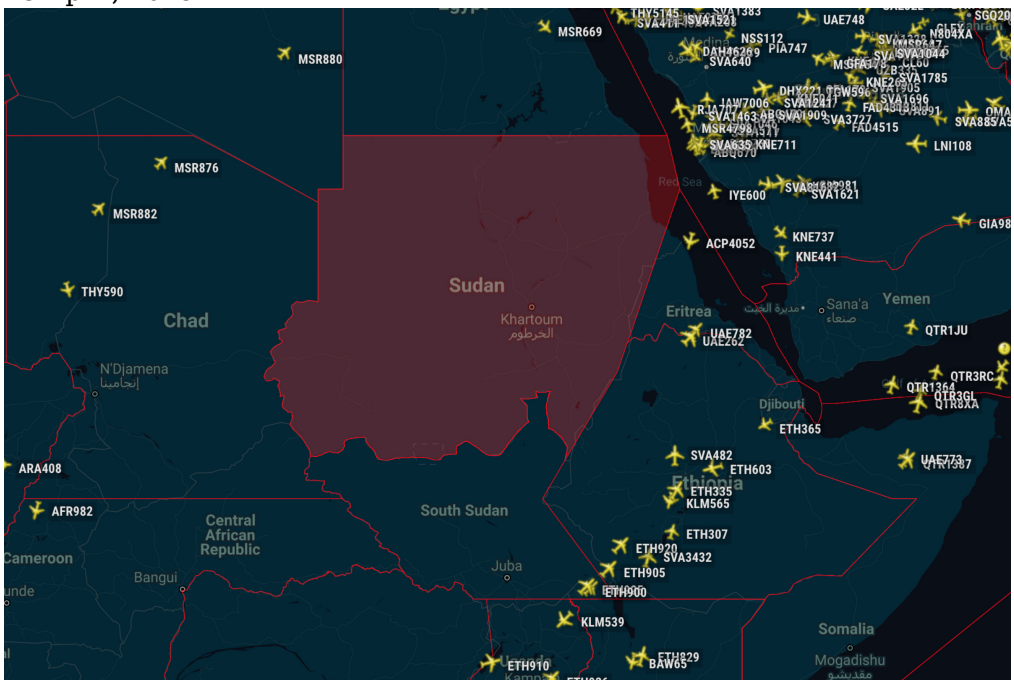
Sudan airspace reopens

David Mumford
15 April, 2019



Sudan airspace reopened at 1200Z on Apr 12, having been closed for 24hrs following a military coup.

So the HSSS FIR is now once again open for overflights. As for flights to HSSS/Khartoum Airport, all the airlines who were forced to cancel flights during the airspace closure have now resumed operations, and Opsgroup members have reported receiving landing permissions from the authorities again. Local handlers have told us: “The airport is now functioning normally with more security support”.

The military has declared a three month state of emergency, and has deployed soldiers to secure key sites around Khartoum, with armoured vehicles and tanks parked in the streets. Protests against the new military government are still ongoing, although there have not been many reports of any violence. A nightly curfew was introduced on 11 APR for Khartoum between the hours of 10pm and 4am, but this was later lifted.

In response to the military coup, the U.S. has now issued an updated Travel Advisory for Sudan and raised its level of advice from “Level 3: Reconsider Travel” to “Level 4: Do Not Travel.”

Despite all this, still only one international airspace warning exists for Sudan, which was issued by France last year and modified in Jan 2019, recommending **overflight above FL200** in the country’s **southern edge** (where Sudan borders with South Sudan) and **western edge** (where Sudan borders with Central African Republic and Chad). France’s warning for **South Sudan** remains the same: overflights should be at FL240 or above. More info at Safeairspace.

Algeria lifts ban on GA/BA flights

David Mumford
15 April, 2019



Amid ongoing anti-government protests, authorities published a Notam on Apr 2 banning all GA/BA flights from operating at airports across the country. But following the resignation of Algeria's President Bouteflika, this ban was cancelled on Apr 4, and replaced with the following restriction:

A1058/19 – AIRCRAFT REGISTERED IN ALGERIA AND ABROAD OPERATED FOR PRIVATE PURPOSES ARE SUBJECT TO ISSUANCE OF AN AUTHORIZATION TO OVERFLY AND/OR LANDING THE NATIONAL TERRITORY BY THE ALGERIAN CIVIL AVIATION AUTHORITY. 04 APR 19:10 2019 UNTIL 30 APR 12:00 2019 ESTIMATED. CREATED: 04 APR 19:09 2019

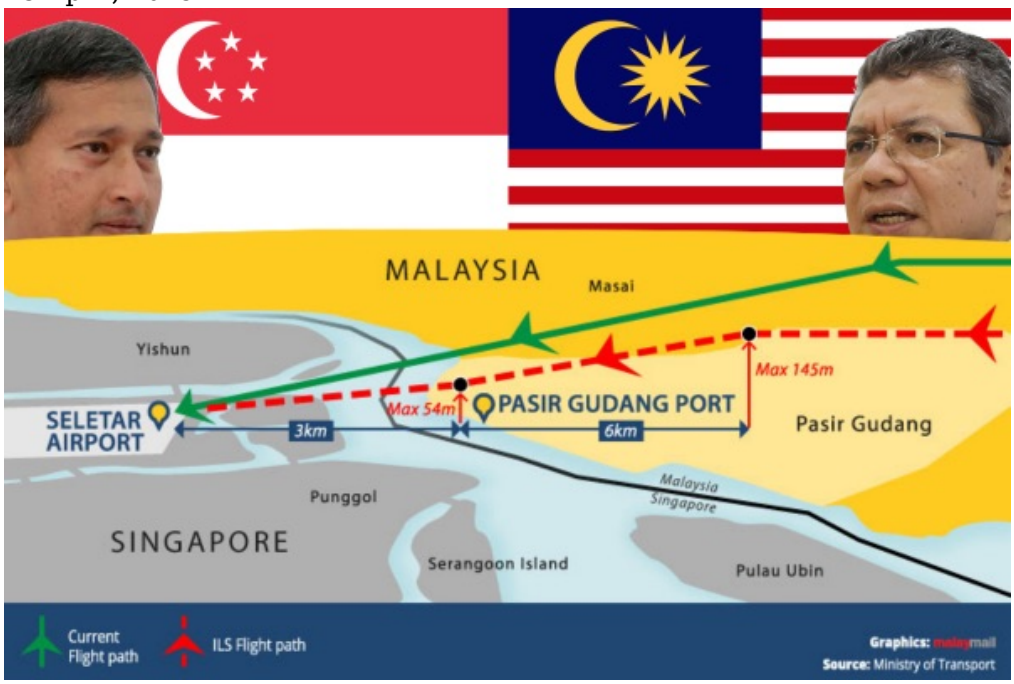
So that effectively means the situation has returned to normal: for landings and overflights, you will need a permit.

Algerian media reported the initial decision to ban GA/BA flights was most likely aimed at "stopping certain prominent individuals from fleeing abroad" – after a businessman affiliated with the President was arrested as he tried to cross the border into neighbouring Tunisia.

Although anti-government protests still continue, there is no longer any significant impact to flight operations.

Malaysia and Singapore agree truce over Seletar airspace closure

David Mumford
15 April, 2019



> **Update Apr 6:** The Malaysian authorities have now lifted the airspace closure north of Seletar again, and in return Singapore will abandon plans for ILS at the airport – and will now draw up plans for GPS approaches instead. The new agreement brings an end to days of disruption, with operators having to take off and circle overhead to 6000ft before being cleared enroute; it will also allow Malaysian airline Firefly to commence planned flights to Singapore, which had been postponed since Dec 2018 due to the dispute.

The new ILS approach on RWY 21 at WSSL/Seletar airport was due to take effect on 3rd Jan 2019, but Malaysia effectively killed it.

They claimed that the ILS approach –most of which lies within Malaysia's airspace to the north of the airport– would impose height restrictions around the Pasir Gudang industrial area, and would stunt growth in the area.



Malaysia decided to create a no-fly-zone across an entire chunk of airspace just across the border from Singapore, up to 6000ft. **This ultimately would have made RWY 21 ILS approaches at WSSL/Seletar impossible.**

Singapore and Malaysia's foreign ministers have met multiple times this year to discuss the issue, eventually resulting in Malaysia agreeing to cancel the restricted airspace they imposed, and in return Singapore agreeing to abandon the ILS procedures.

Discussions are set to continue regarding a wider ongoing dispute over airspace sovereignty, with Malaysia saying it wants to take back airspace delegated to Singapore under an agreement in 1974.

In other news: The night curfew at Seletar is now in effect. AIP SUP 86/2018 confirms that with effect from 1st Jan 2019, the airport will be closed to all flights (except medevac and emergency diverts) nightly from 22-07 local time.

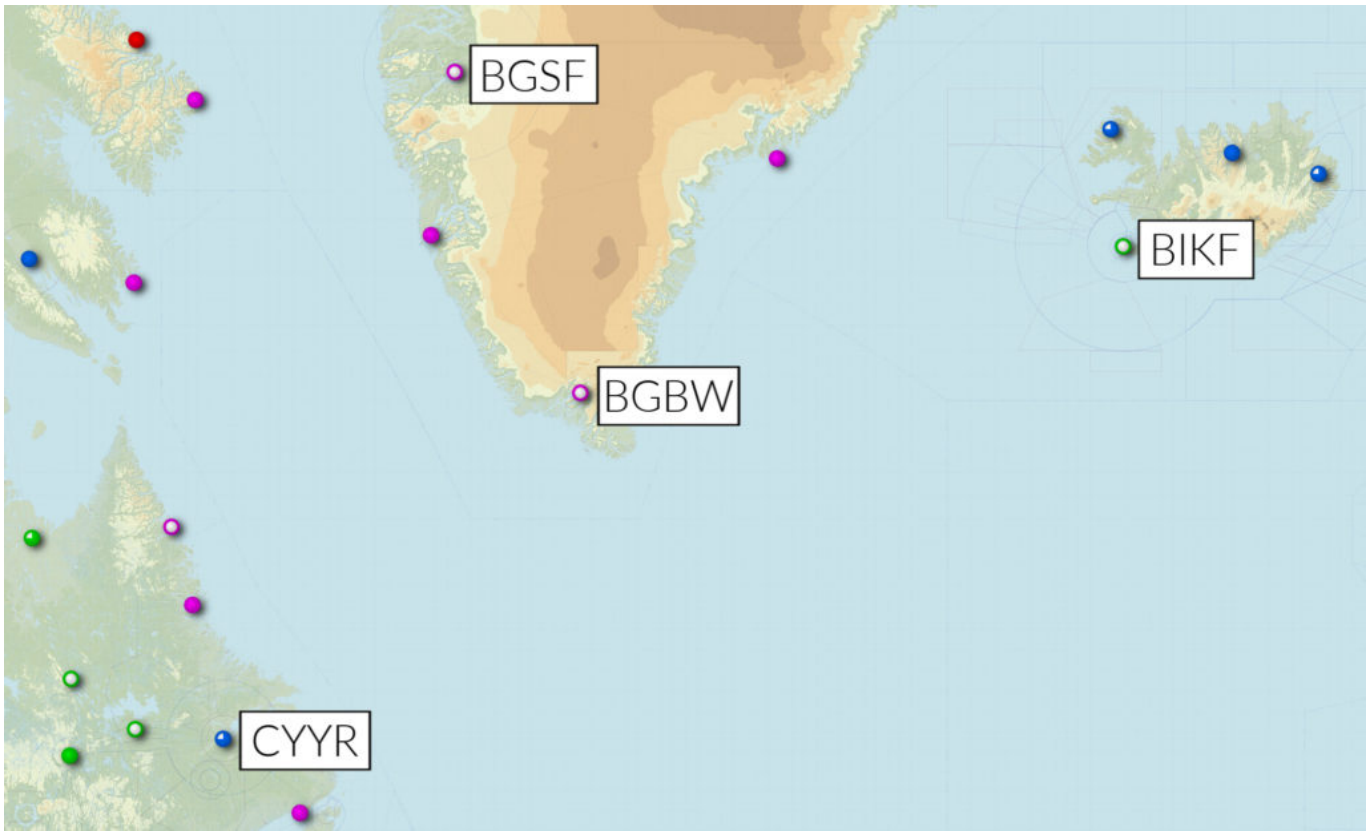
Greenbacks and Greenland – $3000 to file as an alternate

David Mumford
15 April, 2019



Trans-atlantic operators who have been putting **RALT/BGBW** or **RALT/BGSF** on their flight plans have been receiving **hefty invoices post-flight.**

Both BGBW/Narsarsuaq and BGSF/Kangerlussuaq are popular airports to use in flight planning as an emergency divert and for ETOPS, as they are perfectly positioned right in the middle of the big empty chunk of nothing that exists between the east coast of Canada and Iceland.



Both airports are open Mon-Sat 11-20z (8am-5pm local time), and completely closed on Sundays and on public holidays (watch out for these sneaky ones!).

So if you file a flight plan with either as alternates from Mon-Sat 11-20z, you won't get charged.

But outside these hours, you **will** get charged. It gets slightly complicated here: the charges in the box below apply when they stay open for you to use as an ETOPS alternate at any time that they are **closed** (which is between 20-11z), but there's an extra 10% charge on top of that for any time they are **closed and fast asleep in bed**, (which is between 00-08z). Got it?

F. Openings in connection with ETOP operations:	Scheduled Flights	Non-Scheduled Flights
f.1. 1 May – 30 September, for every hour commenced	-	4.440,00 kr.
However minimum	-	13.320,00 kr.
f.2. 1 October – 30 April, for every hour commenced	-	5.290,00 kr.
However minimum	-	15.870,00 kr.

Important to note: these get charged even if you don't actually divert to BGBW/BGSF. 15,870 Danish Krone equates to $2585 USD!

If you want them to stay open for you to use as an ETOPS alternate, you need to put RALT/BGBW or RALT/BGSF in your flight plan – they'll see it, and will stay open for at the times you need. But bear in mind that if they're closed already at the time you file your flight plan, they won't see it! So they prefer you to do it properly and arrange everything in advance by email: get in touch with them at PPR@mit.gl

If you get an invoice from a company called Global Aviation Data A/S, unfortunately it's not a scam email – they are the guys who work with Greenland Airports to collect the monies owed when operators request these airports to stay open for them.

The really interesting thing is this – if more than one operator asks BGBW/BGSF to stay open for them **at the same time**, the costs are **not shared** between these operators – they both have to pay the standard fees! That's great news for the Government of Greenland, who will be getting paid multiple times by different operators for BGBW/BGSF to stay open at the same time!

Fiji ATC operations return to normal

David Mumford
15 April, 2019



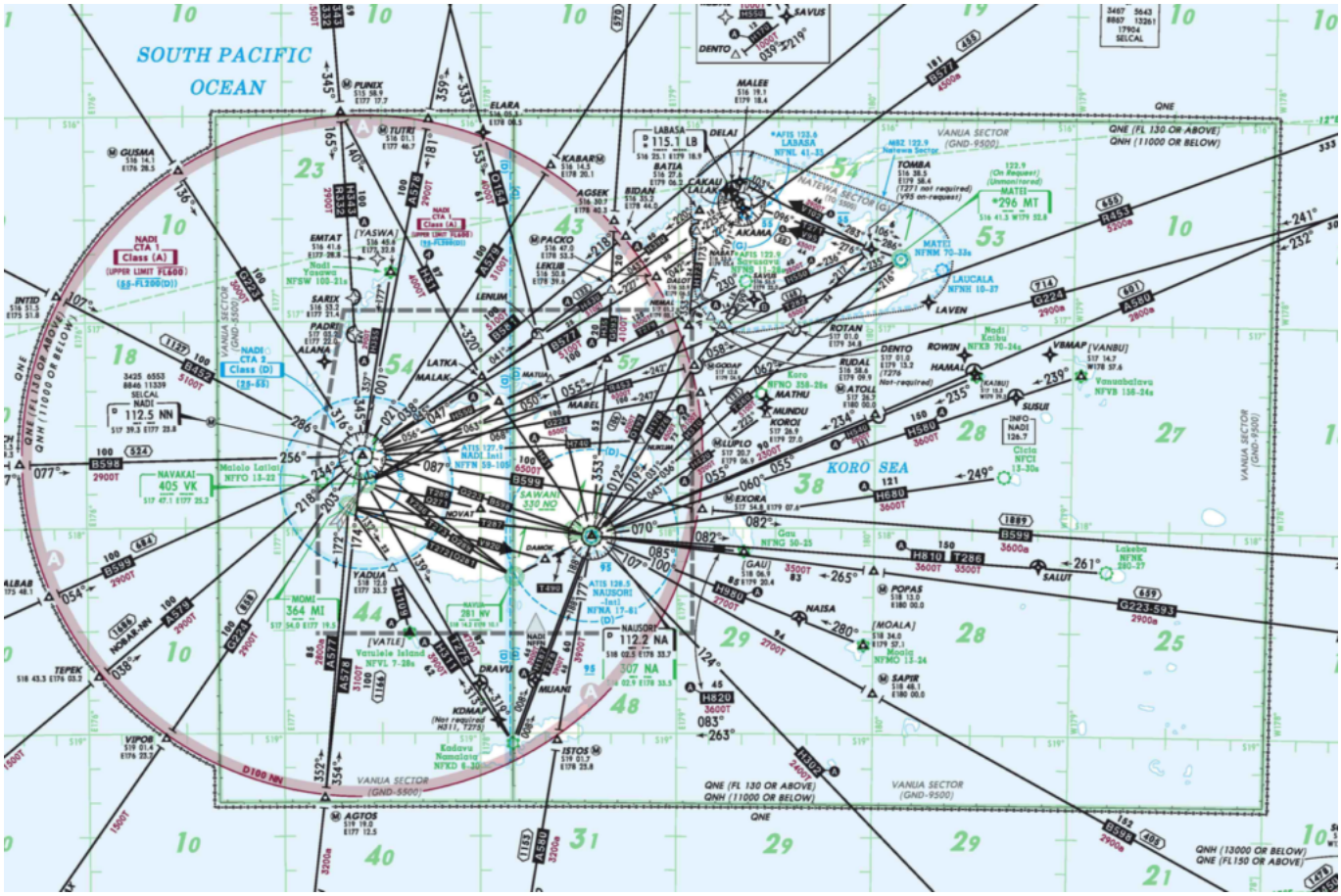
Update Apr 2: ATC operations have returned to normal across Fiji, following last week's strike by air traffic controllers. On Fri Mar 29, an Arbitration Court ordered they return to work, although some workers remain suspended. Over the weekend, there were Notams in place for NFFN/Nadi and NFNA/Nausori which warned of no ATC services overnight, but these have since been cancelled.

