

# 16FEB: Tonga Cyclone, Australia does RNP2, NAT PBCS change, are you an ATCO?

Jamie Rose McMillen  
16 February, 2018

## International Ops Bulletin



**Tonga battered by Cyclone Gita**



**Australia: we do RNP2**

Weekly **International Ops Bulletin** published by **FSB** for **OPSGROUP** covering critical changes to Airports, Airspace, ATC, Weather, Safety, Threats, Procedures, Visas. Subscribe to the short free version [here](#), or join thousands of your Pilot/Dispatcher/ATC/CAA/Flight Ops colleagues in **OPSGROUP** for the full weekly bulletin, airspace warnings, Ops guides, tools, maps, group discussion, Ask-us-Anything, and a ton more! **Curious? See what you get.** Rated **5 stars** by **125 reviews**.

**EGGX/Shanwick** When PBCS is implemented in the NAT HLA on Mar 29, we previously thought you would need to be compliant if you wanted to operate on any of the daily tracks between FL350-390. But in fact, there will only be a maximum of three daily PBCS-mandated tracks to start with. These will likely be the same tracks as we currently see being assigned as 'half-tracks' each day. Full details [here](#).

**VOTV/Trivandrum** Shortage of parking bays expected until mid-May. All non-scheduled flights intending to park overnight need to make sure they get permission at least 24hrs in advance from the airport authority.

**MRLB/Liberia** Overnight stay for General aviation not allowed from Feb 15-17, and again Mar 21-22.

**HLLM/Mitiga** Yet another closure on Feb 13 related to ongoing clashes between local militia. This time, reports say a mortar shell fell near the airport, and the ATC tower was evacuated, forcing flights to divert to HLMS/Misrata. The airport has since reopened, but our advice remains the same: avoid. More info [here](#).

**WIZZ/Indonesia** You now need ADS-B in Indonesian airspace (WIIF/Jakarta and WAAF/Udang Pandang

FIR's) if you want to fly above FL290.

**MBPV/Providenciales** The airport will be closed for a full scale emergency exercise on Feb 26 between 01-04z. Only emergency divers accepted during those times.

**VCZZ/Sri Lanka** PBCS is also being introduced in Sri Lankan airspace too. So from Mar 29 onwards, reduced longitudinal separation minima of 50NM may be applied for RNP10-approved aircraft on ATS routes which either log on to CPDLC or are within VHF radio range as the primary means of communication. For everyone else, it'll be 80NM (or 10 minutes).

**EGKK/Gatwick** It's been temporarily removed from the Notams, but expect it to re-appear soon... the main runway (08R/26L) will be closed every night from 2230-0600z until the end of Feb. During that time, the northern runway (08L/26R) will be open – the one that normally gets used as a taxiway. There's no ILS on this runway, so approaches must be DME/RNAV.

**BGZZ/Greenland** The BGGL/Sondrestrom FIR is changing its name to the 'Nuuk' FIR, effective Mar 1. So "Nuuk Information" is the new identification/radio callsign for the aeronautical station serving the Flight Information Centre in Greenland (whereas "Nuuk AFIS" will still get you through to the aerodrome flight information service at BGGH/Nuuk Airport).

**VTBS/Bangkok** Worsening air pollution in Bangkok and surrounding areas over the past week means levels are now considered 'unsafe' – according to criteria set by the World Health Organisation. There's no significant rainfall forecast until next week, so not much chance of the situation improving until then.

**VICG/Chandigarh** Airport will be completely closed until Feb 26, to allow for work to be completed extending the runway from 9000ft to 10200ft.

**YZZZ/Australia** RNP10 is supported in Australia, although RNP4 is preferred. Now they're introducing RNP2 for en-route and RNP1 for terminal operations. It's not mandatory for foreign operators, but if you want to benefit from these routes and procedures (and can't get RNP1/RNP2 approvals from your country of registry), you can notify CASA of your intent to use RNAV1/RNAV2 instead. To do that, email them at [international\\_ops@casa.gov.au](mailto:international_ops@casa.gov.au) and ask for Form 0667.

**FKKD/Doula** Their fuel hydrant is broken, so priority for refuelling is being given to scheduled ops. It's not expected to be fixed until May, so expect delays until then.

**DGAA/Accra** Lots of building work going on at the airport at the moment. Until Mar 12, the stands are now only available for aircraft doing quick turnarounds. For longer stays you can still park-up on remote stands, but maximum ground time is now 3 days without special approval from the airport authorities.

**LGKO/Kos** Major overhaul of the airport has begun. The runway will have a reduced LDA of 1200m until Mar 3, and will then be closed completely from Mar 3-19.

**WAZZ/Indonesia** Bali's Mount Agung erupted again on Feb 13, just one day after authorities lowered the alert status for volcano. Ash cloud reported in the vicinity, but only up to FL150. This latest eruption caused no disruption at either WADD/Bali or WADL/Lombok airports, which have remained open since Dec 1, when volcanic ash emissions from Mount Agung reduced.

**KBZN/Yellowstone** A correction to the info in weeks Bulletin (as spotted by an Opsgroup member!) – although the main runway (12/30) will be closed for maintenance each day from Apr 30 to May 19 between 1230-2300 local time (1830-0500z), the next longest runway (11/29) will still be open throughout – and at 5050ft that should be long enough for most corporate aircraft.

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## It's nice to meet you.

Declan Selleck  
16 February, 2018

It's nice  
to meet you.

Hi! You've been reading our stuff for a while, so we guess International Flight Ops is your thing. Did you know there's a whole bunch of us *doing the same thing?*

Yep, there is. It's called OPSGROUP. **We're a big mix:** pilots, dispatchers, controllers, managers, tech specialists, aviation authorities – all with one thing in common: International Flight Operations.

Back in 2016, we figured out that great things happen when we solve problems together. Change is the biggest challenge, so we tell each other when we hear of something new. We keep each other safe by sharing information on risks.

Now we'd like you to get involved as well.

**Why join us?** Good question. Well, because if you don't, **you'll miss a change and look like a chump.** We don't want that. You might overfly Libya. You might divert to Cayenne. You'll only find out about the new rules when your G650 is impounded. You'll pick the wrong handler because you didn't get to see that Airport Spy review on Santiago from another member. You won't know about that exemption. You won't have anyone to ask whether you should stop at Keflavik or Reykjavik.

Life managing International Ops is hard enough without trying to do it all on your own. **And we want you,**

because the more smart people like you we have in the group, the stronger it becomes. Pick a plan for yourself, or your team, or your entire flight department. There's 1650 people waiting to answer your questions. And to pick your brain.

Read the **reviews** from existing members, and see why everyone from Airbus to the British Antarctic Survey to United Airlines is in the group. (hint: we're all doing the same thing, and it's getting easier).

