current**. Rules and regulations are changing with increased voracity. **Did I miss something?** Yep, almost definitely. Each week we produce the **International Operations Bulletin**. We try to cover all the big changes in the last 7 days. If we miss

something, we've found that someone in the group is pretty quick to tell us, and it appears in the next one.

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Talk to us at bulletin@fsbureau.org

Full OPSGROUP Edition

FSB Flight Service Bureau

Thursday 09 November 2017
View in browser

International Ops Bulletin



CYYR/Goose Bay closed because of ... sticky runways

09 Nov CYYR/Goose Bay has been shut down to all operations, following the discovery that their **runways are sticky**. NAT operators will need to find a different enroute alternate for the moment. Read the article.



Missile attack on OERK/Riyadh was "warning shot"

09 Nov OERK/Rhiyadh The Yemeni Army has threatened Saudi Arabian and UAE airports with further missile strikes, saying that the missile attack last Saturday on Riyadh was a **warning shot**. Read the article.

2. Fun (including Goats)



"**We promise to keep it entertaining**". Without your attention, we've got nothing. Not only that, but we get as bored as you do with the standard aviation legal-language speak that permeates even the most important documents. Which is why sometimes we'll run a **Goat Show**. Sometimes it's just great to be "***unprofessional***".

3. Members

Like we said, approaching 4,000. All working together with the same goal: **making International Flight Operations better**. Click on the links to read what they say.

Airlines like United, Fedex, and Etihad
Small Part 91 Flight Departments like CAT3, Fayair, Pula
Big 135 Charter Operators like Jet Aviation, TAG and Netjets
Companies like Visa, IBM, and AT&T
Manufacturers like Boeing, Airbus, and Lockheed
International Pilots like Matt Harty, Bill Stephenson, and Timothy Whalen
Organisations like IFALPA, the NBAA, and CAA Singapore

4. Airspace Risk



MH17 was a tragedy that must not be repeated. A small handful of operators were privy to information on the risk, and the Notam writers of Ukraine that were aware of previous shoot-downs released the information in a language almost designed to confuse. Through our safeairspace.net project, we can now share risk information within OPSGROUP and make sure that every single member has access to a current picture of airspace risk.

5. Airport Spy

One of our group members came to us with a great idea last year – why don't we share our knowledge of operations at airports around the world. So we made a **TripAdvisor** style section in the member Dashboard, and allowed members to add their own reports on Airports, ATC, and Handlers. We now have 3000 or so reports.

Airport Spy

Pilot and Dispatch reviews of Airports, Handlers, and ATC

Toluca, Mexico

Edit

#1 of 91 Airports in **Mexico** | Medium **Airport of Entry**
MMTO | TLC | 4200 metres | 15 ILS
★★★★☆ Average User Rating: 4 from **23 reviews**



Ops News in last 3 months:

MMTO The runway will be closed overnight from 04-12z on the following days in Nov: 11, 12, 13, 25, 26 and 27. Lots of BA/GA operators use Toluca as a bizjet-friendly alternative to MMMX/Mexico City, which is around 30 miles to the east. *06Nov17* 23 days ago

MMTO Fly Across FBO at Toluca is now- or shortly will be- a Signature Facility. MMTO is the most popular GA alternative to MMMX for Mexico City. *27Oct17*

MMZZ (Country/Airspace) Government controls on gasoline will end on Nov 30, which means prices could rise. Last time this happened was back in Jan, when a price spike triggered mass protests, fuel shortages, looting, and roadblocks. *20Nov17* 9 days ago

MMZZ (Country/Airspace) Ops at Mexico City Airports (MMMX, MMTO) are back to normal following the most recent earthquake. MMMX was closed briefly for a runway/taxiway inspection. Terminal damage, but not affecting international ops airside. *29Sep17*

"Good stop, Gotcha's on the Jepp Charts into MMTO"

★★★★☆ Reviewed November 2017 | **CL60** | Op:Private | 9001729
I had a pretty good experience flying into MMTO in October 2017 using Universal as our handler and FBO.

We were on the XOSUD1A arrival and was given direct to Pasteje VOR (PTJ) which is not on the arrival, but is a fix hidden on the ILS DME 2 for Rwy 15. The Jepp plate says "PASTEJE VOR" so a bit of aggressive digital chart flipping was required to find the identifier "PTJ" and stick it

MMTO Dark Sky

14° and rising

Clear
Wind: 1 mph (N)

METAR TAF NOTAM

Must-knows for Toluca

Nothing so far. Is that right? Share anything you know about Special local rules, Terrain/Weather information, ATC procedures, Handling notes, Permit requirements.