During the ATC workers strike, the response by the authorities was to publish Notams advising that the airspace around the country's two main airports, NFFN/Nadi and NFNA/Nausori, was "Class G" airspace, with "TIBA" procedures in effect.

Both of these are bad news – they basically mean that the airspace is uncontrolled, and pilots have to separate themselves from each other during arrival and departure phases.

TIBA stands for 'Traffic Information Broadcasts by Aircraft'. ICAO Annex 11 states that TIBAs "should be made only when necessary and only as a temporary measure".

TIBA procedures are normally only ever implemented in areas where there are light general aviation movements, in uncontrolled airspace, or during large scale emergencies or natural disasters; it's very unusual to see them being implemented around big international airports such as Nadi and Nausori.



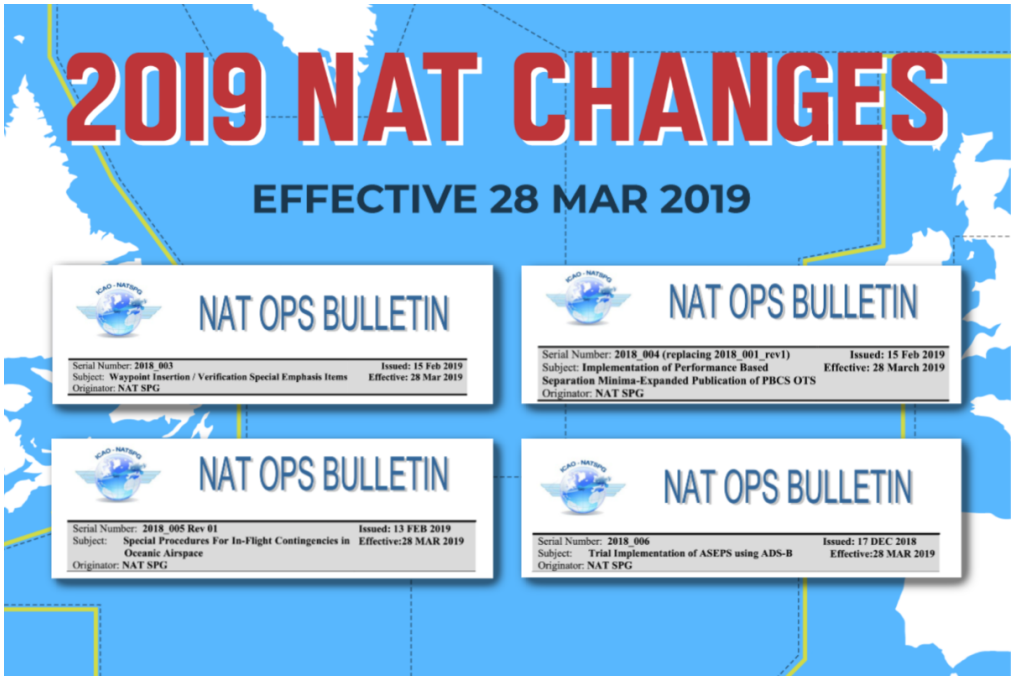
With less ATC staff available to work due to the strike, it seems the authorities implemented these measures as a way of reducing normal workloads for the controllers who were not on strike and remained on shift.

Further reading

- Tell us anything additional we should know – news@ops.group
- Monitor #ops-alerts in your member Dashboard, and Slack.

2019 North Atlantic changes

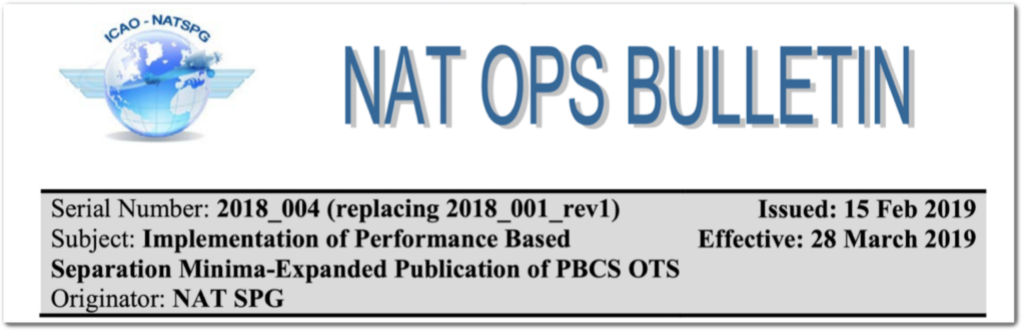
David Mumford
15 April, 2019



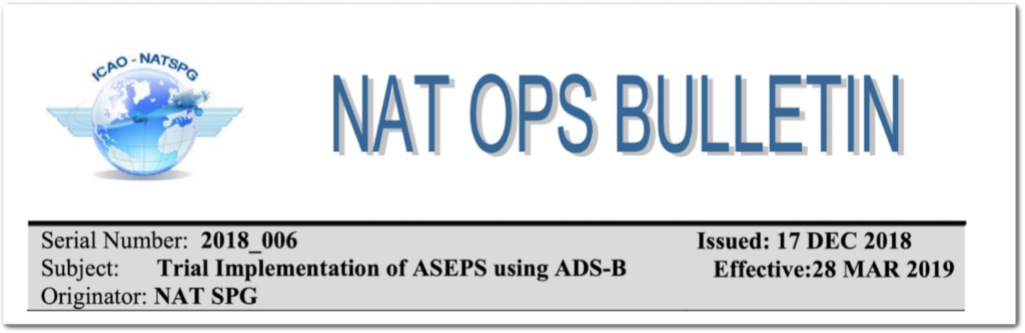
There are four ICAO NAT Ops Bulletins due to go into effect on March 28th, 2019. The PBCS tracks will be expanded, real-time Space-Based ADS-B surveillance and reduced separation standards will be introduced, and the regional contingency and weather deviation procedures will be changed.

You can click on each one, and read them in full:









We have had a good look at each of them. Here's the lowdown:

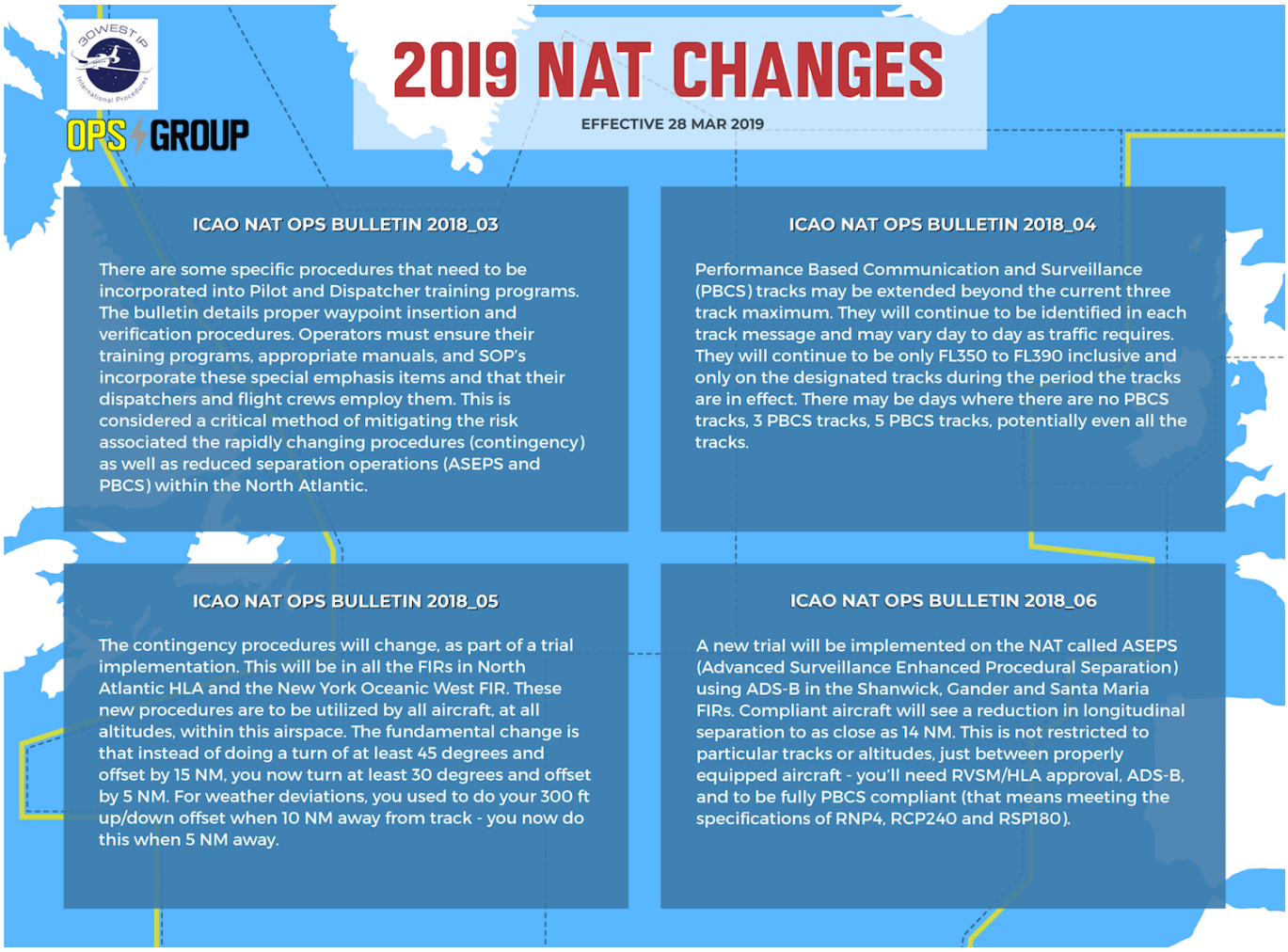
ICAO NAT Ops Bulletin 2018_03: Waypoint Insertion / Verification Special Emphasis Items
Lowdown: There are some specific procedures that need to be incorporated into Pilot and Dispatcher training programs. The bulletin details proper waypoint insertion and verification procedures. Operators must ensure their training programs, appropriate manuals, and SOP's incorporate these special emphasis items and that their dispatchers and flight crews employ them. This is considered a critical method of mitigating the risk associated the rapidly changing procedures (contingency) as well as reduced separation operations (ASEPS and PBCS) within the North Atlantic.

ICAO NAT Ops Bulletin 2018_04: Implementation of Performance Based Separation Minima-Expanded Publication of PBCS OTS
Lowdown: Performance Based Communication and Surveillance (PBCS) tracks may be extended beyond the current three track maximum. They will continue to be identified in each track message and may vary day to day as traffic requires. They will continue to be only FL350 to FL390 inclusive and only on the designated tracks during the period the tracks are in effect. There may be days where there are no PBCS tracks, 3 PBCS tracks, 5 PBCS tracks, potentially even all the tracks.

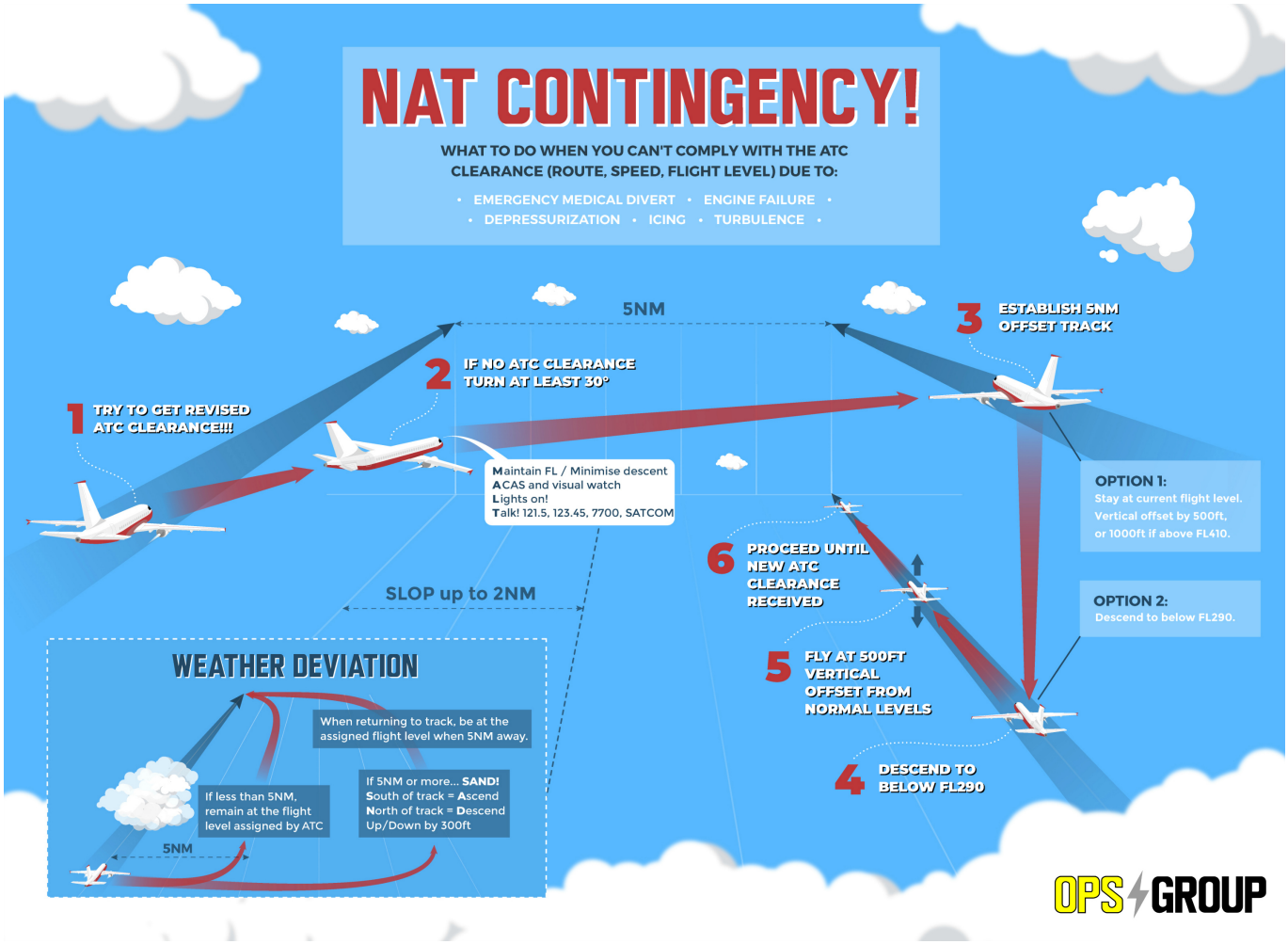
ICAO NAT Ops Bulletin 2018_05: Special Procedures For In-Flight Contingencies in Oceanic Airspace
Lowdown: The contingency procedures will change, as part of a trial implementation. This will be in all the FIRs in the NAT Region and the New York Oceanic West FIR. These new procedures are to be utilized by all aircraft, at all altitudes, within this airspace. The fundamental change is that instead of doing a turn of at least 45 degrees and offset by 15 NM, you now turn at least 30 degrees and offset by 5 NM. For weather deviations, you used to do your 300 ft up/down offset when 10 NM away from track – you now do this when 5 NM away. For more info on this, read our article.