[Join OpsGroup](#)

| OpsGroup by the numbers 2017           |       | opsgroup2017.com                                                                                                           |
|----------------------------------------|-------|----------------------------------------------------------------------------------------------------------------------------|
|                                        | Total | Detail                                                                                                                     |
| Members 2017                           | 1610* | By function: 1. Pilots 2. Dispatchers 3. ATC 4. Managers 5. CAA 6. Military *as at January 2017                            |
| Full International Ops Bulletins 2016  | 52    | By content: 1. Airspace changes 2. Security warnings 3. New procedures 4. Visa/Travel 5. Airport closures 6. Safety issues |
| Airport and ATC members reviews 2016   | 2287  |                                                                                                                            |
| Slack Live Group active users          | 380   | Channels: #todaysops, #questions, #usefuldocs, #gen                                                                        |
| SafeAirspace countries monitored       | 191   |                                                                                                                            |
| FSB Alerts, Publications, Notices 2016 | 172   | By type: 1. Member Notices 2. Country Lowdown 3. Planning Guide 4. Unsafe Airspace Summary 5. Alerts                       |
| International Ops Questions inbound    | 800*  | Includes MQ/Member Questions, enquiries to FSB International Desk, channel questions on slack. *approximate.               |
| Positive reviews by members            | 125   | opsgroup2017.com/reviews.html                                                                                              |
| Average member satisfaction            | 8.72  | Survey January 2017, "how useful is OpsGroup?". Out of 10.                                                                 |
| FSB Direct Support hours 2016          | 3,700 | International Desk operator support to members (Paid service)                                                              |

|                                             | Individual  | Team 5      | Team 10     | Airline / Flight Department 20 | Airline / Flight Department 50 |
|---------------------------------------------|-------------|-------------|-------------|--------------------------------|--------------------------------|
| Users                                       | 1 User      | 5 Users     | 10 Users    | 20 Users                       | 50 Users                       |
| Weekly Ops Bulletin by email                | ✓           | ✓           | ✓           | ✓                              | ✓                              |
| Access to Slack Messaging                   | ✓           | ✓           | ✓           | ✓                              | ✓                              |
| International Desk support                  | ✓           | ✓           | ✓           | ✓                              | ✓                              |
| Airspace and Security warnings              | ✓           | ✓           | ✓           | ✓                              | ✓                              |
| Aireport reports                            | ✓           | ✓           | ✓           | ✓                              | ✓                              |
| Guides and Stuff                            | ✓           | ✓           | ✓           | ✓                              | ✓                              |
| Tools, Maps, and Databases                  | ✓           | ✓           | ✓           | ✓                              | ✓                              |
| Everything new we build                     | ✓           | ✓           | ✓           | ✓                              | ✓                              |
| Dedicated Flight Service Specialist Support | -           | -           | -           | 5 hours per month              | 10 hours per month             |
| What's this?                                |             |             |             |                                |                                |
|                                             | GET STARTED | GET STARTED | GET STARTED | GET STARTED                    | GET STARTED                    |

## Welcome Pack

On joining, we will send you, and each team member if you are on a team or department plan:

- a **Welcome Email**, explaining the group, together with your Welcome Pack:

- The full FSB **Airports Database** (value \$375)
- The current full **International Ops Bulletin**
- Our Polar Ops Planning Guide
- Current NAT Plotting Chart (value \$35)

## Everything

You (and each team member, if you choose a team plan) will then also get:

- Immediate access to our **OpsGroup Dashboard**
- The weekly International Ops Bulletin every Wednesday
- **Slack** access to talk to the group
- **Ask-Us-Anything** - we answer your International Ops questions
- Airspace warnings and overflight risk summaries
- Access to Aireport - 2300+ Airport and ATC TripAdvisor style reviews
- Everything we publish - Guides, Lowdowns, Charts, Member Notes
- Tools and Maps
- All previous content since the group started

See examples of all the above

## Joining Process

2 straightforward steps:

- Choose an Individual, Team, or Department plan
- We send you everything you need to get started by email

You can cancel anytime you like, before the next billing period.

**New members** - that's you - are welcomed **several times a year**. The current status is notified on this page. To make sure that new members are fully supported, and the existing group retains its high quality, we limit joining to window periods during the year.

If we're closed, you can **join the waitlist** to be notified of the next opening window.

[Join OpsGroup](#)

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# Australia updates RNP2 rules for foreign operators

David Mumford  
16 February, 2018



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

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

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

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

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

The AMC applies to both commercial and private flights. However, as it's not a mandatory requirement for foreign aircraft, if you're operating a private flight you might not want to bother with it; if you can't meet the equivalent of the RNP1/2 nav spec requirements, you can still operate in Australian airspace – all that will happen is that ATC just might not provide you with the absolute best routes and levels. But even that won't happen any time soon – at the moment there are still no RNP2 routes in Australia yet, although we will start seeing these being introduced between now and 2020.

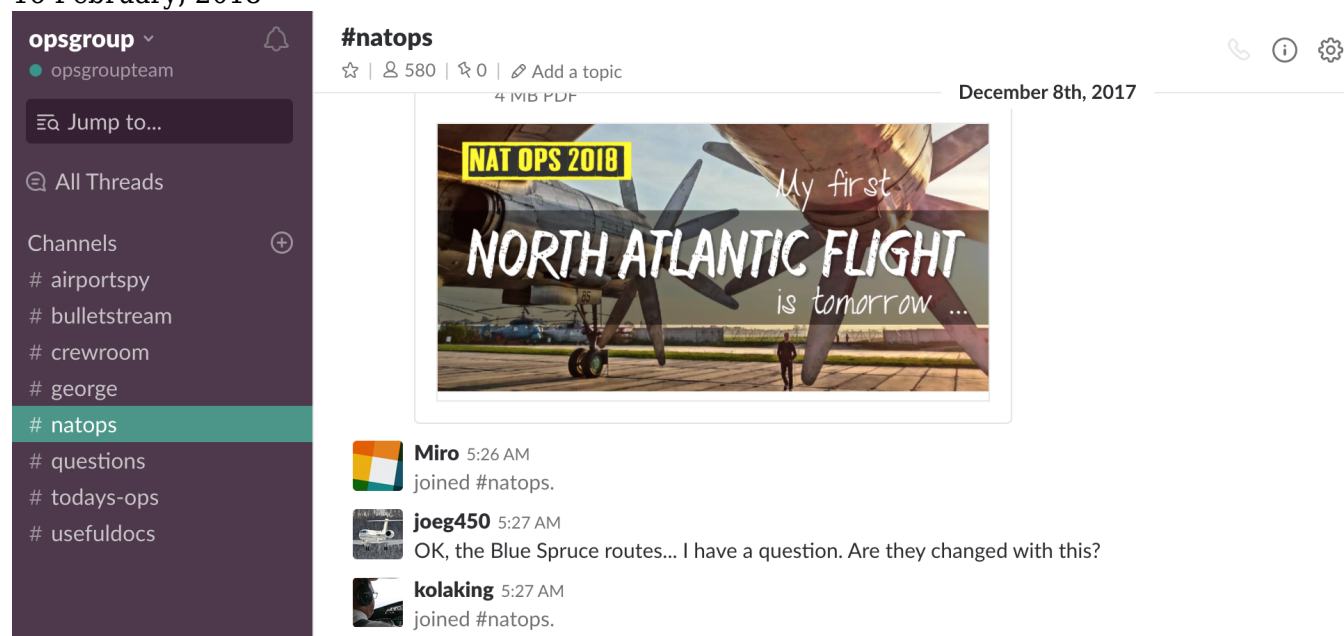
For more info, check out the full AIC **here**.