Update this

Add your review of MMTO

Closest Airports to MMTO
Int'l Airport with Runway >1400m/4500ft

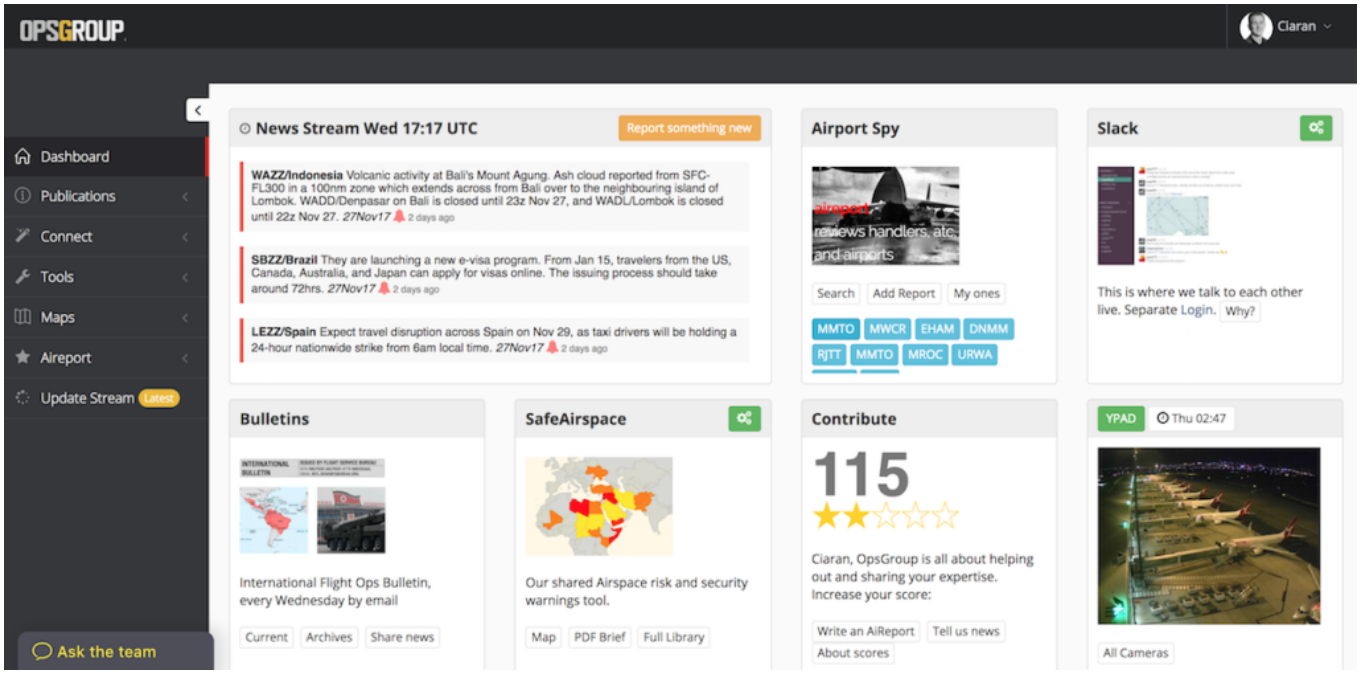
MMPB 69 nm, 3600m/11811ft
Medium
Puebla, Mexico ★★★★★ (1)

MMQT 84 nm, 3500m/11483ft
Medium
Queretaro, Mexico ★★★★☆ (3)

MMMM 88 nm, 3400m/11155ft
Medium
Morelia, Mexico

MMLO 147 nm, 3499m/11480ft
Medium

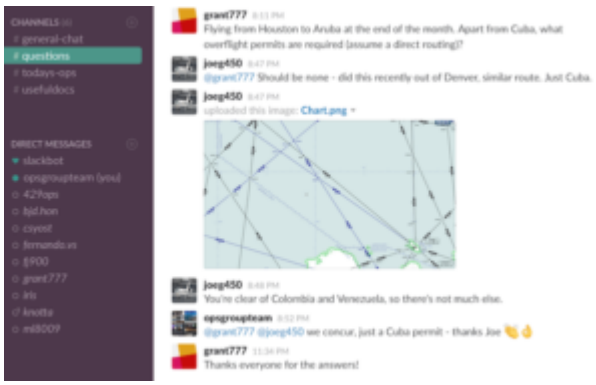
6. Member Dashboard



We don't need to explain this one too much. Everything the group has, in one place.

7. Slack

Slack is cool. It's a chat app, but it's more than that. Internally, we don't use email anymore, we use slack. There are different channels like **#crewroom**, **#todays-ops**, **#usefuldocs**, and **#questions**. When there are special events, like **#FranceATCStrike** or **#NewYorkSnow** we open a special group for that. About 1200 members use this regularly, and it's the perfect way to connect with other crews, ATC, or the Feds.



8. George

George is a bot. He'll fetch information for you on airports, get weather, the NAT Tracks, and a few other things. We're working on making him a little smarter.

9. Ask Us Anything



Getting an answer to your question is what keeps us awake at night. There's not much we can't help with, but usually someone else in the group beats us to it. If not though, the FSB International Desk team will research that ops question that is threatening to make your life hell.

10. The future

The best part of OPSGROUP is that we're really just getting started. The future of the group is unwritten, but placing the planning power in your hands as an operator rather than 3rd parties, and having the security of knowing that the group has your back, is a great way to start. There is much to build and develop, and we'd love you to be involved!

11. Joining

You can choose an Individual, Team, or Flight Department membership. All the information on that is on the OpsGroup website. We limit joining windows to certain months of the year, so that we can be all hands on deck with building new things for the group once membership is closed. If we're not accepting new members at the moment, you can waitlist for the next opening.

Further

- Join: Individual
- Join: Team 5 or 10
- Join: Flight Department 20 or 50
- **OpsGroup website**
- Login – for members
- Questions? Email team@ops.group