ICAO NAT Ops Bulletin 2018_06: Trial Implementation of ASEPS using ADS-B
Lowdown: A new trial will be implemented on the NAT called ASEPS (Advanced Surveillance Enhanced Procedural Separation) using ADS-B in the Shanwick, Gander and Santa Maria FIRs. Compliant aircraft will see a reduction in longitudinal separation to as close as 14 NM. This is not restricted to particular tracks or altitudes, just between properly equipped aircraft – you'll need RVSM/HLA approval, ADS-B, and to be fully PBCS compliant (that means meeting the specifications of RNP4, RCP240 and RSP180).

So there you have it. We made a couple of handy graphics for all this. Print them out and sellotape them to your cockpit. (If you actually do this, please send us a photo!)



click on the image to open larger version



click on the image to open larger version

For a bit more of an in-depth look at the contingency and weather deviation procedures as shown in the image above, read our article.

And if you're still hungry for more NAT info, we highly recommend you check out the replay of the webinar hosted by Mitch from 30WestIP, titled: **'A North Atlantic Game Changer, 4 NAT OPS Bulletins all go into effect in one day'**. This really breaks down each of the four new Bulletins which take effect from 28th March 2019 – essential viewing if you operate over the North Atlantic! View it here.

Further reading:

- On 1st Nov 2018 we had **a call with 140 OPSGROUP members about upcoming changes on the NAT in 2019**, and how we can effect change. OPSGROUP members can find the PDF notes of this in your Dashboard.
- A big thing driving the ASEPS trial is the **rollout of Space-based ADS-B**, which is scheduled to complete its deployment by 30 Dec 2018, giving us worldwide, pole-to-pole surveillance of aircraft. For more on that, and how it will affect operations on the NAT specifically, read the article by Mitch Launius here.

- Use our quick guide to **figure out where you are welcome on the NAT**, depending on what equipment and training you have.

Venezuela: do not travel

David Mumford
15 April, 2019



Amid an **escalating crisis in Venezuela**, on Mar 11, U.S. Secretary of State Mike Pompeo announced via Twitter that the U.S. Embassy in Caracas will be withdrawing all of its remaining diplomatic personnel from Venezuela by Mar 16, citing the "deteriorating situation."

Power outages continue in at least 16 states across the country. The opposition says there has been **sporadic looting**, and at least 17 people have died as a result of the blackout.

On Mar 9, there was an **attempted armed robbery of Air Europa airline crew**. Armed assailants on motorbikes chased the vehicle of the crew from the airport to their hotel, where they engaged in a shoot-out with hotel security staff before escaping. None of the crew was injured, but refused to stay at the hotel, and instead were escorted back to the airport by police convoy and returned on the flight back to Madrid. Air Europa has reportedly now decided to add a stopover to its Caracas service and crew will now layover in Punta Cana in the Dominican Republic.

On Feb 21, the barely-still-president Mr Maduro banned **all general and private aviation.** But reports from Opsgroup members on Feb 28 suggest that this has now been cancelled (although the ban on flights to/from the islands of Aruba, Bonaire and Curacao, as published by Notam, still stands). One member reported: "Our permit to operate in and out of SVMI/Caracas next week was approved. However, I would still NOT recommend any crew remain there overnight."

Local handling agents we have spoken to in Venezuela have also said that the country's airspace is open again, although nothing has officially been published to confirm this.

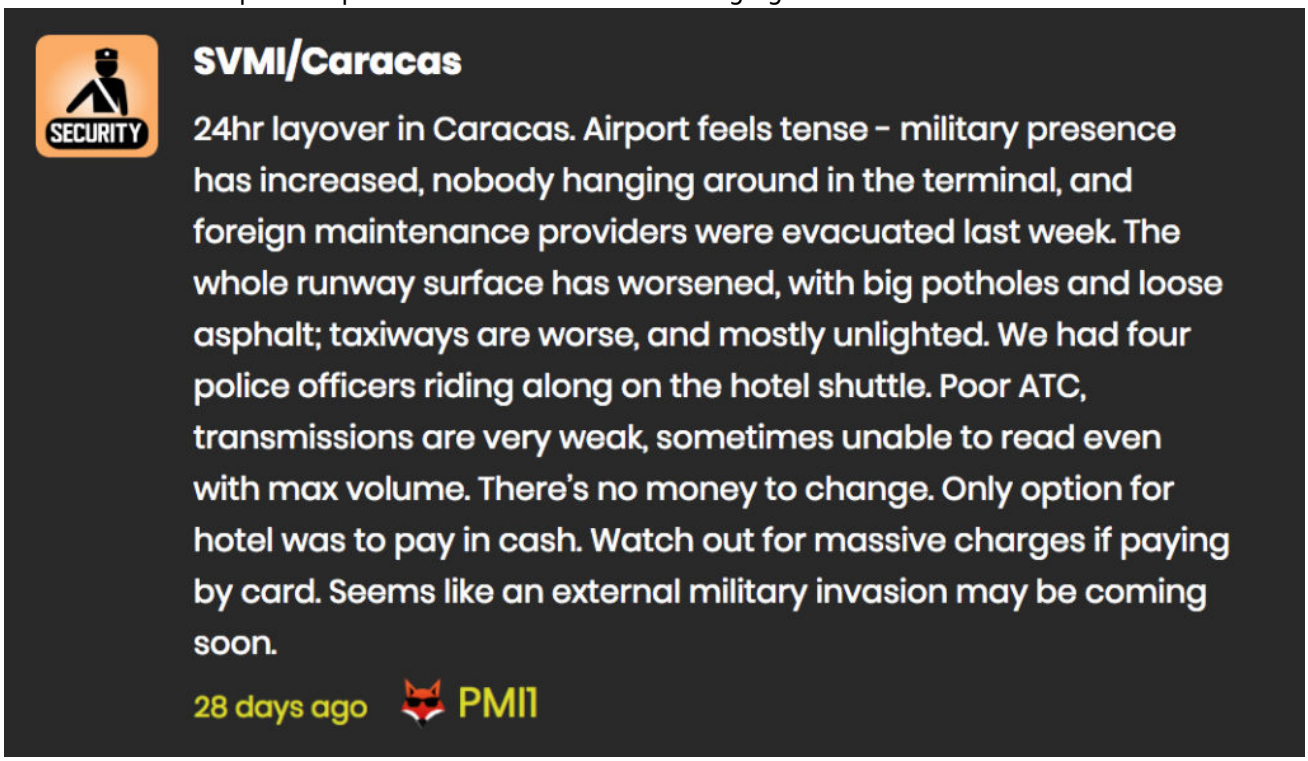
Our advice remains the same: **you don't want to go to Venezuela at the moment**. The official advice of both the US and Canada couldn't be clearer, they both say the same thing: **do not travel to Venezuela** due to risks posed by the ongoing unstable political and economic situations and the significant levels of violent crime.

The Maduro government has closed Venezuela's borders with Colombia and Brazil, and has reportedly positioned one of its air defense missile system near the border with Brazil – within range of Brazil's **SBBV/Boa Vista airport**, as well as overflights of most of **Guyana's airspace** (SYGC/Georgetown FIR).

The US FAA has also published a new Notam and Background Notice warning operators to **exercise caution when operating in the SVZM FIR below FL260** due to potential hazards to aviation associated with ongoing political instability in Venezuela.

Background info on SVMI/Caracas Airport

The most recent Opsfox reports for SVMI are not encouraging:



- The airport is located in an extremely high-risk area for armed robbery and kidnappings. Before suspending all flights to Venezuela in Aug 2017, Avianca hired bodyguards after shots were fired during a robbery of a bus carrying its crew. Some other carriers took to flying crew to spend the night in neighbouring countries, rather than risk staying overnight anywhere in Caracas.

- On Aug 8, 2017, a Venezuelan lawyer was shot dead at a ticket counter at SVMI/Caracas airport. In 2016, an Egyptian visitor was killed walking outside the airport between terminals after arriving on a flight from Germany.
- In Feb 2018, Ecuadorian state airline Tame joined Avianca in a long list of airlines that no longer operate to the country, including: Aerolineas Airlines, United Airlines,

Aeromexico, Lufthansa, Alitalia and Air Canada. Most reports estimate that international traffic in Venezuela has dropped by around 65-75% since its peak in 2013.

- Colombia's pilots' association says its members who have flown to Venezuela have had to deal with contaminated fuel and hours-long delays as the National Guard pulls suitcases off flights to loot them. More info.

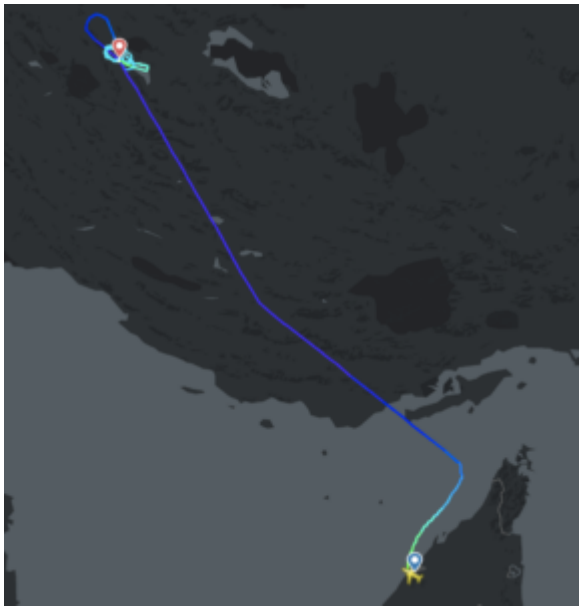
Stuck in Iran for over 2 months

OPSGROUP Team
15 April, 2019



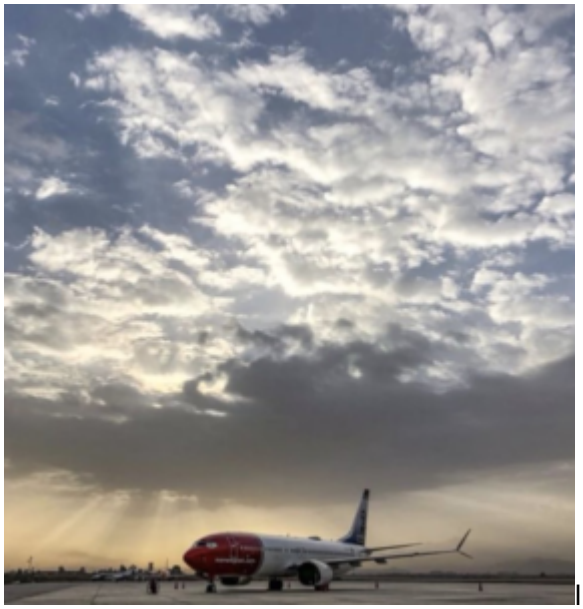
On Feb 23, the Norwegian B737 which had been stuck in Iran for two months after an in-flight diversion finally departed OISS/Shiraz, and landed back at Stockholm's ESSA/Arlanda airport.

The brand new Norwegian Boeing 737 MAX8 was flying from Dubai to Oslo on Dec 14 when it encountered engine problems that necessitated a diversion to Shiraz.



With the U.S. sanctions currently in place against Iran, it made it very difficult to obtain approval to get the required spare parts over to Iran to fix the aircraft – Norwegian were only able to do so after negotiating a workaround with the U.S. Office of Foreign Asset Control.

The real complication here came from the fact that the aircraft needed a replacement LEAP-1B engine. The engine is a 50/50 ownership split between GE (USA) & Safran (France). The U.S. export restrictions apply to any company that wants to sell or resell goods to Iran that contain more than 10 percent aviation parts or technology from the United States.



In the end, the aircraft was out of service for over two months, no doubt costing the airline a fortune in lost revenue. It's unclear who will be picking up the bill for "extra" complications of getting the permits with Iran, but that will be a costly exercise also.

The lesson?

Consider your overflight diversion options. If a checklist calls for a diversion to the nearest suitable airport and that airport is in a country with limited diversion support or (in this case) complicated requirements for sourcing replacement parts – is it worth the risk?

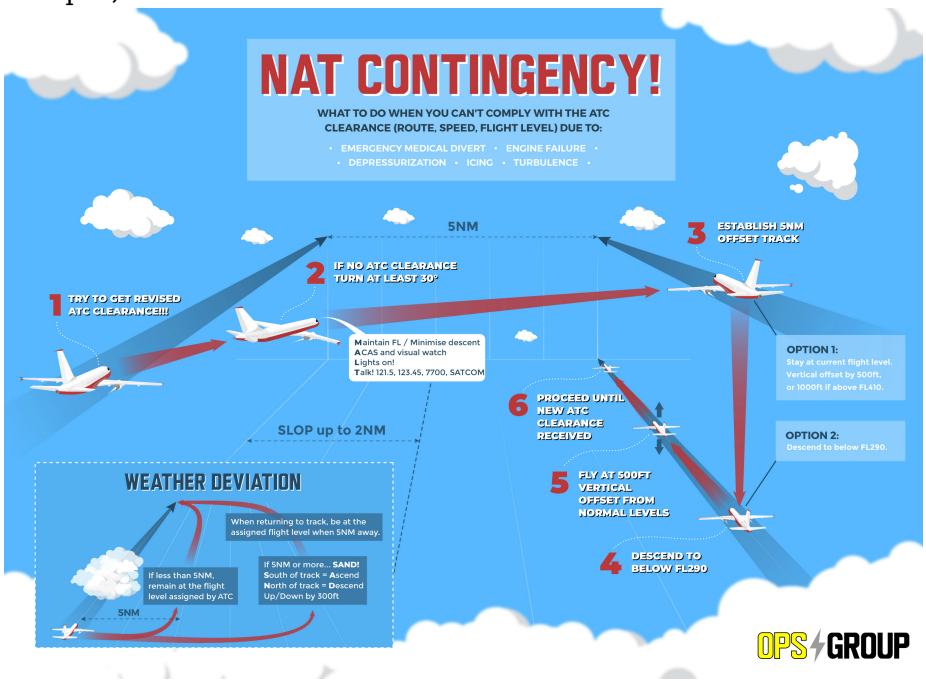
Have you operated to anywhere in Iran recently? Let us know how it went!

Further reading

- US issues new guidance on Iran overflight risk
- London to Dubai – which way is best?

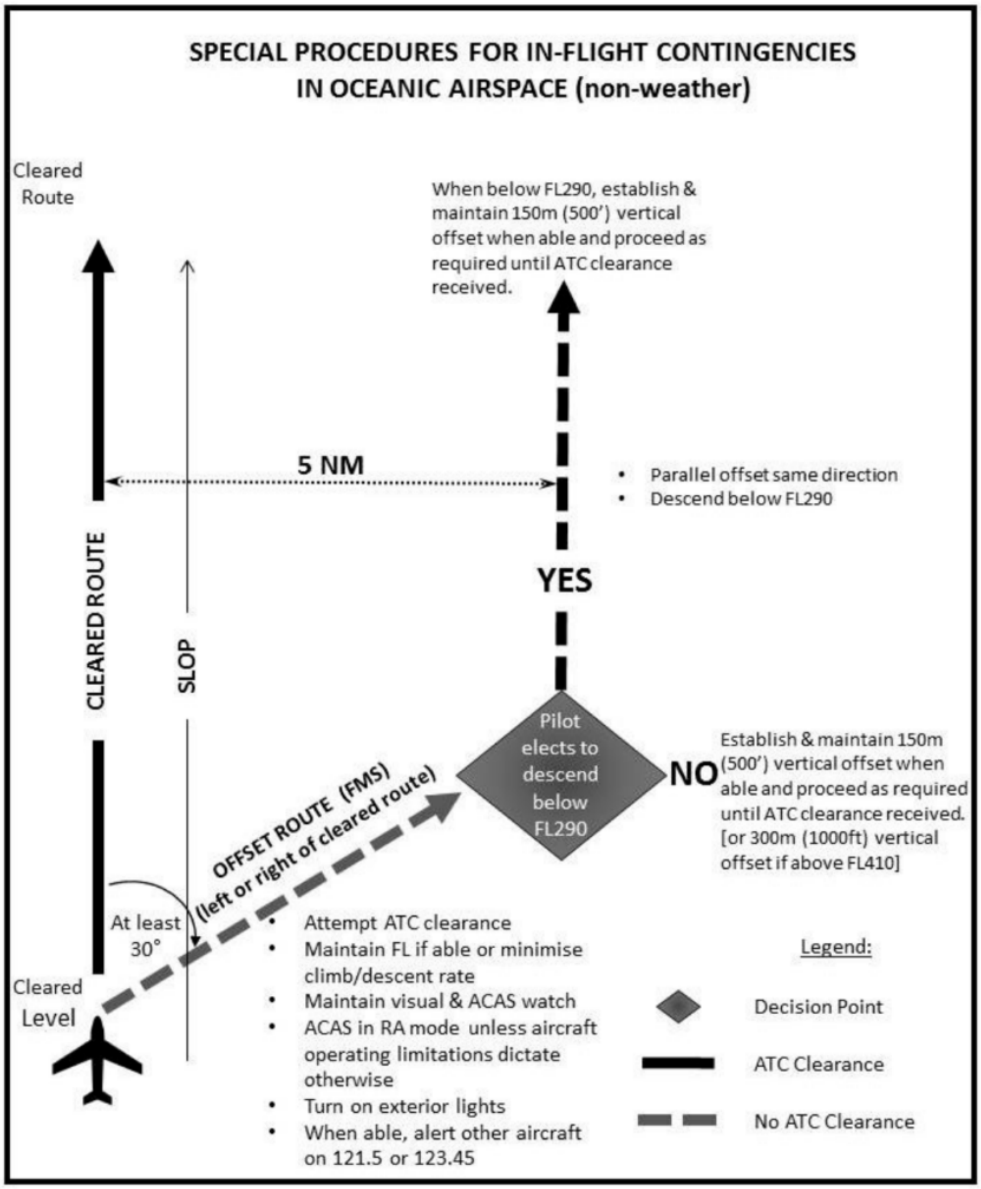
New NAT Contingency Procedures for 2019

David Mumford
15 April, 2019



Starting 28th March 2019, there will be some **changes to the contingency and weather deviation procedures on the NAT**. ICAO has published a new NAT Ops Bulletin with all the details.