### **Flight Planning:**

- If you do have RNP2 – put **GRZ** in Field 10a and **NAV/RNP2** in Field 18.
- If you don't, then you must operate according to Australia's “Acceptable Means of Compliance” and put **RMK/CASA RNP AMC** in Field 18.

# ATC, CAA, Airports, Rulemakers - join our OPSGROUP Slack community

Declan Selleck  
16 February, 2018



The screenshot displays the OPSGROUP Slack interface. On the left is a dark sidebar with the 'opsgroup' header and a list of channels including #airportspy, #bulletstream, #crewroom, #george, #natops (highlighted), #questions, #todays-ops, and #usefuldocs. The main area shows the '#natops' channel with 580 members and a pinned message from 'NAT OPS 2018' that reads 'My first NORTH ATLANTIC FLIGHT is tomorrow ...'. Below the message, three users are listed: Miro (joined #natops at 5:26 AM), joeg450 (5:27 AM, asking about Blue Spruce routes), and kolaking (joined #natops at 5:27 AM).

**OPSGROUP** is an international community of Pilots, Dispatchers, Controllers and Aircraft Operators. We have 4000 members across 90 countries, responsible for managing and operating Airline, Corporate, Private and Military flights. Members share information and work together to make International Flight Operations easier.

Every day in different channels in **slack** - an app that allows live discussion - there are discussions on the latest rule changes, airspace rules, airport , big weather, incidents, events - anything that might make your day more interesting, especially if you don't know about it.

opsgroup

opsgroupteam

Jump to...

All Threads

Channels

# airportspy

# bulletstream

# crewroom

# george

# natops

# questions

# todays-ops

# usefultdocs

#natops

580 | 0 | Add a topic

4 MB PDF

December 8th, 2017

Miro 5:26 AM

joined #natops.

joeg450 5:27 AM

OK, the Blue Spruce routes... I have a question. Are they changed with this?

kolaking 5:27 AM

joined #natops.

opsgroupteam 5:28 AM

No, Blue Spruce remain the same. No changes to structure in this. If you don't have datalink, you can sti at all levels in fact, no restrictions there.

joeg450 5:31 AM

What if we dispatch without datalink, but normally have it. Can we use the tracks at all?

opsgroupteam 5:34 AM

Well, yes you can - outside of the FL350-FL390 block. But you can't enter HLA at those levels without c it's a different story (becomes more of tactical thing).

FSB-Dave 5:35 AM

joined #natops along with 2 others.

We have multiple channels discussion International Operations across the world.

**So, to make our discussions better - and get more input from the official side - we are inviting controllers - Tower, Approach, Enroute, CAA's, FAA's, Airport operators - to join and be there to see what operators want to know from you.**

We are inviting **YOU** to join the discussion. If you'd like to connect directly with the pilots and operators using your airspace, airport, or trying their best to follow your new rules, then you will find being part of the Slack discussion useful. And in turn, our members will be most happy to have you on board to ask questions now and again.

## How it works

You'll get a login that matches what you do, so it's easy for group members to see who you are. If you're a controller at Shanwick, then we might use **@shanwick\_atc**, or if you're the Ops manager for Sydney airport, then you'll become **@SYDAirport**. If you're the second person there, then we'll call you **@SYDAirport-Tim**, or whatever. If you're at Eurocontrol, then maybe **@eurocontrol\_ops**. If you're at the Slovenian CAA, then **@SloveniaCAA**. And so on.

You can view slack in your browser, download the App for your phone, or one for your Mac or PC. Either way, you'll get immediate access to our group of 4000+ members, and can interact with them.

## Win Win

You get to talk to your airspace users, customers, and rule-followers, and see what's going on. And they get to talk to you. It's an informal environment, so we don't expect any official responses or need to use bureau-speak. Just help folks along their way. There's no charge to join in this way - we are happy to have

your input and knowledge!

**OPSGROUP**

There is no obligation to join the group as full member, but you are most welcome to – you'll get a full weekly International Ops Briefing, daily updates, access to Airport Spy, Guides, Lowdowns, Charts – for the full rundown on that click [here](#).

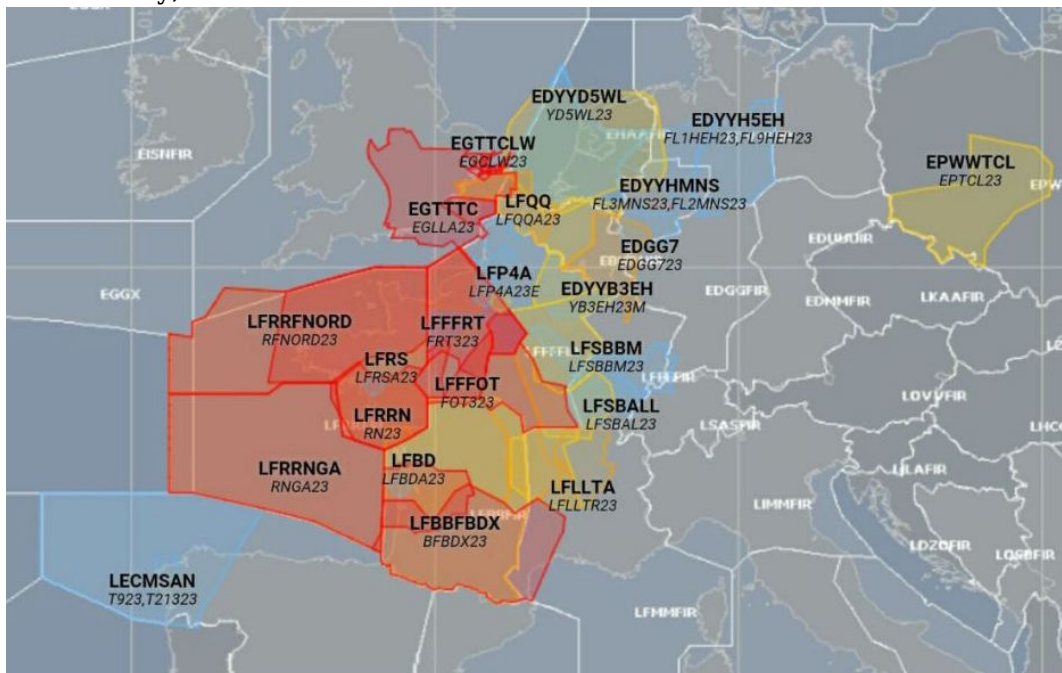
## Invitation

Joining our slack discussion group is by invitation from the FSB Team. If you haven't received an invite, pop your details in [here](#) and we'll let you know.

[ninja\_form id=5]

## France Conditional Routes

Cynthia Claros  
16 February, 2018



Having fun in France airspace on peak days? France has just published their list of Conditional Routes (CTRs). You'll be able to use these on busy Fridays and certain holidays:

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### Fridays:

FRI 20 APR, 27 APR ;  
FRI 04 MAY, 11 MAY, 18 MAY, 25 MAY

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

**CTRs:**

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

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

—

**Holidays:**

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

**CTRs:**

From 0700-1700UTC:

UM164 POGOL-LUPEN

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

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## Tonga battered by Cyclone Gita

David Mumford  
16 February, 2018

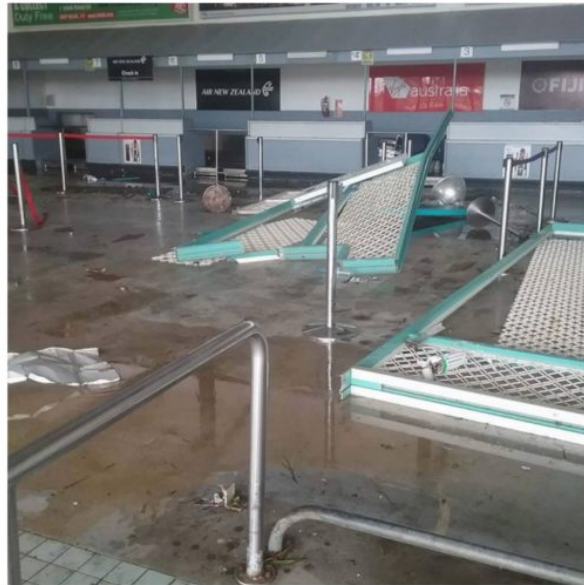


**On Feb 14, operations resumed at Tonga's main international airport, NFTF/Fua'amotu, after it was closed for 2 days for the passage of Tropical Cyclone Gita.**

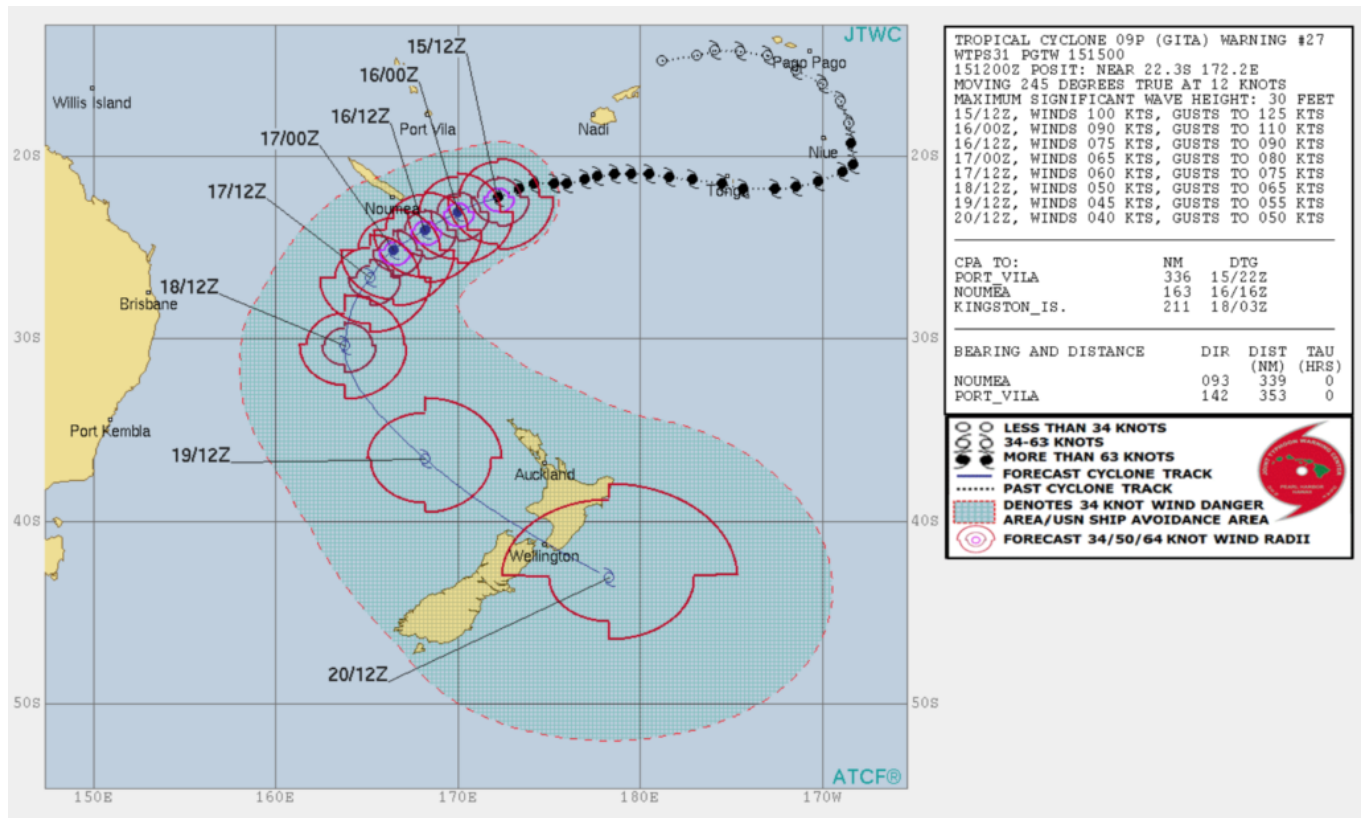
The cyclone caused extensive damage across Tonga, and the government has declared a state of emergency. According to the British Met office, Gita was the most powerful Cyclone to hit Tonga in over 60 years, battering the island nation with winds of over 120kts at its peak.

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

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



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



# Happy Valentines Day!

Cynthia Claros  
 16 February, 2018

I'm plane  
 crazy  
 about you!

Our love will  
 never stall...

We took the day here at FSB to make you all some sweet Valentines Day cards. We think we did pretty well, and we know you all love aviation puns.

Print them out, fold them out, and you're done planning your Valentines Day!