Before, there was a lot of confusion around the wording of these two procedures – but ICAO has now made this much clearer, and they have even included a little graphic to help us understand how it will work.



Thing is, it's still a little clunky. So we decided to make our own version!

What's new?

The simple answer is this: **contingency offsets that previously were 15 NM with actions at 10 NM are basically now all 5 NM offsets with a turn of at least 30 degrees (not 45 degrees).**

Rarely do we see ICAO oceanic contingency procedures undergo a formal revision. The last time a major revision occurred was in 2006 when ICAO standardized a 15 NM offset executed with a turn of at least 45 degrees. Prior to that, the North Atlantic and the Pacific had used different offset distances and a 90 degree turn.

Where and when?

A trial implementation is scheduled to begin in the NAT Region and New York Oceanic West starting 28th March 2019. ICAO is expected to formally publish the Standard in an update to PANS-ATM (ICAO Doc 4444) on 5 November 2020.

Why?

To support reduced separation being implemented in conjunction with Advanced Surveillance Enhanced

Separation (ASEPS), Space Based ADS-B surveillance. The details for the ASEP trial can be found in NAT OPS Bulletin 2018-006 Trial Implementation of ASEPS using ADS-B.

Old version vs New version – full wording

Here's the **old version**, as per the latest version of the NAT Doc 007, paragraph 13.3. (Note – this will be valid **UNTIL** 27 March 2019):

The aircraft should leave its assigned route or track by initially turning at least 45° to the right or left whenever this is feasible.

An aircraft that is able to maintain its assigned flight level, after deviating 10 NM from its original cleared track centreline and therefore laterally clear of any potentially conflicting traffic above or below following the same track, should:
a) climb or descend 1000 ft if above FL410
b) climb or descend 500 ft when below FL410
c) climb 1000 ft or descend 500 ft if at FL410

An aircraft that is unable to maintain its assigned flight level (e.g due to power loss, pressurization problems, freezing fuel, etc.) should, whenever possible, initially minimise its rate of descent when leaving its original track centreline and then when expected to be clear of any possible traffic following the same track at lower levels and while subsequently maintaining a same direction 15 NM offset track, descend to an operationally feasible flight level, which differs from those normally used by 500 ft if below (or by 1000 ft if above FL410).

Before commencing any diversion across the flow of adjacent traffic or before initiating any turn-back (180°), aircraft should, while subsequently maintaining a same direction 15 NM offset track, expedite climb above or descent below the vast majority of NAT traffic (i.e. to a level above FL410 or below FL290), and then maintain a flight level which differs from those normally used: by 1000 ft if above FL410, or by 500 ft if below FL410. However, if the flight crew is unable or unwilling to carry out a major climb or descent, then any diversion or turn-back manoeuvre should be carried out at a level 500 ft different from those in use within the NAT HLA, until a new ATC clearance is obtained.

And here's the **new version**, as per the NAT OPS Bulletin 2018-005 Special Procedures for In-flight Contingencies in Oceanic Airspace (Note – this will be valid **FROM** 28 March 2019):

If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received:

Leave the cleared route or track by initially turning at least 30 degrees to the right or to the left, in order to intercept and maintain a parallel, direction track or route offset 9.3 km (5.0 NM).

Once established on a parallel, same direction track or route offset by 9.3 km (5.0 NM), either:
a) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, proceed in accordance with the clearance; or
b) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if an ATC clearance has been obtained, proceed in accordance with the clearance.

Note. — Descent below FL 290 is considered particularly applicable to operations where there is a predominant traffic flow (e.g. east-west) or parallel track system where the aircraft's diversion path will likely cross adjacent tracks or routes. A descent below FL 290 can decrease the likelihood of: conflict with other aircraft, ACAS RA events and delays in obtaining a revised ATC clearance.

So to reiterate, the important change is that contingency offsets that previously were 15 NM with actions at 10 NM are basically now all 5 NM offsets with a turn of at least 30 degrees (not 45 degrees).

Weather deviations

If you have to deviate from your assigned track due to anything weather-related, there's a whole different procedure to follow. Again, the NAT Ops Bulletin has all the details for this, but the bottom line seems to be:

For deviations of **less than 5 NM**, remain at the flight level assigned by ATC.

For deviations of **5 NM or more**, when you are at the 5 NM point initiate a change as follows:

If flying **EAST**, **descend** left by 300ft, or **climb** right by 300ft.

If flying **WEST**, **climb** left by 300ft, or **descend** right by 300ft.

In other words – **SAND!** (**S**outh of track = **A**scend, **N**orth of track = **D**escend; Up/Down by 300ft)

But remember, going right is probably better – it gets you out of the way of all the SLOP offset traffic that might be coming at you from the opposite direction!

Turnback procedure

In both the NAT Ops Bulletin and the new NAT Doc 007 which will take effect from 28 Mar 2019, ICAO has left out any specific reference to how to divert across the flow of traffic or turn-back procedure, and instead simplified it to just "proceed as required by the operational situation". Turning back would assume you either employ the 5NM offset as per the new contingency procedure, or else get a new revised clearance.

Bottom line

If you operate in the NAT HLA, we recommend you read and review the NAT Ops Bulletin in its entirety. It's relatively short but, beginning 28 March 2019, the procedures are expected to be implemented. You might want to prepare changes for your Ops Manuals and checklists too.

Make sure you stay tuned to OPSGROUP for changes that may occur as we approach 28 March 2019!

Further reading:

- On Nov 1st we had **a call with 140 OPSGROUP members about upcoming changes on the NAT in 2019**, and how we can effect change. OPSGROUP members can find the PDF notes of this in your Dashboard.
- A big thing driving the ASEPS trial is the **rollout of Space-based ADS-B**, which is scheduled to complete its deployment by 30 Dec 2018, giving us worldwide, pole-to-pole surveillance of aircraft. For more on that, and how it will affect operations on the NAT specifically, read the article by Mitch Launius here.
- Use our quick guide to **figure out where you are welcome on the NAT**, depending on what equipment and training you have.

Indonesia is intercepting aircraft – outside their airspace

David Mumford
15 April, 2019



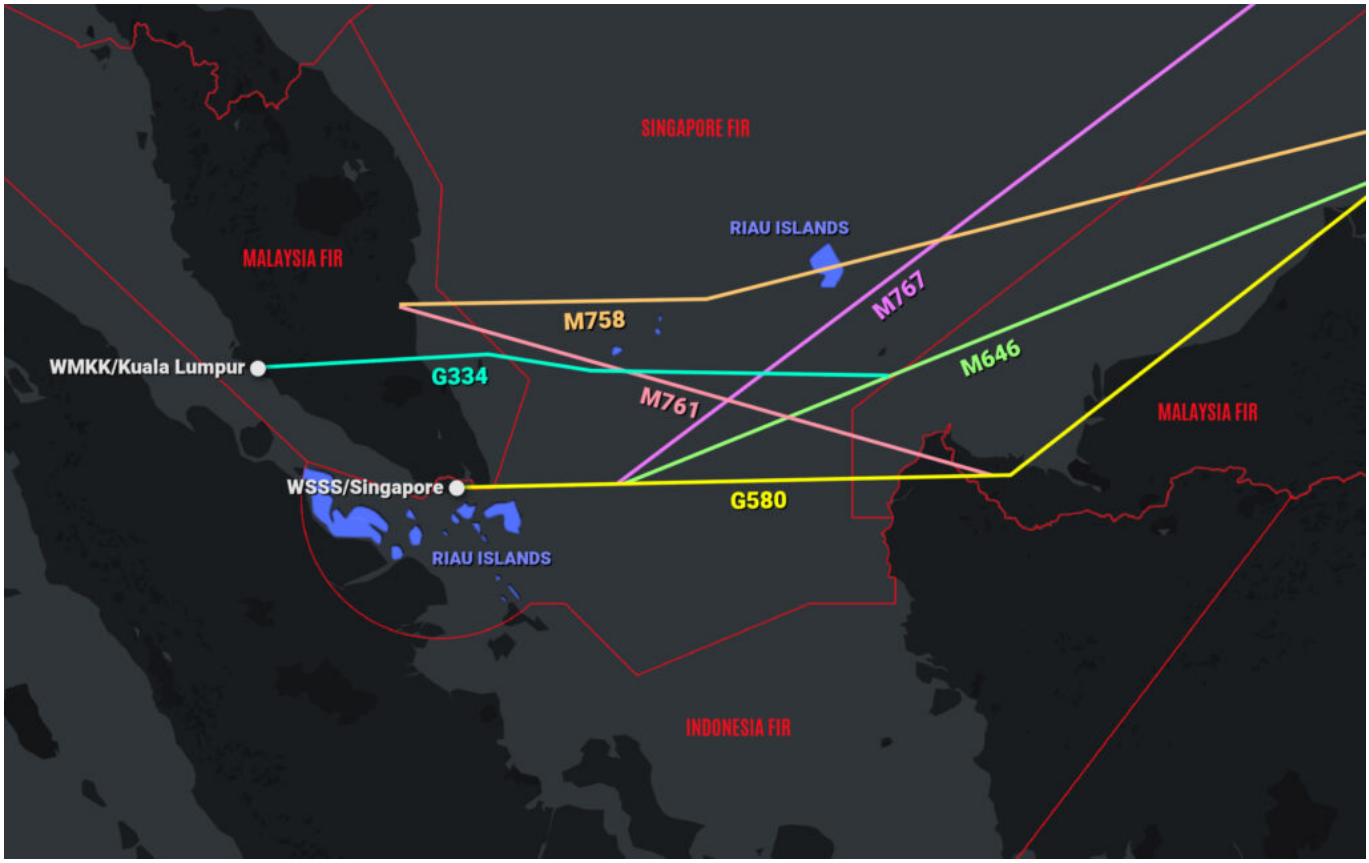
If you are operating in the Singapore FIR, consider this carefully: **you may be overflying Indonesia** without knowing it. Indonesia will know though, and they want you to have an overflight permit.

You will find out in one of three ways:

1. You'll be intercepted by two Indonesian Air Force fighter jets and brought to Indonesia
2. You'll receive a nastygram via your National Authority
3. You'll get a fine

2. and 3. are not cool, but 1. is something to avoid at all costs. The inside of military/police cells at outlying Indonesian Airports is not pretty.

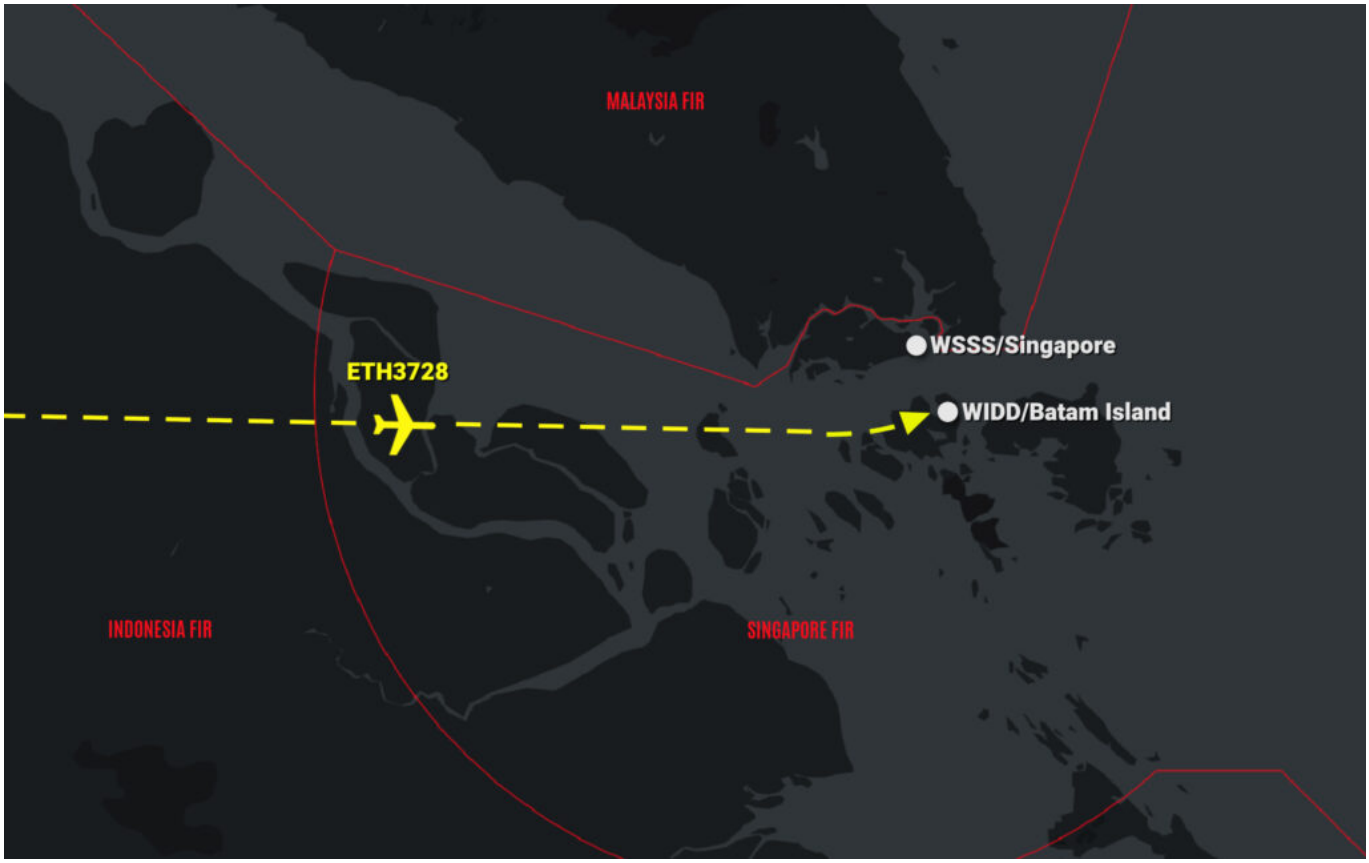
Watch out for the following airways – **M758, M646, M767, G334, M761, G580**. These all pass over Indonesian territory, even though the area is actually part of the Singapore and Malaysia FIRs.



Indonesia has a reputation for excessively strict enforcement of permit rules.

On 14 Jan 2019, two Indonesian F-16s intercepted an Ethiopian Airlines cargo flight ETH3728 for flying across Indonesian airspace without permission. The aircraft was initially supposed to operate from HAAB/Addis Ababa to VHHH/Hong Kong, but was modified at the last minute to route via WSSS/Singapore instead, to make a delivery of Rolls-Royce Trent 1000 engines.

The Ethiopian Airlines aircraft was intercepted forced to land at WIDD/Batam Island – which lies right in the middle of the chunk of airspace controlled by Singapore.