I'm Plane Crazy About You!  
Our Love will never stall...  
You're the Prist to my Jet-A  
It's Plane to see, you've got me in a tailspin

If you'd like all four, you can get them here.

Happy Valentines Day!

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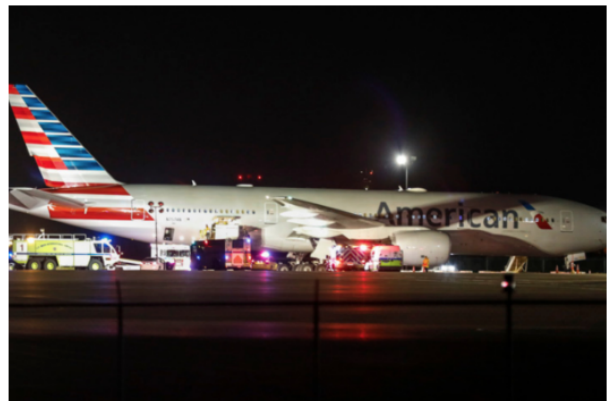
## 08FEB: PBCS is coming to Singapore, Bermuda as a NAT alternate

Cynthia Claros  
16 February, 2018

### International Ops Bulletin



**PBCS is coming to Singapore**



**Bermuda as a NAT alternate ...**

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**EGGX/Shanwick** ICAO have published their own Bulletin on the upcoming PBCS requirements on the NAT. It confirms what we already knew – after Mar 29, you will need PBCS-style RNP4, CPDLC and ADS-C to fly the tracks between FL350-390. But it does have an interesting little section explaining how non-compliant aircraft might be allowed to ‘infringe’ or climb/descend through the tracks. We’ve updated our PBCS article with this info.

**LFZZ/France** Expect disruption to rail and air travel in Paris over the coming days due to heavy snowfall. A number of flights to LFPG/Paris Charles de Gaulle, LFPO/Paris Orly and LFPB/Paris Le Bourget international airports have been cancelled while some Eurostar services between London and Paris have also been delayed or cancelled.

**RCZZ/Taiwan** Two large earthquakes in the space of 24hrs from Feb 6-7 near the city of Hualien on Taiwan’s east coast has resulted in at least 7 deaths. Ops at RCYU/Hualien airport have not been affected, and the runway and airport are reported to still be fully intact.

**GCZZ/Canary Islands** CPDLC-ATN service is now available in the GCCC/Canarias TMA for ATC clearance.

**KBZN/Yellowstone** The main runway (12/30) will be closed for maintenance each day from Apr 30 to May 19, between 1230-2300 local time (1830-0500z). The next biggest runway (11/29) is barely over 3000ft long, so during this period pretty much all commercial traffic has been rescheduled to avoid the daily closures.

**LIRF/Rome** There’s a small localised ATC strike planned at Rome’s Fiumicino airport on Feb 10, from 9-17z. International flights should be unaffected, but expect some delays if operating there that day.

**EDDM/Munich** The Munich Security Conference will be happening from Feb 14-18. During these dates, you can’t use EDDM as an alternate, and GA flights will need to get special permission to land. For PPR contact +49 89 975 21132 or email [specialoperations@munich-airport.de](mailto:specialoperations@munich-airport.de)

**GAZZ/Mali** Algeria have now published a Notam saying aircraft exiting their airspace and entering Mali should do so only at a level between FL320-400. That’s fairly consistent with the advice issued by other countries.

**WIII/Jakarta** Heavy rains have caused flooding and landslides around the outskirts of the city of Jakarta, and the city itself is now vulnerable to flooding after the authorities were forced to open sluice gates on a major upstream reservoir on Feb 6.

**UUZZ/Russia** Delays at the Moscow airports continue, after the city was blanketed by its heaviest snowfall in 100 years. Over 40cm of snow fell between Feb 3-6, or 20 per cent more than the average for the whole month. The weather has since improved somewhat, although more snow is forecast for this weekend.

**EPZZ/Poland** No datalink services available in Polish airspace until Feb 28, as they’re running tests on their systems. All login attempts to EPWW will be automatically rejected.

**TIST/St Thomas** Between now and Feb 16, the runway will be closed overnight from 02-09z. If you need to land during those times, you’ll need to get PPR at least an hour in advance, by calling +1-340-201-2598.

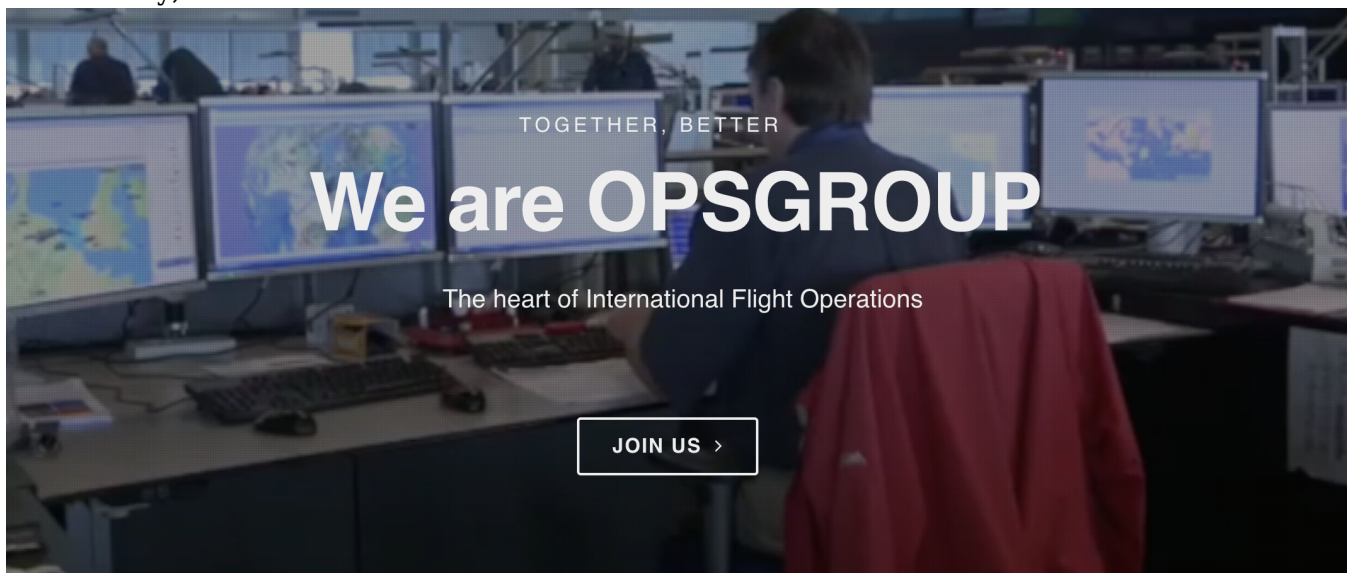
**ANYN/Nauru** There’s still no HF radio coverage at Nauru. If you’re operating there, maintain HF contact with Brisbane until you can make VHF contact with Nauru on 118.1MHZ or 126.MHZ. For overflights in the region outside of VHF range, you can contact them on satphone: either +61-147-148478 or +61-147-163879.

**VRZZ/Maldives** On Feb 5, the Maldives government declared a state of emergency, in the midst of a political crisis that has seen security forces deployed in the capital Malé. However, so far there are no reports that any of the outlying islands, resorts or VRMM/Malé International Airport are affected.

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## OPSGROUP 2018 is open - new members welcome - 20 reasons to join

Declan Selleck  
16 February, 2018



**Opsgroup2018 is open to new members.**

Read **OPSGROUP: The Power of the Group** - and then see below for more reasons to join us.

### 20 REASONS *you should be in OPSGROUP*

- 01** You will be **smarter** and **safer**. OPSGROUP makes International Flight Ops **easier**.
- 02** **Safe Airspace**. Learning lessons from MH17, we share risk information, with a big map.
- 03** **Change**. It's not just a constant, it's accelerating. OPSGROUP tells you the critical stuff.
- 04** **Members**. There are 4,000 of us - each a pilot, dispatcher, controller, or ops person.
- 05** **Full Bulletin**. Once a week, all the International Ops changes in one simple bulletin.

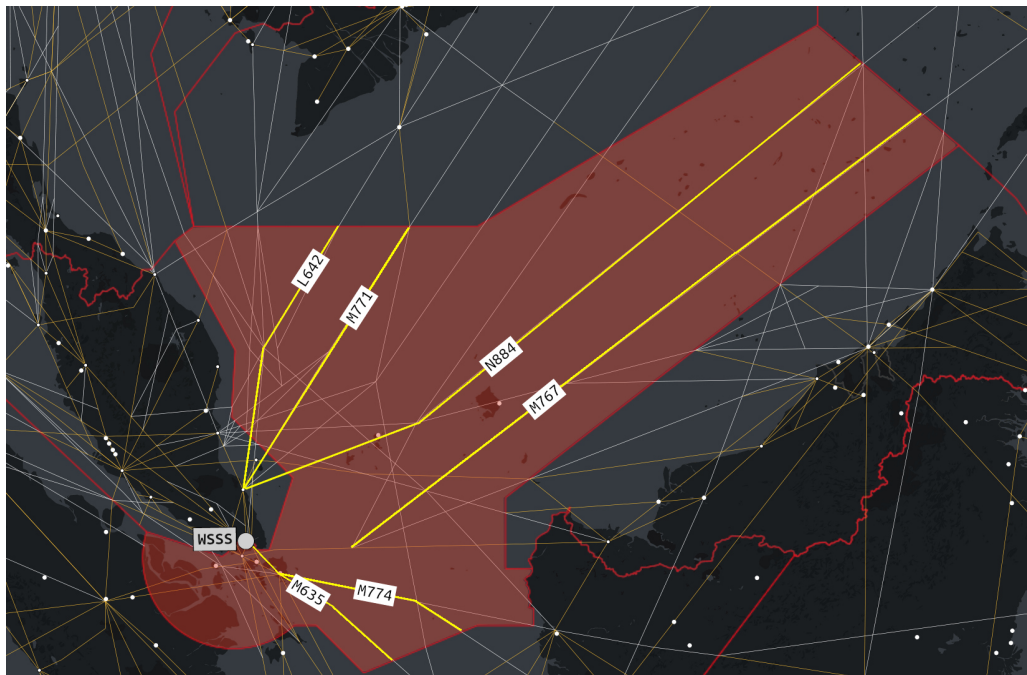
- 06 Ask Anything.** Every intl ops question you have, answered – by the group, or the team.
- 07 Bulletstream.** Daily news briefing in bullet point format – just the critical ones.
- 08 Guides.** All the FSB regional guides, like our NAT Ops guide, free.
- 09 Charts.** The FSB NAT Plotting Chart, free – and others as we make them.
- 10 Slack.** Talk live with us and other members on #todaysops.
- 11 George.** We built a bot. He’s George, and he answers your Ops questions.
- 12 Lowdowns.** Country guides for the most popular tech stop and ad-hoc airports.
- 13 Infographics.** Making new stuff easier to understand, like the Circle of Change.
- 14 Dashboard.** All the OPSGROUP tools live here – you get your own login.
- 15 Airport Spy.** We sneakily share our reports on ATC, Handling, and Airports worldwide.
- 16 It’s not all AIC’s and Notams.** We do fun stuff too. We promise to keep it interesting.
- 17 Plain English.** We translate the Fedspeak into words we all know.
- 18 Email Alerts** when big things are going down – ATC strikes, severe weather, incidents.
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Choose a plan and join OPSGROUP

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## PBCS is coming to Singapore

David Mumford  
16 February, 2018



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

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

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



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

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

**In 10a:**

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

**In 10b:**

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

**In Item 18:**

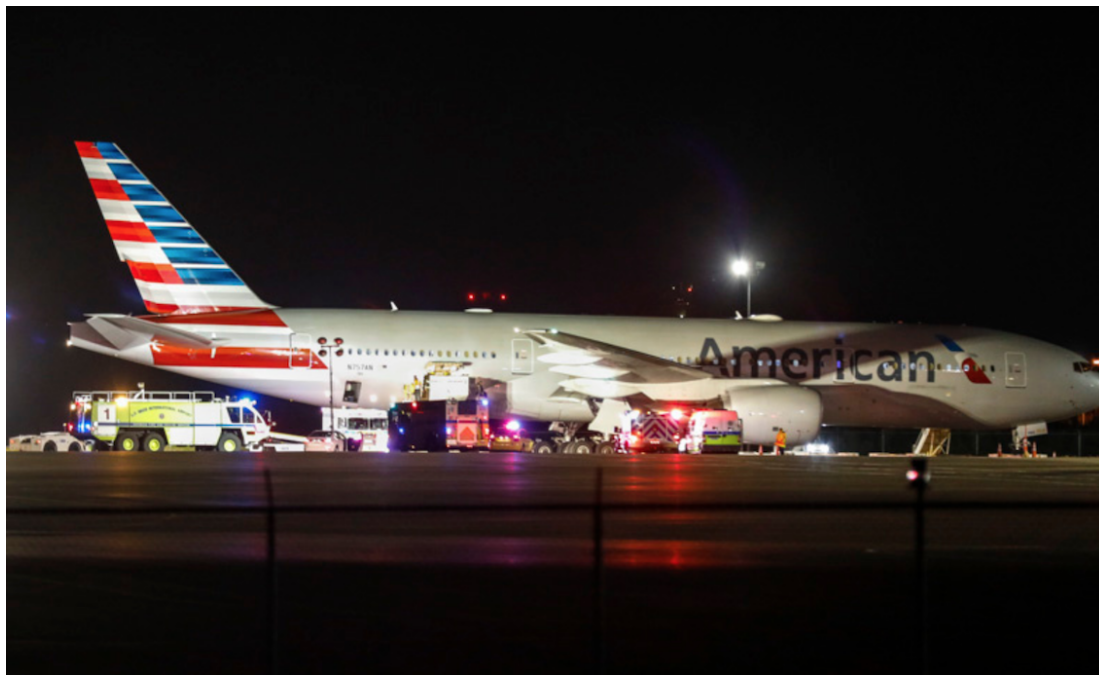
Make sure you include **SUR/RSP180** to show you're capable of the RSP180 performance requirement.