Another incident happened back in 2014, where a King Air plane en-route from WBGG/Kuching to WSSS/Singapore was intercepted by Indonesian fighter jets in the same airspace managed by Singapore, and forced to land at WIOO/Pontianak Airport in Indonesia.



The reason? Because they were overflying some Indonesian islands out in the ocean, the Indonesian Air Force claimed they were overflying Indonesia's sovereign skies – without a permit.

Indonesia still hasn’t updated its AIP, but the rules they enforce are clear: if you’re overflying any Indonesian territory, you must get an overflight permit, regardless of the flight level.

Here’s a nastygram to an OPSGROUP member, received in February 2017:

EMBASSY OF THE REPUBLIC OF INDONESIA
SINGAPORE

[redacted]

The Embassy of the Republic of Indonesia presents its compliments to the British High Commission in Singapore and has the honour to transmit a message from the Ministry of Foreign Affairs of the Republic of Indonesia as follows:

- On [redacted] a [redacted] registered aircraft, call sign [redacted] enroute Kinabalu – Seletar has flown over Indonesia's territory. The said aircraft was detected over the Indonesian archipelagic waters and territorial sea in the vicinity of Riau Islands and Natuna Islands. The flight was conducted without valid flight clearance from the Government of the Republic of Indonesia.

- The aforementioned intrusion is a clear violation of Indonesian sovereignty and Indonesian law as well as international law. In accordance with Article 1 of the Chicago Convention 1944, Indonesia has the complete and exclusive sovereignty over the airspace above its territory. Furthermore, the Ministry would like to reiterate that foreign aircraft overflying Indonesia's territory must have a valid flight clearance issued by the Government of the Republic of Indonesia.

- In this connection, the provision of air traffic services by the Singapore Authority, in accordance with the rules of ICAO, cannot be interpreted that Singapore has the authority to issue the clearance to foreign aircrafts entering Indonesia's airspace.

- The Ministry would like to bring this issue to the attention of the relevant authorities of the Cayman Islands with a view to ensuring that similar occurrences of such territorial breach will not be repeated in the future.

With regards to the above, the Embassy has the honour of seeking the kind assistance of the British High Commission in Singapore to convey the Government of the Republic of Indonesia's concern to the relevant authorities of [redacted]

The Embassy of the Republic of Indonesia avails itself of this opportunity to renew to the British High Commission in Singapore the assurances of its highest consideration.

[redacted] February 2017

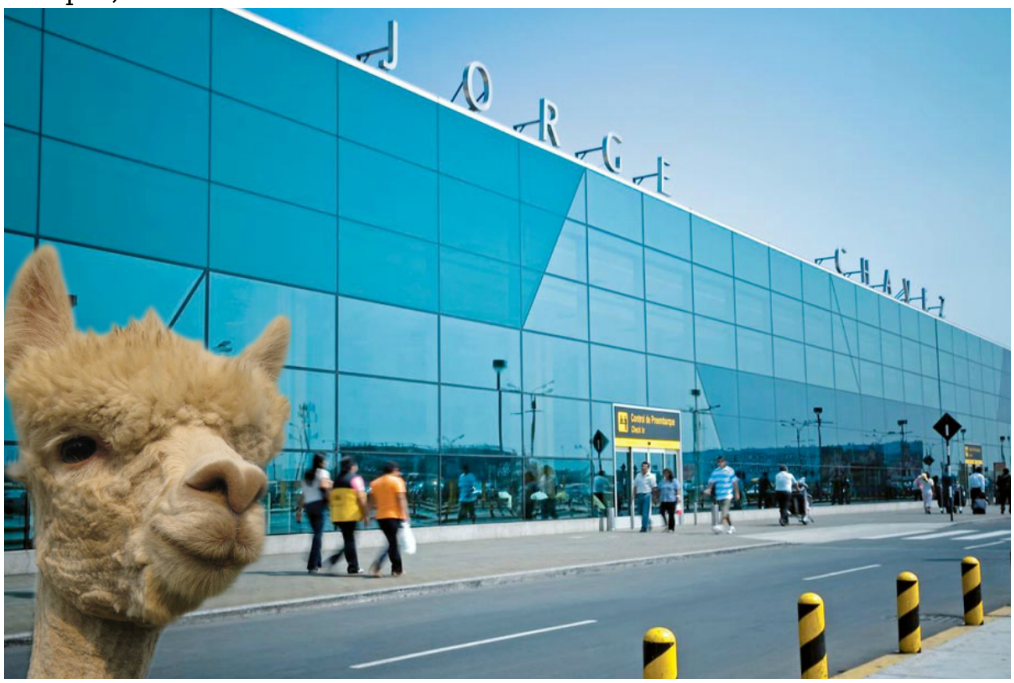
British High Commission
Singapore

KEDUTAAN BESAR REPUBLIK INDONESIA
02
SINGAPURA

Bottom line: check your airways carefully, and make sure there are no Indonesian Island underneath. **If there are, get a permit**.

Don’t alpaca your bags for Lima – tech stops forbidden!

OPSGROUP Team
15 April, 2019



For 10 years SPJC/Lima’s Jorge Chavez airport has been desperately waiting for a promised US$1.5bn expansion.

With the rapid growth in the airline industry in Peru over the past few years, it seems the airport authorities are starting to struggle to provide enough capacity, and they are now trying to make it as difficult as possible for anything other than the commercial airlines to operate there!

In AIC (10/18), which has been in effect since Aug 2018, the airport has said that **no more technical stops will be permitted** at the airport. It also outlines **significant slot/time restrictions for GA/BA operations**.

Why they are doing it?

According to the AIC:

> *“In order to optimize the use of airport resources, ensure the safe provision of air traffic services and ensure the balance between demand and available capacity, the DGAC has been implementing capacity management measures.”*

You can find the full information here but we have listed the main operational details below.

- **Tech stops are "forbidden"** for "commercial flights and general, national and international aviation" effective 15 August 18.
- **Maximum stay of 2 hours on the civil apron for GA/BA flights.** This is counted "from the time of placing chocks." After two hours, the aircraft must be transferred to another apron, parking area for aircraft or hangar, or must go to a suitable alternate airport. The recommended airport to re-position to is **SPSO/Pisco**. It has an ILS and a 9900'/3000m runway. It is 115nm away, and open H24.
- **General aviation flights are limited to two operating periods every day.** "Flights must perform their take-off and landing" between **0000L-0430L (0500UTC-0930UTC) or 1300L-1859L [1800UTC-2359UTC]**. The **2-hour maximum ground time still applies,** and coordination of ground services should be pre-planned in advance to comply.

For **non-scheduled flights**, they've issued a NOTAM restricting all ops to between **1100-2000L (1600-0100Z) or 2300-0800L (0400-1300Z)**:

> **A1822/19** – IN ORDER TO REDUCE TFC CONGESTION, NON-SCHEDULE FLIGHTS ARE NOT ALLOWED TO ARRIVE IN SPJC DURING THIS BLOCK OF TIME. STS EMER,SAR,HUM,HOSP,MEDEVAC AND STATE ARE EXCLUDED. DLY BTN 0100-0400 AND 1300-1600, 04 APR 01:00 2019 UNTIL 31 JUL 16:00 2019 ESTIMATED. CREATED: 03 APR 23:28 2019

The authorities seem intent on enforcing these rules. One local handler has told us – "The Peruvian FAA is being very strict with the AIC. They are rejecting landing permit requests for fuel stops at SPJC."

If you have any further knowledge or recent experience to share, please **let us know**!

Extra Reading:

- Peru's Biggest Airport Continues Waiting for Long Overdue Expansion
- Lima airport expansion faces further delays
- CORPAC SA (AIP etc)

Istanbul Mega-Airport opening soon – but not for everyone

OPSGROUP Team
15 April, 2019



> **In Short**: The switch from **LTBA/Istanbul Ataturk** to **LTFM/Istanbul New Airport** has effectively been postponed until sometime in early March 2019 – although no official date has been given yet. LTFM *"officially"* opened on 29 Oct 2018, but since then it's only been available to Turkish Airlines – everyone else has to carry on using LTBA.

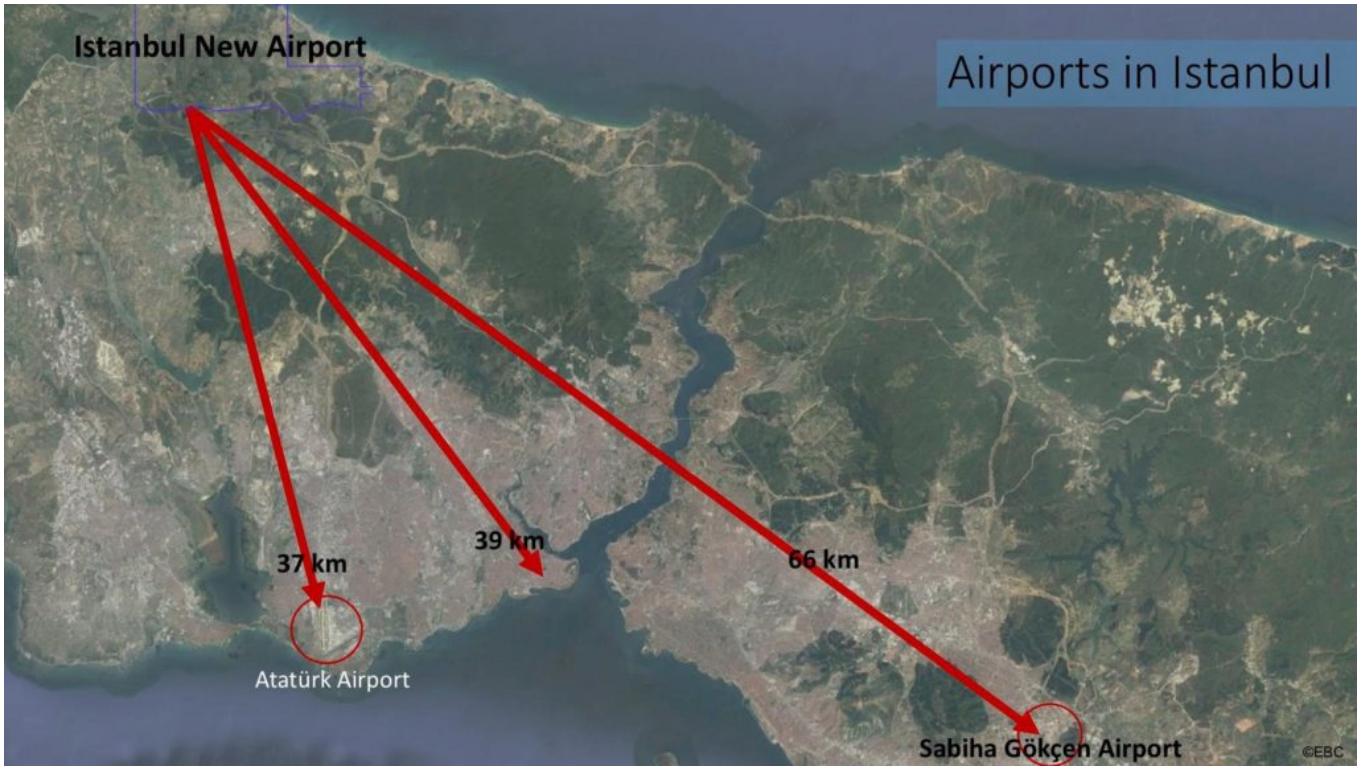
Istanbul's new mega-airport, which has been plagued by construction issues and delays, officially launched operations on 29 October 2018, to coincide with Turkish National Day celebrations – even though it wasn't completely ready in time.

Authorities initially said that all scheduled airline and charter flights would have to switch over from using LTBA/Istanbul Ataturk to LTFM/Istanbul New Airport on **29 October 2018**. Then they published AIC 07/18 which pushed that date back to **30 December 2018**. And then, in the week before that was due to happen, they published this Notam:

```
A7542/18
A PHASED TRANSFER FROM ISTANBUL ATATURK AIRPORT (LTBA) TO ISTANBUL AIRPORT
(LTFM) WILL TAKE PLACE. ISTANBUL AIRPORT (LTFM) WILL ONLY BE USED FOR PRE-
AUTHORIZED TURKISH AIRLINES FLIGHTS, UNTIL FURTHER NOTICE. 24 DEC 13:35 2018
UNTIL PERM. CREATED: 24 DEC 13:37 2018
```

So for now, only Turkish Airlines are allowed to operate to LTFM. Local reports suggest that it won't be until March 2019 before all the other airlines and charter operators can start using it too. When that happens, LTBA/Istanbul Atatürk will be **closed** to all scheduled airline and charter flights, but **will remain open for general aviation and business flights**.

So that's good news for GA/BA! There's nothing to say that you can't use the new airport, but it's quite a way out of town (39km/24 miles) when compared to the old one.

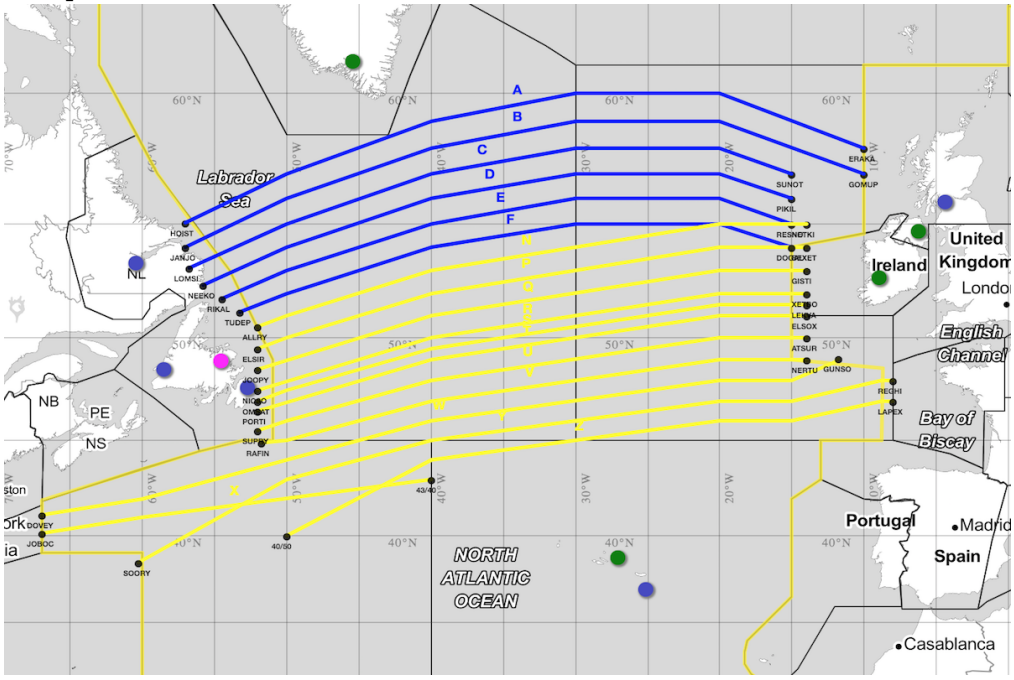


Into the future there is talk about the old airport becoming a park, but there are still no firm plans for that yet, according to the FBO reps we spoke to on the ground.

Do you know more? Let us know!