For more info, check out the full AIC published by Singapore **[here](#)**.

---

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

David Mumford  
16 February, 2018



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

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

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

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

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

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

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

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

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

---

# Bangladesh is now one big ADIZ

David Mumford

16 February, 2018



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

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

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

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



Here's the Notam:

A0032/18 NOTAMN

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

A) VGFR B) 1802010001 C) PERM

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

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

TELEPHONE: +880 2 8901081

FAX : +880 2 8901081

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

AFTN : VGHSZQZX

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

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

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

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

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

---

## 02FEB: NAT PBCS, Changes coming, Dangerous airspace in the Icheon FIR, George is back

Jamie Rose McMillen  
16 February, 2018

### International Ops Bulletin



**The latest on the 2018 NAT Changes**



**Dangerous airspace in the Incheon FIR**

Weekly **International Ops Bulletin** published by **FSB** for **OPSGROUP** covering critical changes to Airports, Airspace, ATC, Weather, Safety, Threats, Procedures, Visas. Subscribe to the short free version here, or join thousands of your Pilot/Dispatcher/ATC/CAA/Flight Ops colleagues in **OPSGROUP** for the full weekly bulletin, airspace warnings, Ops guides, tools, maps, group discussion, Ask-us-Anything, and a ton more! **Curious? See what you get.** Rated **5 stars** by **125 reviews**.

**VGZZ/Bangladesh** has decided to establish an ADIZ over the entire country, including a massive chunk of airspace off their south coastline that actually extends over much of the adjoining Indian VECF/Kolkata FIR. Aircraft intending to fly into, through, or within this new Bangladesh ADIZ must now obtain an ADC (Air Defence Clearance) number beforehand - they will send it to you by AFTN, after you file your flight plan.

Make sure you write it down, as they will ask you for it on HF before you enter their airspace. If you don't have AFTN access, you can get the number by calling +880 2 8901081 or emailing [adnc@baf.mil.bd](mailto:adnc@baf.mil.bd). There are a bunch of airways over the ocean (P646, N895, M770, L524 AND W112) where you won't have to get this ADC number, unless you deviate towards the landmass of Bangladesh. Read the full AIC here: <http://www.caab.gov.bd/aip/sup/aipsup01-18.pdf>

**VABB/Mumbai** Ongoing runway maintenance until Feb 17. The main runway will be closed daily from 0430-1130z, except Wednesdays. The second runway will be open during this time, but expect delays due to volume of traffic.

**MKZZ/Jamaica** The state of emergency that was declared for parts of St James (which includes Montego Bay) has been extended to May 2. A major military operation is now underway, in response to recent violence including shooting incidents. Travellers are no longer being told to completely avoid the area, but just to limit their movements outside of resorts, and take particular care if travelling at night.

**BKZZ/Kosovo** Following reports revealing multiple breaches of security protocols, NATO peacekeeping troops have taken back control of the Air Traffic Tower of Kosovo's International Airport, ten years after transferring competencies to local authorities. Last year, the airport officials tested security – an armed man was able to reach a plane, someone else smuggled a suitcase bomb on board, and another individual was able to reach the radar room.

**LLBG/Tel Aviv** Syrian dictator Bashar Assad has threatened to fire missiles at LLBG airport if Israel carries out any further attacks on Syrian soil. Israel has struck both Syrian government and Hezbollah targets in Syria on numerous occasions recently, in an attempt to prevent the government from obtaining weapons from Iran and then passing them on to Hezbollah.

**KZZZ/USA** Flights across the south-western U.S. may get delayed over the next few weeks due to the massive annual 'Red Flag' military exercise that's going on out of Nellis Air Force Base in Nevada. Navigation systems may be disrupted or jammed completely – at any altitude. The Las Vegas area will see most of the direct impact from the exercises, with some flights potentially being re-routed away from KLAS airport due to increased flight traffic in the area. Expect delays across the region of 30 minutes or more during peak exercise hours, and particularly on Thursday, Friday and Saturday nights. The war games should be finished by Feb 16.

**OYZZ/Yemen** Heavy fighting has intensified in Aden over recent days, forcing OYAA/Aden Airport to close for three days, as separatist forces seized government buildings in what Yemen's prime minister called an attempted coup. The airport has since reopened, on Feb 1. The southern city has served as the government's de facto capital since 2014, when the Houthi rebels seized control of Sanaa in their fight against the state. OYSN/Sanaa airport is still controlled by Houthis, so that will remain closed to all flights for the foreseeable future.

**CYZZ/Canada** A strong winter storm is affecting flights across eastern Canada. On Jan 31, cancellations continue for a second day in a row at CYHZ/Halifax airport, where over 20cm of snow fell overnight. Schools, roads, businesses and government offices are closed across the region. Expect travel disruption over the next few days.

**OJAM/Amman** The city's second airport (OJAI is the main one) will now only be available to aircraft below a MTOW of 25,000 kg. (And remember, it will be closed to everything except emergency and VIP flights each day from 09-15z until Feb 16.)

**SKZZ/Columbia** A temporary ceasefire between the Colombian Government and the National Liberation Army (ELN) ended on Jan 8. The ELN has since renewed its attacks on the Colombian state. There were a series of bombings over the 27-28 Jan weekend in Barranquilla, which resulted in multiple deaths and injuries. The U.S. government has warned against travel to several departments throughout the country due to crime and terrorism.

**OEZZ/Saudi Arabia** On Jan 30, Houthi rebels in Yemen claimed they had launched a long-range ballistic missile at OERK/Riyadh Airport. So far there has been no corroborating evidence for this – there were no reported disruptions at the airport or any reports of a missile impact near Riyadh. But at least 3 other missiles are reported to have been intercepted by the Saudi air defence system so far in 2018 – none have resulted in casualties, but operators should consider carefully operations to Saudi Arabia.