First look at NAT changes for 2019

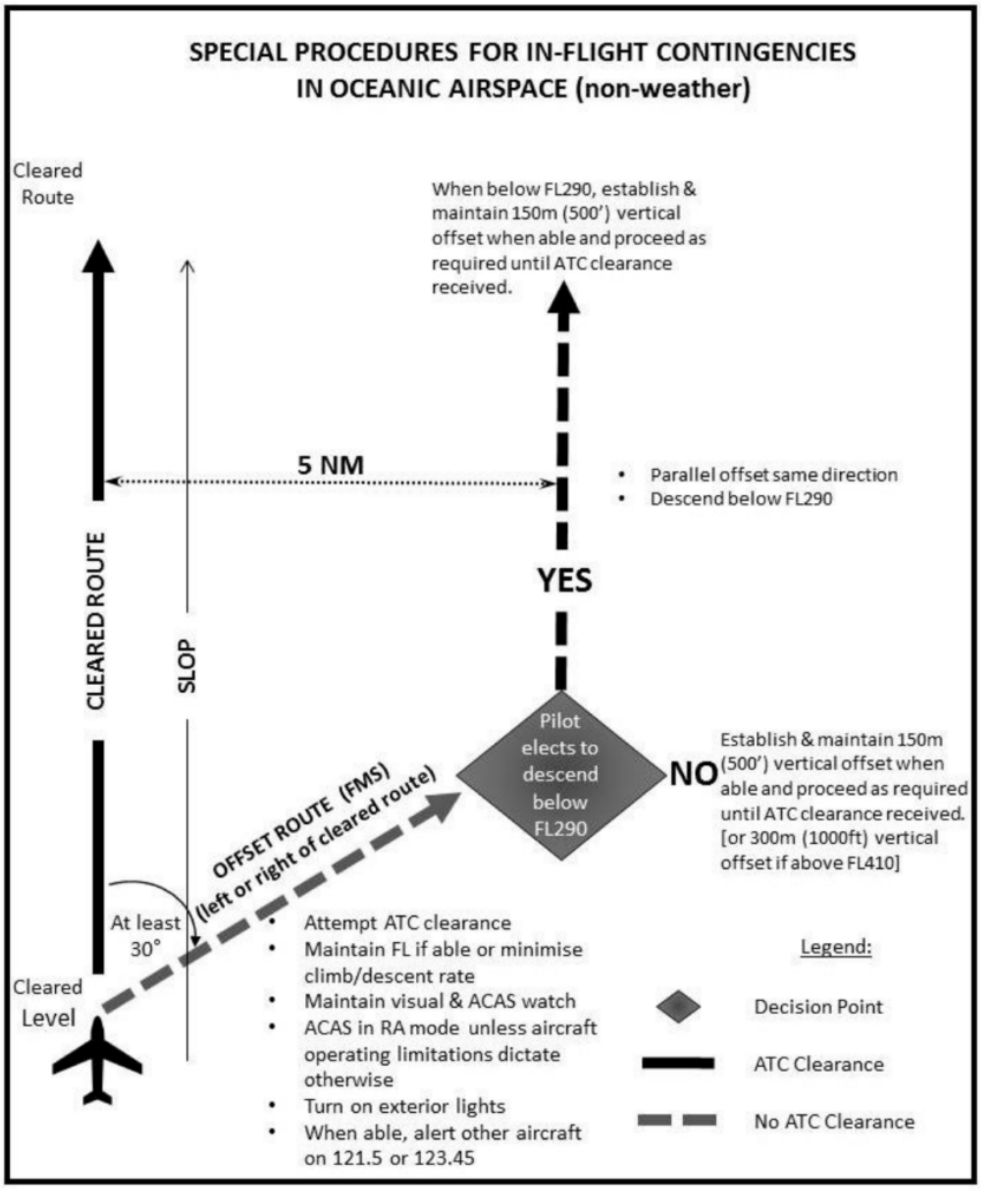
David Mumford
15 April, 2019



Starting 28th March 2019, a new trial will be implemented on the NAT called **ASEPS (Advanced Surveillance Enhanced Procedural Separation)** using ADS-B in the Shanwick, Gander and Santa Maria FIRs.

Compliant aircraft will see a reduction in longitudinal separation to as close as 14 NM. This is not restricted to particular tracks or altitudes, just between properly equipped aircraft – you'll need RVSM/HLA approval, ADS-B, and to be fully PBCS compliant (that means meeting the specifications of RNP4, RCP240 and RSP180). Read this ICAO Bulletin for all the details.

When the ASEPS trial starts, there will also be some changes to the **contingency and weather deviation procedures**. Before, there was a lot of confusion around the wording of these two procedures – this has now been made much clearer, and they have even included a nice little graphic to help us understand what to do. Read this ICAO Bulletin for all the details.



ICAO have published all these changes in their updated NAT 007 Doc valid for 28th March 2019.

Further reading:

- On Nov 1st we had **a call with 140 Opsgroup members about upcoming changes on the NAT in 2019**, and how we can effect change. Opsgroup members can find the PDF notes of

this in your Dashboard.

- A big thing driving the ASEPS trial is the **rollout of Space-based ADS-B**, which is scheduled to complete its deployment by 30 Dec 2018, giving us worldwide, pole-to-pole surveillance of aircraft. For more on that, and how it will affect operations on the NAT specifically, read the article by Mitch Launius here.
- Use our quick guide to **figure out where you are welcome on the NAT**, depending on what equipment and training you have.
- All the **big changes on the NAT in 2018** are covered on our page here.

The Impact of Space-Based ADS-B on International Operations

David Mumford
15 April, 2019



I can distinctly remember the build up to and roll out of GPS navigations systems. Like so many of us, I was excited to see this new technology integrated into my cockpit. The idea that I would have the capability to accurately determine my position *anywhere in the world* was exciting!

It's hard to overstate the significance of GPS navigation on the international operation of aircraft, particularly when operating in oceanic airspace. Today we are about to reach a similar milestone that could be even more significant – the introduction of a Space-Based Automatic Dependent Surveillance Broadcast (SB ADS-B) monitoring system.

When SB ADS-B completes its deployment (scheduled 30 December 2018), we will achieve worldwide, pole-to-pole surveillance of aircraft. This goes beyond a pilot knowing his or her own location. This opens up the ability for ATC to locate any ADS-B equipped aircraft anywhere in the world. With the US and EU ADS-B requirements approaching in 2020, aircraft that operate internationally will almost certainly be ADS-

B equipped.

A brief history of Space-Based ADS-B

SB ADS-B technology has been placed into service by a commercial company, Aireon, and not a governmental entity, which has enabled it to be brought to operational status in a much shorter timeline than most other government implementations.

Although Aireon was initially established in 2012 to provide civilian surveillance services, the disappearance of Malaysia Flight 370 changed the industry. The inability to locate the aircraft forced industry regulators to consider how improved aircraft tracking might have helped to resolve the location of the aircraft in distress and prevent a future disaster. In response to this concern, ICAO created a standard for aircraft tracking designated as the Global Aeronautical Distress Safety System (GADSS). Aireon responded by creating a low-cost tracking solution based on aircraft ADS-B equipage utilizing the SB ADS-B network to meet that tracking requirement faster and cheaper than many of the alternatives.

This implementation takes advantage of the same ADS-B 1090ES systems already installed in most aircraft, not requiring any additional investment or modification from operators who currently comply with ICAO ADS-B approved 1090ES systems. Compare this to the evolving and evasive FANS 1/A+ requirements that have placed many operators in the position of having to upgrade aircraft (at great expense) only to find they are not PBCS and/or U.S. domestic compliant. Quite a contrast.

What are the benefits?

The primary advantage of the introduction of surveillance into oceanic operations will be a reduction in separation. Initially, this will be applied to in-trail spacing (longitudinal separation) and potentially reduce that separation to as close as 14 Nautical Miles (NM). The current longitudinal standard for data link approved aircraft is 5 minutes or approximately 50NM. The introduction would significantly increase the capacity of the most fuel-efficient routes and altitudes. The trial implementation is not expected to be restricted to specified tracks or altitudes, just between properly equipped aircraft.

Another key advantage of SB ADS-B is that the system is based on an active constellation of 66 low earth orbit satellites with geo-synchronous orbits that provide worldwide coverage. The system will also have 9 backup satellites available in orbit as well. The information on worldwide aircraft location will be in the system, it’s just a matter of having it sent to ATC control panels that are properly equipped to display the information. The SB ADS-B system operates independently from the ADS-B ground stations and can provide a direct data feed to air navigation service providers (ANSPs).

The primary targets for Aireon SB ADS-B services are ANSPs such as the FAA, EASA, Africa’s ASECNA, South Africa, New Zealand, Singapore, etc. This brings tremendous value to areas like Africa and Southeast Asia where ANSP’s face unique challenges involving infrastructure. Placing a network of ground-based ADS-B receivers in remote areas can expose them to vandalism or theft. As an example, a recently installed ILS system in Benin, Nigeria was stolen!

What does my aircraft need to be compliant?

In order for SB ADS-B separation reduction to be applied, aircraft will be required to be ADS-B ***and*** fully PBCS compliant. The controlling agency will determine eligibility based on the flight plan filing codes for ADS-B and PBCS. Let’s recall that the PBCS requires FANS 1/A+ approval with RCP240, RSP180, and RNP 4 capabilities. Just add ADS-B, NAT HLA, and RVSM equipage and approval and you’re ready! That is a lot of approvals, plus let’s not forget, TCAS Version 7.1 and Enhanced Mode S Transponder equipage is required as well.

Where will it be implemented?

Initial trial use of SB ADS-B for surveillance and separation will begin in Canada's Edmonton Flight Information Region (FIR) in the first quarter of 2019. This will be followed by a planned trial launch in the North Atlantic (NAT) on 29 March 2019. The NAT oceanic surveillance trial program will be employed in both in Gander and Shanwick's oceanic FIRs. Santa Maria will also introduce ADS-B separation standards, but that program will initially be limited to ground-based ADS-B operations.

We anticipate a mid-December 2018 release of a North Atlantic Ops Bulletin detailing the trial implementation which will be referred to as "Advanced Surveillance-Enhanced Procedural Separation" (ASEPS). This is to be followed by ICAO publishing the associated standards for ASEPS in a 5 November 2019 update to Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) Document 4444. This would move the ASEPS program beyond trial use and allow implementation of ASEPS based operations worldwide.

The final specifics involved in the trial program will be detailed in Canadian and United Kingdom Aeronautical Information Publications (AIPs), most likely involving a release of Aeronautical Information Circulars (AICs) to formally initiate the trial programs.

The NAT HLA does not anticipate requiring ADS-B for airspace entry but simply employing it as available. The impending U.S. and EU ADS-B requirements in 2020 will help ensure common equipage.

The introduction of ASEPS reduced separation standards in oceanic and remote regions will also impact contingency procedures for operators in the NAT HLA. To address this concern ICAO has created new contingency procedures for oceanic and remote operations which will also be identified in the November 2019 update to Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) Document 4444.

We expect the mid-December release of an additional North Atlantic Ops Bulletin detailing the trial implementation of these new contingency procedures in the NAT HLA airspace to be implemented with ASEPS. These new contingency procedures will initially only be used in the NAT HLA but, after the ICAO approval in November 2019, they may be implemented in other oceanic regions as well.

It would be important to note that the ASEPS target date for implementation, 29 March 2019, is also the target date for the expansion of the PBCS tracks in the North Atlantic Organized Track System. Add in the change in contingency procedures and that is a lot of moving parts, all happening at the same time, in the most congested oceanic airspace in the world.

One thing we don't anticipate changing on March 2019 is strategic lateral offset procedures (SLOP). Changes may follow down the road but it's not on the calendar now.

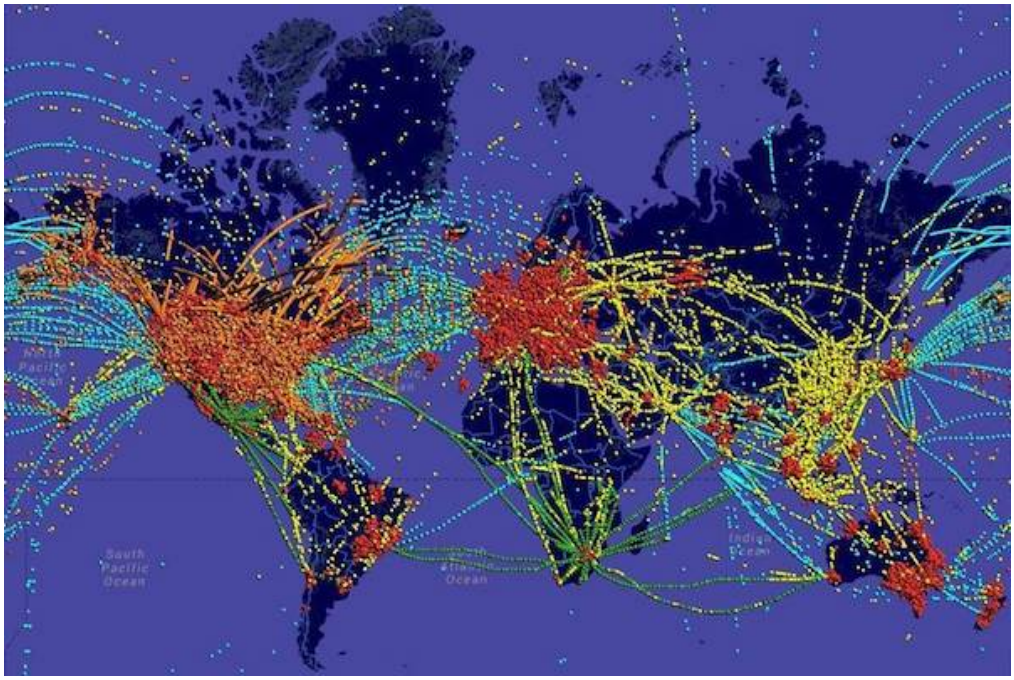
Let's all get ready for a busy spring in the North Atlantic!

Mitch Launius is an International Procedures Instructor Pilot with 30West IP and can be contacted through his website: www.30westip.com

---

Can you track your aircraft every 15 minutes?

OPSGROUP Team
15 April, 2019



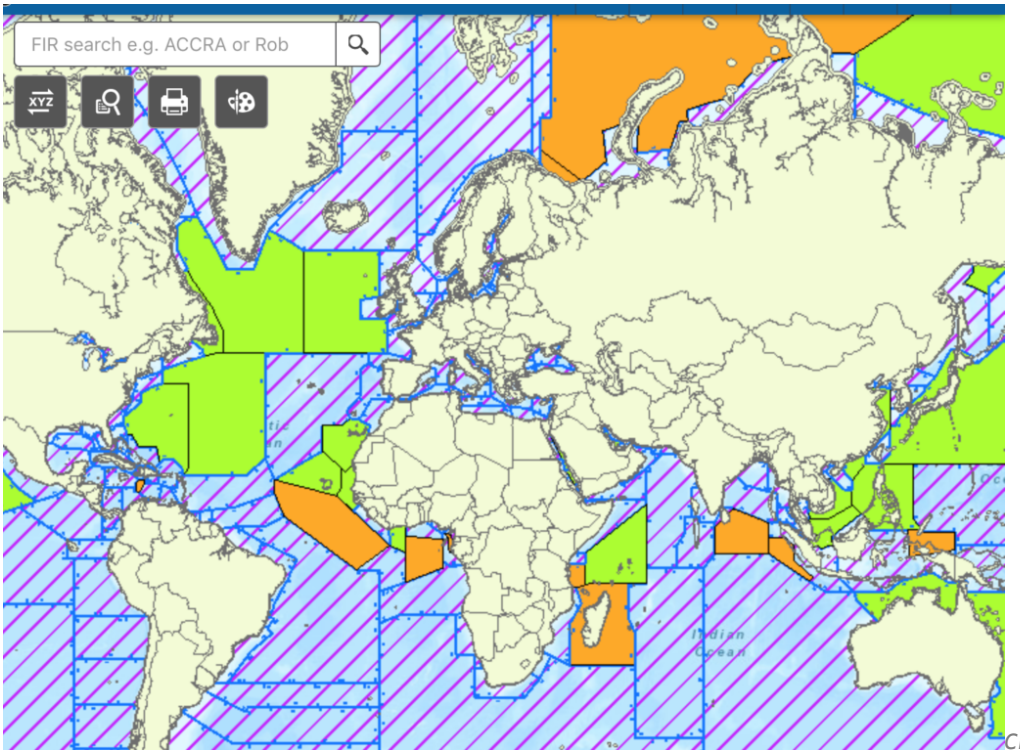
New ICAO requirements on aircraft tracking came into force on Nov 8. Large aircraft (over MTOW 45,500kg and with more than 19 seats) must now track their position every 15 minutes – down from the previously required 60 minutes. The tracking needs to take place in all regions where the local ATS gets position information at greater than 15 minute intervals. If you want to get into it, you can find it in ICAO SARPS, **Annex 6, Part I, Section 3.5.**

This requirement is part of ICAO's "Global Tracking Initiative", which came about shortly after the disappearance of Malaysia Airlines flight MH370 in March 2014.

When to track?

If your aircraft is outside range of radar, oceanic waters, remote areas, (anywhere that the ATS doesn't get a position report in less than 15 minute intervals) you can count on needing to obtain and record your own position reports every 15 minutes (or less).

Where are these areas? ICAO is keeping a database to show where you're going to need to make your own 15 minute records (it's not the best tool at the moment):



click to open tool on ICAO site

How to track?

The important part of this: **it must all be done automatically**. You can't just set a timer and manually record a position report. ICAO doesn't have a preferred method for this, just as long as it's automatic (use your ADS-B, GPS tracker, or a tracking service). It was important that ICAO keep this particular requirement in line with equipment and capabilities currently available.

Who's watching?

ICAO has told us that although the new requirement is now in place, currently there is no requirement to share the data – unless it's required for an incident.

Also, it is still yet to be seen if/how specific authorities will add this requirement into AIPs. For example, Canada has stated the below, but have yet to add any requirement into the Canadian Aviation Regulations:

> Canadian air operators are reminded that they are subject to the laws and regulations of foreign jurisdictions and their respective civil aviation authorities (CAA) when abroad. Effective November 8, 2018, they may be subject to regulatory action by a CAA if they do not comply with ICAO GADSS SARPs requirements. CASA 09-2018

Will this be part of SAFA ramp checks?

No. We asked SAFA this very question, and here's what they told us:

> "For the time being we do not have any intention to request of ramp inspectors to perform an inspection of this new requirement."

The future?

In January 2021, there will be a further requirement to tracking, called “Autonomous Distress Tracking”, which will require automatic position reports every minute when in a distress situation. This requirement will likely depend on new equipment, or depend on expansion of Space Based ADS-B.

ICAO is also populating a “Global Operational Directory” to help communication between OCCs and ANSPs. It’s not operational yet, but this will help when ANSPs and OCCs need to communicate. It’s free to participate, as long as OCCs share their information. More information for that is here.

For more reading of all the ICAO updates on Global Tracking Initiatives, head here.

Adios! That was our last International Bulletin (for non-members)

Declan Selleck
15 April, 2019



Dear Reader!

First, thanks for being part of this amazing group for the last year. We loved sharing our alerts, risks, dangers, and deviousness with you. It’s been a blast.

As we’ve mentioned, we’re now focusing our attention solely on Opsgroup members, so the **International Ops Bulletin** that you got yesterday was the *last one* for the year, and tomorrows Daily Brief will also be *el final* (sp? we’re good at Ops, not Spanish).

OK, so. Here’s the deal. **We would like you, our favorite reader ever, to be part of this amazing**

group – 5000 airlines, pilots, dispatchers, airports, atcos, agencies, amazing-experts, analysts … the people that run international flight ops. Whatever the group is now, it's going to be even more amazing – as we are adding in new contacts, better information, easier searching, and making it easier for members to connect with each other. We'll continue the good fight against crappy circulars, mind-numbing mandates, awful AIC's, nasty notams, and continue to remind the state bureaucrats that the people reading this stuff are Humans, not computers. We'll continue to sniff out the security risks, and share them with those that need to know. And we'll continue to basically make cool stuff – maps, charts, apps, guides, and winter ear-warmers – for the Opsgroup community.

We'll also continue to manage the Clipperton FIR (ADS-B almost in place), keep adding things to Airport Spy, continue working with ICAO on Norm (he'll be done for Christmas, we're sure!), get SafeAirspace V2 online (coming December), and of course continue the hourly alerts, daily briefs, and weekly bulletins for members.

Bottom line, our request is that you join us! We need people like you to help this group. Put another way, we don't want to continue without you.

Whatever your choice is, have a lovely day and rest of year, and let us be the first to wish you a happy Thanksgiving, and if we don't see you until next year, Happy Christmas!

The Opsgroup Team – Ben, Cynthia, Igor, Dave, Dean, Slobodan, Amelia, Jamie, and Mark.

team@ops.group

PS –

If you prefer, you can also **waitlist for 2019**. Once we reopen membership, we may have a slightly different approval process, but you can add your name to be notified here.

Seletar launches new terminal

David Mumford
15 April, 2019



As WSSL/Seletar prepares to open its new $80 million terminal on Nov 19, the authorities have announced that WSSL is now a “schedules facilitated” airport.

Don’t panic – at least, not yet. This basically just means that because demand is now getting close to the airport’s capacity, all airline and charter flights must confirm their schedules with the airport in advance – BA/GA flights don’t need to do this.

It does not mean that the airport has become slot coordinated, although that might happen at some point in the future if congestion continues to be a problem.

As for the new terminal, it looks like it will be a decent improvement on the old one…



The new facility – six times bigger than the old terminal – will be split in two, with one large section for airline flights, and another separate section dedicated for GA/BA.

Here’s a video of what the new terminal looks like!

The idea is to free up capacity at WSSS/Singapore by **moving all scheduled turboprop flights to**

WSSL/Seletar when the new terminal opens. At the moment, the only airline that falls into this category is Malaysia's Firefly – which currently operates 20 daily flights at WSSS – to and from WMSA/Subang, WMKI/Ipoh and WMKD/Kuantan.

Important to note – **all BA/GA traffic must switch to using the new terminal when it opens on Nov 19 at midnight local time.** Jet Aviation have provided **a handy printout** which tells you all you need to know about using the new terminal. Note that the new terminal is on the other side of the runway from the old terminal!



Buenos Aires airports closed to GA/BA during G20 summit

OPSGROUP Team
15 April, 2019



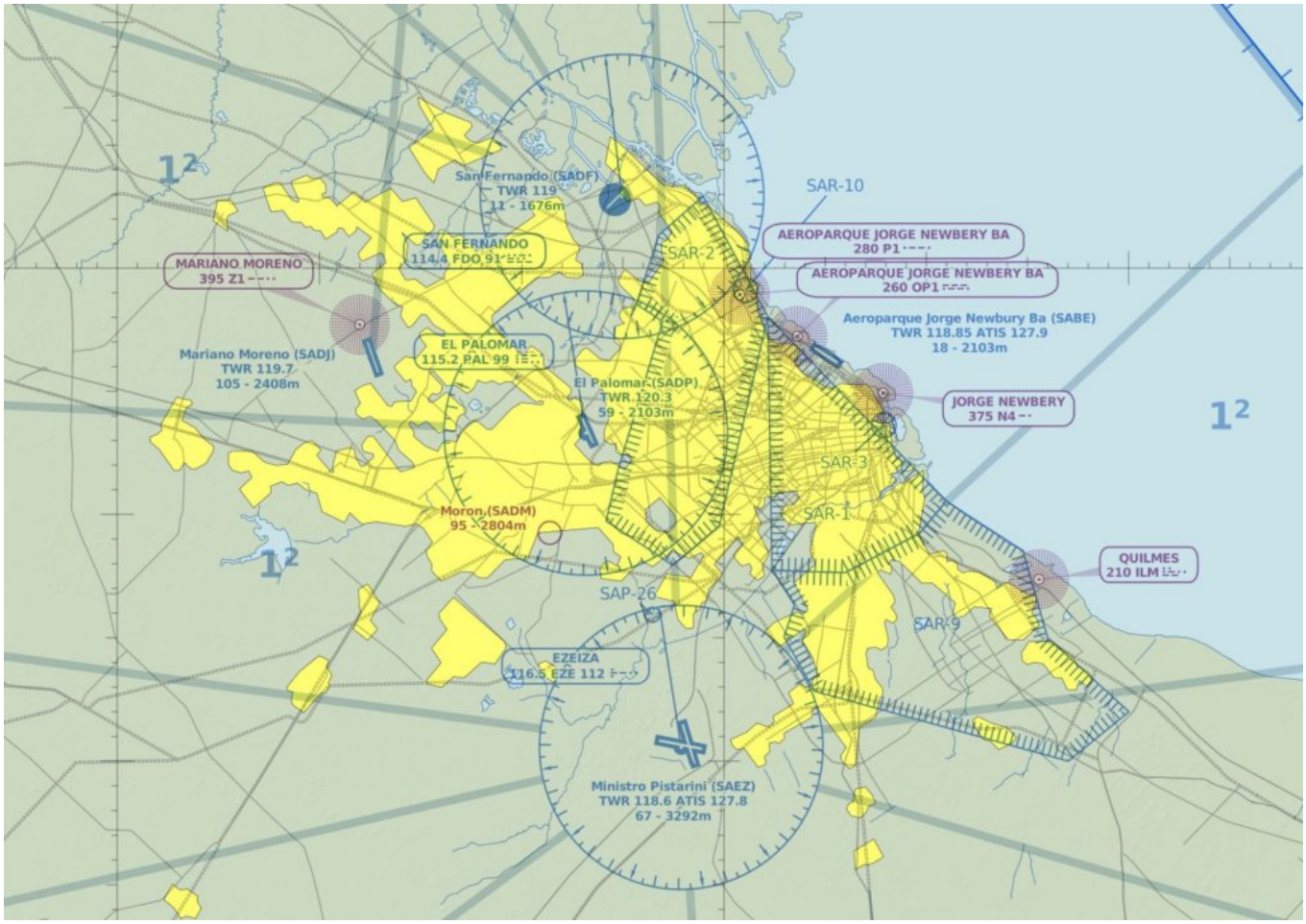
The 2018 G20 Leaders meeting will be held in Buenos Aires on November 30 and December 1, 2018. GA/BA flights will be prohibited from operating to both **SAEZ/Ministro Pistarini** and **SABE/Jorge Newbery** – but also all the smaller airport across the city as well.

AIP SUP A28/2018 goes into all of the restrictions in detail, but here are the key takeaways.

The airports…

Between 1500L on Nov 29 to 2200L on Dec 1 (1800Z Nov 29 to 0100Z Dec 2), here are the restrictions:

- **SABE/Jorge Newbery** – will be totally closed to all non-G20 aircraft.
- **SAEZ/Ministro Pistarini** – will only accept regular airline flights. All GA/BA flights are prohibited. RWY 17/35 will be closed and used as a taxiway and for parking only. Many SID and STARS will be suspended and a full list is in Appendix 2 of the SUP. (UPDATE 22NOV: Notam A9669/18 has now been published which brings forward the start time for the ban at this airport to midnight local time on Nov 26).
- **SADP/El Palomar** – closed to civil ops, although 8 slots will be made available to airlines from 1800Z-2300Z on Nov 29.
- **SADF/San Fernando**, **SADJ/Mariano Moreno**, **SADM/Morón** – all closed to civil ops.



So with all the Buenos Aires airports out of action for GA/BA over these dates, there aren't a lot of other options. The closest international airports are: **SAAR/Rosario** to the north, **SAZS/Plata Del Mar** to the south, or **SUMU/Montevideo** – but that's in a different country!



Bottom line – if you're GA/BA and you need to get to Buenos Aires at the end of the month, you'll need to make sure you go there before the G20 restrictions come into force on 1800z on Nov 29.

The airspace…



SAEF/Ezeiza FIR will see the following restrictions in place between those same timings, 1800z Nov 29 – 0100z Dec 2:

- All users must submit a **flight plan** a minimum of **6 hours before** estimated off blocks time.
- All aircraft must operate on **discreet transponder codes** at all times.

- An **ADIZ** is in place out to **250NM** from EZE VOR from SFC-UNL within the FIR.
- There will be **3 temporary restricted areas** in place, BAIRES, SPY GLASS and ROJO.
- The BAIRES airspace overlays on top of **SAEZ/Ministro Pistarini** out to 55nm.
- Expect Air Force fast jets to be patrolling and operating with 'due regard' overhead during various times.

Did we miss something? Get in touch!

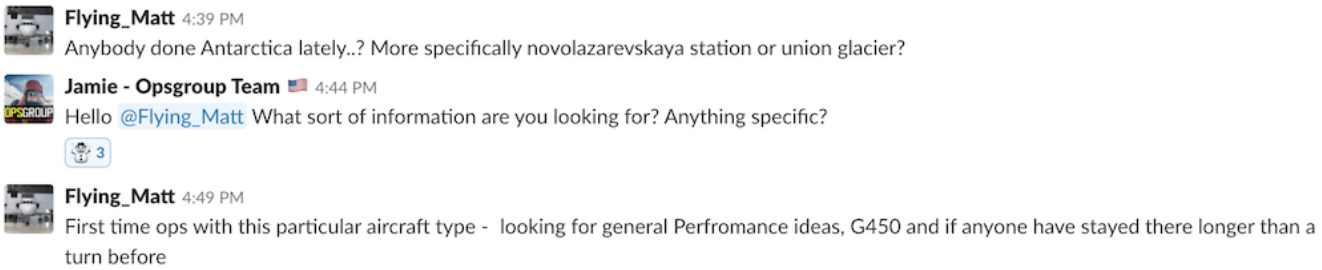
How OpsGroup works – for questions

Mark Zee
15 April, 2019



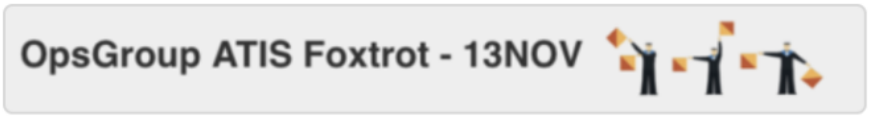
I love how the hive-mind works. We have 5000 members, and so it shouldn't be surprising, but it's still awesome to see it in action.

Yesterday, in slack, a member asked:



Now, I've never heard of **Novolazarevskaya Station**, but that's not important. There are another 4,999 of us, and chances are that someone in the group has.

So, we blasted it out on the ATIS this morning:



Member question: Anybody done Antarctica lately? More specifically Novolazarevskaya Station or Union Glacier? Looking for general performance ideas (G450), and if anyone has stayed in Antarctica longer than just a quick turnaround.

The ATIS goes out to all group members in the OpsGroup **Daily Brief**.

And of course, someone got right to it, answering the question:

- I have looked at Union Glacier and I think that would be a piece a cake for the G4 or the G5, especially since the 757 has already landed there. Caution should be exercised if you land with the sun directly overhead in the runway has not been scraped. Best runway conditions are scraped and low sun daytime condition. Breaking will be good!
- Wintertime Operations you can forget. The season is somewhere between November and February. It will always be cold there and not Gulfstream suitable for staying longer than a short turnaround. Forget about Gulfstream's Fast Team-not gonna happen!
- Highly recommend that you bring your own mechanic.
- Fuel is expensive!
- The weather is always unpredictable and good weather is usually low pressure with bad weather being high-pressure. Go figure I guess because water goes down the drain the opposite way below the equator.
- We operated from Punta Arena's, Chile with good support at the airport for our mission. Adventure Network is an excellent resource for your efforts. Good luck!

This is how OpsGroup works! Simple, and extremely effective. **When one person knows, we all know**.

Bonus: The first OpsGroup team member to see the question was **@Jamie – Opsgroup Team**, who has been on the ice on five separate missions for the US Antarctic program, and has spent a combined total of three years down there.

Canadian Ops Update

OPSGROUP Team
15 April, 2019



Just a short update on a few things happening in Canada that you might have missed…

Nationwide

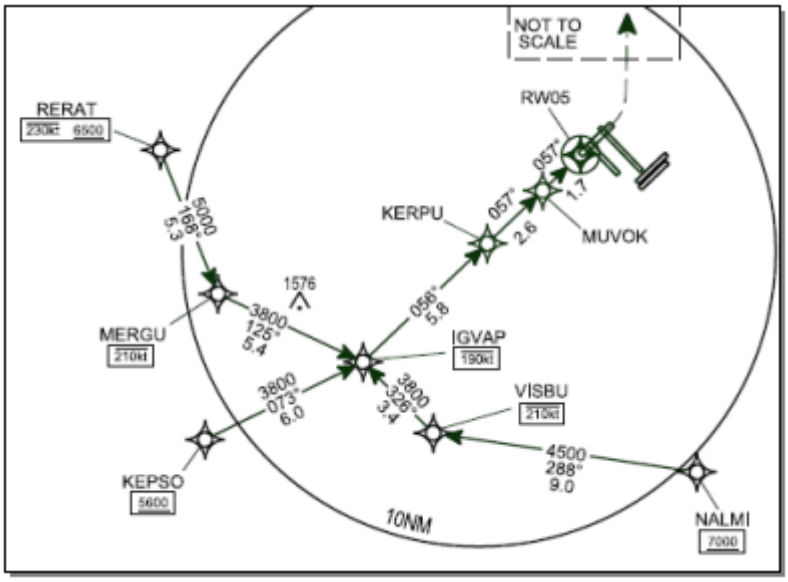
- There has been a change in the **Maximum Indicated Airspeeds for holding patterns** to bring them more in line with the rest of the world. This came into effect on 11OCT18 and will be reflected in the 08NOV18 AIP update. Refer AIC 25/18.

Altitude (ASL)	Maximum Holding Airspeed (KIAS)
At or below 6 000 ft	200
Above 6 000 ft up to and including 14 000 ft	230
Above 14 000 ft	265
Shuttle climbs (all altitudes)	310 (subject to CAR 602.32)

- It's been over a year and a half since NavCanada suspended it's **Climb/Descend via SID** phraseology, adding a complication for pilots that regularly cross the border from USA to Canada and v.v. It initially trialed then quickly suspended them *"out of concern over altitude deviations we were seeing in the system and the unforeseen large increase in workload as a result. We are continuing to communicate with airlines, aircraft operators and our employees as we revert to the phraseology rules that were in place prior to this change."* We understand this phraseology has now been officially put in the trash and wont be returning.

CYYZ/Toronto Pearson Airport

- There are new **nighttime RNAV approaches** starting in **CYYZ/Toronto Pearson** from 08NOV18. These RNAV (GNSS) X instrument approach procedures are for night-time ops between 0030L-0630L on runways 5/6L/6R/23/24L/24R. The procedures are designed to minimize the noise footprint. The ATIS will advertise these as the primary approach type when they are active. Pilots can expect to be cleared directly to the initial approach waypoint, then subsequently cleared for the approach including the appropriate transition. Refer AIC 28/18.



- Slots are currently required for all flights between 0030-0630 local time. The airport authority was planning to make slots mandatory for all GA/BA flights H24 from Nov 17 onwards, but this will now be delayed to some time in early 2019. For more info, contact the Airport Reservation Office at aro@gtaa.com

Do you know more? Drop us a line!

No change to Iran airspace warning despite new US sanctions

David Mumford
15 April, 2019



The US reimposed sanctions against Iran on Nov 5. Despite this, so far there has been no change to the FAA guidance to US operators issued on 9th September 2018: **flights to Iran are not prohibited, but operators should "exercise caution" when flying in Iranian airspace.**

However, with the reimposed sanctions comes a new problem if you're a US operator: you're **allowed** to overfly Iran, but you're **not allowed** to pay for all the things needed to make that happen – things like overflight permits, and nav fees.

The rule is simple: no US person or business can pay for services in countries with sanctions against them (like Iran), unless that person or business has a licence to do so, issued by the Office of Foreign Assets Control (OFAC).

And you're not allowed to get an agent to do it for you either; it's illegal to skirt the OFAC laws by using a 3rd party company (unless, of course, they've been approved by OFAC).

So the big question we have now is this: **if you're planning to overfly Iran, have you figured out the legalities of paying for services?** How are you making that work? Know someone who's got an OFAC licence for Iran? **Let us know!**

And one other thing to watch out for – operators with US based insurers should double-check their policies, as you may now no longer be covered for flights to Iran, due to the new sanctions. This is worth checking, even if you're only planning on overflying the Tehran FIR, as any unplanned landing (decompression, medical, engine fire) may force you into Tehran or another airport – it's a big chunk of airspace.

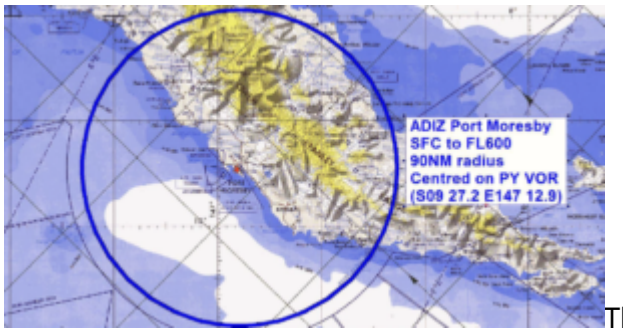
Further reading:

- SafeAirspace page for Iran. SafeAirspace provides a current picture of International Airspace, so that you as the Aircraft Operator can make sound decisions on which routes to fly and which to avoid.
- Our break-down of the US guidance on Iran overflight risk
- What the sanctions mean to non-US operators

AYPY/Port Moresby restrictions during APEC 2018

OPSGROUP Team
15 April, 2019





The 2018 APEC meeting will be held in **AYPY/Port Moresby**, Papua New Guinea on 15 and 16 November, 2018. If you're trying to get there, here's what you need to know…

What's happening at the airport?

- **Parking** – There may not even be enough space for all the official delegations' aircraft, let alone anyone else, so expect parking congestion also at YBCS/Cairns and YBTL/Townsville airports. YBTL will also be used as a base by Australian military aircraft tasked with assisting the airspace security during the event; if you are heading there, make sure you read and carry the AIP SUP H99/18.
- **Night closures** – Closures of the main runway (14L/32R) mean that the airport is effectively closed each night from 2100-0430 local time until 13 November.
- **Customs** – if you're actually going to AYPY during this period, you can view the APEC Customs handbook here.
- **Flight Plans** – If you indicate the wrong ADS-B FLT ID (in Section 7 of your FPL) and are inbound or outbound to AYPY/Port Moresby or AYNZ/Lae Nadzab you can expect a 20 minute delay or holding (A1069/18 refers).

What's happening in the airspace?

AIP SUPP 5/2018 outlines the airspace restrictions for APEC2018. **Here are the important bits, all effective from Nov 2-20:**

- Watch out for overflights of AYPY, as there's a 90 NM ADIZ in place around the airport from SFC-FL600.
- There is a temporary restricted area (TRA931) 30 NM around AYPY, SFC-FL330. Anyone flying to/from AYPY with a valid flight plan and talking to ATC can enter this area.
- There is another more restrictive area (TRA930) over the CBD and event venue. Only APEC aircraft can enter this area.
- Actual activation times will be notified by NOTAM.
- Expect Royal Australia Air Force FA18 fast jets to be patrolling and operating with 'due regard' overhead during various times

A real life report...

Here's a report from an Opsgroup member trying to operate to AYPY/Port Moresby for the APEC summit:

- The closest parking spot we could get for a G650 is YPDN/Darwin. We were denied parking in YBCS/Cairns; we were told parking is reserved for head of states only. YBTL/Townsville denied us parking too, on the basis of no space available.

- The handler at AYPY/Port Moresby is not very responsive at the best of times, and has been unreliable also in the past, even when no special event was going on. In the past we once even got handling confirmed for an arrival during a scheduled runway closure!

- Until Nov 30, crew/pax visas cannot be arranged upon arrival, to enhance security during the APEC event. Instead, visa requests must be made through embassies during this time. This is normally not a problem outside of special events. The PNG Embassy in London have been very quick in getting visas approved for our crew, with a maximum turn of 5 working days, and as short as 3 working days.

Some other Supplementary information if you are operating to **AYPY/Port Moresby**:



- High terrain in close proximity.
- Navaids not monitored by ATC. Standby power reported to be available. Jackson and Parer locaters no longer in operational use. Disregard any procedures that use these aids.
- Navaids may not be accurate or serviceable. Review all available information prior to use and perform appropriate crosschecks to verify navaid integrity.
- ATC may give inappropriate radar vectors and ALT instructions. During radar outage, ATC will provide procedural control. Maintain situation awareness to ensure safety not compromised. Refer to Radar Terrain Clearance Chart to cross-check altitudes.
- RWY 14L has upslope for 3/4 of its length, then slopes downward to the RWY 32R threshold, giving the illusion that the runway is shorter than actual.
- In gusty winds, expect windshear on approach RWY 14L.
- T-VASIS may be unserviceable without prior warning.
- Engine start clearance not required unless notified on ATIS.
- POB should be given with pushback request.
- Airway B220 is a designated two-way airway. Beware potential late-notice opposite direction traffic given close proximity to FIR boundary.
- Short-notice deterioration of ATC services may occur. If ATC not available, revert to CTAF on tower frequency.

Did we miss something? Let us know!

Bermuda ATC Radar Out Of Service all week

OPSGROUP Team
15 April, 2019



 It's going to be mostly sunny and warm (78F, 26C) this week in Bermuda if you're heading that way – but you should also know they are going to be full non-radar – so plan ahead.

We put together what you need to know.

Firstly, the Bermuda **Secondary Surveillance Radar will be out of service** for 7 days starting this coming **Monday, 29 October, at 1100z (0800L)**. The NOTAM says it will be back to normal the following **Monday, 5 November, at 1700z (1400L).**

The following non-radar procedures are in effect (NOTAM – A0404/18 and A0154/18)

- If you are **landing** at **TXKF/Bermuda** you should **flight plan** and expect **FL310 or below at the NY Oceanic CTA/FIR boundary.**
-  **Expect** possible **flow restrictions** due to traffic volume and/or during adverse weather.

- **Carry fuel to cover** “minimum” of **15 minute arrival/departure delay**.
- All aircraft **must file** via **MOMON 1** or **POPOP 1 RNAV STAR** however there are restrictions on which transitions can be used:
    - MOMON 1 – Only **DASER**, **ANVER** and **RNGRS** transitions allowed
    - POPOP 1 – Only **BALTN** and **JIMAC** transitions allowed
- Departing aircraft **must file** via either the **BORNN 1** or **SOMRR 1 RNAV SIDs**.
- If you are **NON-RNAV** then you must flight plan to DASER, ANVER, RNGRS, BALTN, or JIMAC (180 nm ARC BDA VOR) then the respective airway to BDA VOR.

In likely **far more shocking news**, an island in the middle of the ocean is expecting lots of birds, namely lots of **Killdeers**.

> A0152/18 – AERODROME INTERMITTENT PERIODS OF HIGH BIRD ACT OF **KILL DEERS** AND PLOVERS DUE TO SEASONAL MIGRATORY
> PATTERNS: THE MIGRATORY SEASON BEGINS IN EARLY OCT AND RUNS THRU EARLY APRIL WITH BIRD ACT AT ITS HIGHEST APRX BTN HR OF 1000 – 2130. EXERCISE CTN WHEN FLY DRG THESE TIMES.

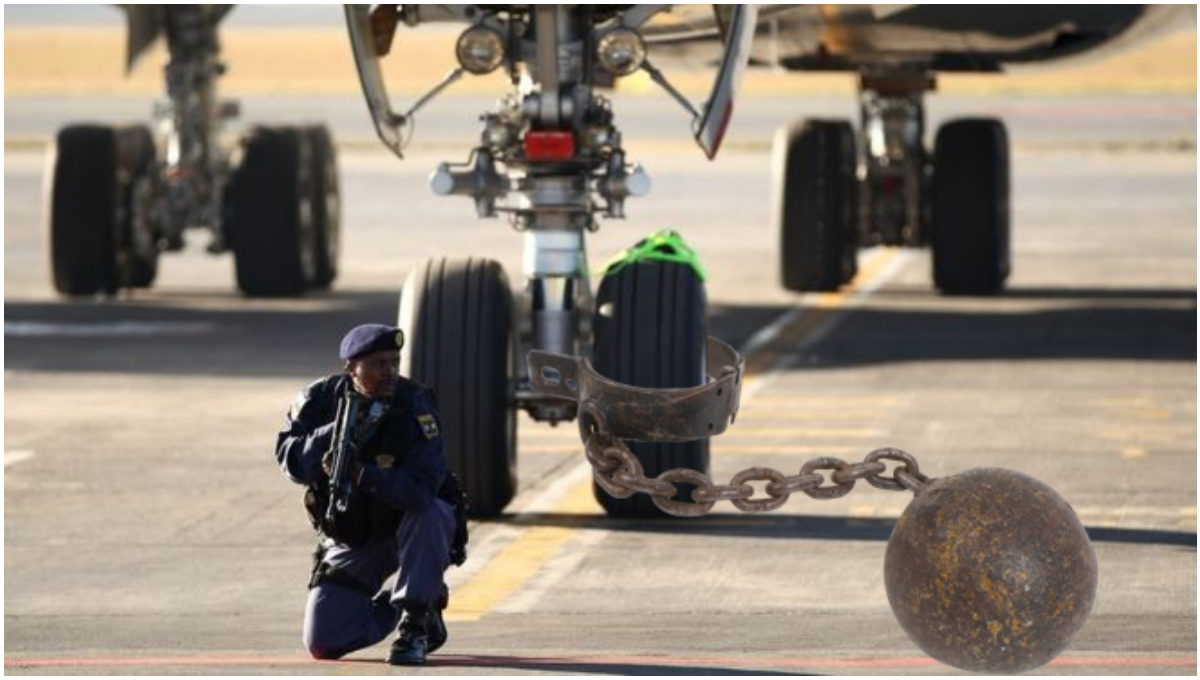


How these cute little things could kill deers shocks me – you have been warned however! #deathtonotams

---

Pay up or else! Crew held hostage by Customs agents in Ivory Coast

OPSGROUP Team
15 April, 2019



“Beware all pilots traveling to Abidjan, Customs is waiting for you!”



That is the message we received in a disconcerting report this week from one of our long-time members which certainly troubled us here at OpsGroup. We thought it was important to share.

The pilot told us that he and his business jet were recently “held hostage” by airport custom officials in the port city of **DIAP/Abidjan**, Ivory Coast, West Africa.

The crew **had all the appropriate** landing and overflight **permits** as required. GenDec’s, passports and associated documents were also **in order**. Therefore, all the evidence points to a ***good old fashioned shakedown*** and a convoluted scheme setup between local Customs agents and certain ground handlers to extort bribes from foreign crew.

The report we received explains how the crew were ramp checked by Customs officials after landing. The aircraft documents were confiscated and the Captain was “interrogated until 1am” the following morning.

The officials claimed that the pilot both failed to declare their arrival, as well as the “aircraft contents, passengers and baggage.”

The **fine** was CFA 6,900,000,000 (yes billion!) francs, which equates to **USD $12,066,720 (yes, million!)**

Ay Caramba!

 The offence was purported to be importing a high value item (aircraft) without customs approval. The high fine figure was “based on the insurance value of the aircraft.”

The crew were held hostage in the country for 10 days until senior Customs officials could finally agree on the appropriate “accusation” and that the associated fine was actually “legal”.

After the 10 days, the crew were able to negotiate a deal and depart safely – although not without having to involve the aircraft’s insurance underwriter, **who paid a ‘substantial amount’** for the aircraft to be allowed to depart.

On reflection, the crew noted that if Customs does meet your aircraft without you arranging it in advance, “*you can be sure you are about to be trapped*.” They do not tell you why they are looking for documents, more specifically, your aircraft documents, and will not tell you anything as they walk away to call their seniors, carrying your documents with them.

So in short: **do not let go of your documents!**

 **The advice from our member:**

- Contact the handling agent first hand and **double check that they are an approved, recognized handler** and **have approval from the various authorities** (immigration, customs, police, anti-drug) to operate airside. Also check that they can arrange for you to get to the Customs and Immigration officers landside. **Do not assume** because the handler takes all your documents and gives you an invoice and receipts that the authorities have been advised of your arrival and situation.
- The Abidjan Customs authority **does not recognize** a GenDec as an approved form of advice about passengers, health and cargo. They will also not sign off on the submitted GenDec. They will not come to your aircraft unless you specifically arrange for them to do so.



It's important to stress that we are not talking about a small African airstrip in the back lots. This is a large international gateway with many major international airlines serving the city. Over 4 million people live here and it's the economic capital of the Ivory Coast. But corruption is endemic, it spills over every sector of the public administration; clearly even into Customs!

As Brookings put it, *"for the inspector, the temptation is large because his salary is relatively small compared to the potential bribe."* It still doesn't make it right and this experience serves a timely warning for all crew operating through the airport.

Have you been subjected to similar behavior when passing through **DIAP/Abidjan**? Let us know.

Extra Reading

- Cote d'Ivoire Travel Advisory
- Understanding the Roots of Corruption in Cote d'Ivoire
- Why there is (petty) corruption in Ivory Coast

Non-refundable Bangladesh permits

OPSGROUP Team
15 April, 2019





CIVIL AVIATION AUTHORITY OF BANGLADESH
HEADQUARTERS, KURMITOLA, DHAKA

No. CAAB/1714/AT/6505 Dated: 20 September 2018

AIR TRANSPORT CIRCULAR NO: 02/2018

Subject: Payment for flight permit for non-schedule flights by foreign registered Aircraft into or in transit across Bangladesh.

In pursuant to paragraph 11.6 of Air Transport Circular no. 01/2018, all Operational Services Provider License (OSPL) holders are requested to pay an amount of USD 195.00 (One hundred and ninety-five) through permit automation system (Permit Operation Database-POD) to process each request for non-schedule flight permit for foreign registered aircraft operated by foreign air operator/ airline/ principal. The payment is non-refundable, irrespective of the approval or rejection to the permit request.

The OSPL holders shall be responsible for the validity, authenticity and correctness of the data/document supplied/uploaded to POD, and for any unlawful activities/ cybercrime/ abuse into POD portal, which may endanger the safety and operation of POD (both software and hardware), will lead to the termination or suspension of the OSPL and punitive actions will be taken for such actions/abuse. To prevent all unlawful activities, abuse and cybercrime against POD, an agreement/undertaken, prepared by CAAB with necessary conditions, shall have to be signed by every OSPL holders to confirm their compliance in this regard.

The circular will come into effect from 08 October 2018, 0000UTC.

Air Vice Marshal M Naim Hassan, BBP, OSP, Afwc, Psc
Chairman.

The Civil Aviation Authority of Bangladesh recently published circular 02/2018 which outlines a $195 USD overflight permit fee for non-scheduled foreign aircraft transiting the **VGFR/Dhaka** FIR . The fee is certainly on the high side but the disappointing part is :

> "The payment is **non-refundable**, irrespective of the approval **or rejection** to the permit request."

Say what?

There was a similar type of no-refund situation within the **TNCF/Curaco** FIR but we now understand after some noise, operators are getting refunds as per normal industry practice.

We say it's time for the CAA in Bangladesh to stop this non-refundable nonsense.

Have you had a permit denied and not received your money back? Reach out and Let us know!