**RCZZ/Taiwan** Some Chinese airlines have been forced to cancel hundreds of flights to Taiwan that were originally scheduled for the upcoming Lunar New Year holiday, after Taiwanese authorities refused to approve the flights. This is the latest in an ongoing airspace row between the two countries, after China opened up an airway close to the FIR boundary earlier this month – without consulting Taiwan.

**RKZZ/South Korea** The 2018 Winter Olympics will be taking place from Feb 9-25, in a remote area of northeastern South Korea, some distance from airports in the Seoul area. RKNY/Yangyang Airport is right next door to the venue: it's an AOE, it will be open 24hrs during the event, but GA/BA flights will be limited to a maximum of 2hrs on the ground. Best bet will be to drop-and-go, and reposition to either RKSS/Seoul or RKSI/Incheon for parking – those two airports should both have capacity, although RKSS is probably the better option, as overnight parking is more limited at RKSI with only three spots currently available for GA aircraft.

**GOZZ/Senegal** For flights to Dakar, from now on you'll have to use the new international airport they've recently opened 50km outside the city, called GOBD/Blaise Diagne International Airport. The old airport (GOOY/Dakar) is now just for military use only.

**OIZZ/Iran** A snowstorm has blanketed much of western and northern Iran, causing power outages and road closures. OIIE/Tehran airport was closed on Jan 28 as the runways had to be dug out from under 70 centimetres of snow, and OIII/Mehrabad was also temporarily closed. All airports have since re-opened, but expect travel disruption across the region over the next few days.

**OTZZ/Qatar** UAE military aircraft will now start flying alternative routes over Saudi Arabia in an effort to avoid contact with Qatari fighter jets which intercepted two passenger planes earlier this month. A spokesman from the UAE airforce has said: "We have directives from our leadership not to escalate the situation in response to the Qatari provocation in order to maintain regional peace and stability and ensure the safety of the international air navigation and lives of passengers and air crews."

**OAZZ/Afghanistan** There has been a marked surge of violence in Kabul with four major attacks in just over a week: an ambulance bomb, an attack on a military academy, an aid agency and a hotel. Don't consider landing or diverting anywhere in Afghanistan – nowhere is safe. Overflight advice averages out at a minimum FL250, though as with other mountainous countries we think FL320 is a better starting point.

**SASA/Salta** Argentina's main airport for visitors to the Andes, will be completely closed to everything except helicopter ops from Apr 15 to May 5 for runway repairs. During this time, flights will be diverted to SASJ/Jujuy instead.

**RPZZ/Philippines** After being temporarily closed due to eruptions from the nearby Mayon Volcano, RPLP/Legazpi airport has now reopened to commercial flights: VMC only, from 2130-1330z. Although there have been fewer reports of ash clouds in the vicinity at the higher flight levels, the volcano is still very much 'active', and more explosive eruptions are possible. RPLL/Manilla airport has implemented a five minute restriction for aircraft departing the airport on certain airways, due to the ongoing volcanic activity.

**ZBAA/Beijing** For charter flights, ZBAA airport authorities have said they will not accept any new requests between now and Mar 31, at the earliest. No official document has been published on this, and the authorities have said it will not be published on the Notams either. For GA flights, the same rules apply as usual: maximum 24hrs parking, no ops allowed from 23-01z, and an aircraft cannot have two peak hour slots between 01-14z during one day. Many operators choose to go to ZBTJ/Tianjin instead, or ferry there for parking.

**KJFK/New York** The airport authority has confirmed it will set up an emergency ops centre, so that during future severe weather events the 6 privately owned terminals can all assist one another when gates are scarce. There was no such coordination during the winter storm earlier this month, which resulted in total gridlock at the gates and some aircraft being stuck on the ramp for hours.

**GBYD/Banjul** Gambia's Tourism and Culture Minister has spoken out about "rampant corruption" at Banjul airport, with customs officers reported to be regularly stealing phones and money from some passengers arriving from abroad. The problem has apparently gotten so bad that many Gambian citizens who are resident abroad now choose to fly to Dakar in Senegal instead, when making trips back home.

**UUZZ/Russia** Russia's Federal Tourism Agency has reported that hotels in the 11 host cities for the upcoming 2018 FIFA World Cup are hiking their prices ahead of the tournament. Some hotels, even those with zero stars, have raised prices by more than 5,000 percent during the tournament, which will be taking place from June 14 to July 15. Russian authorities are also warning travellers to watch out for fake ATM's - only ones connected to banks should be used. Russia is expecting at least 1.5 million travellers to visit the country during the World Cup.

**KMSP/Minneapolis** There's a Super Bowl TFR Notam in place from 2130z Feb 4 - 0600z Feb 5. GA/BA that intend to operate into or out of the 10nm circle around the stadium must use either KMSP/Minneapolis or KTSP/St Paul airports, and have to register with the TSA by 0200Z on Feb 02 at the latest. Do that by calling 612-486-5453. Unless you're going for the game, best avoid the area completely during this period. Parking and services at the airports in the area will be challenging because of the amount of traffic expected. Full details of the TFR are here: [http://tfr.faa.gov/save\\_pages/detail\\_8\\_2612.html](http://tfr.faa.gov/save_pages/detail_8_2612.html)

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

Declan Selleck  
16 February, 2018



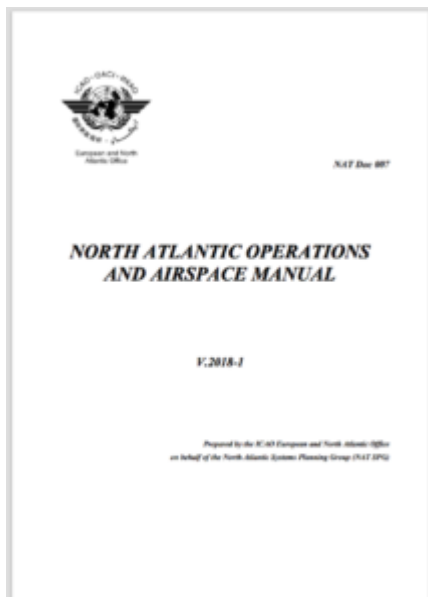
*NAT Doc 007*

## ***NORTH ATLANTIC OPERATIONS AND AIRSPACE MANUAL***

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

### **2018 version - NAT Doc 007**

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



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

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

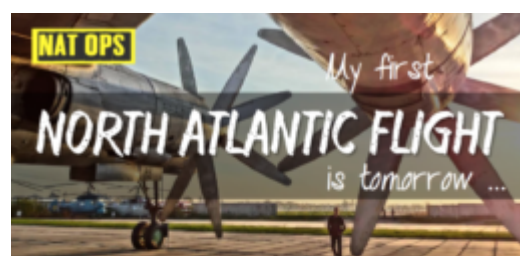
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**2018** is off to a flying start again with NAT changes – these are the latest important changes. These are also published in the latest edition of NAT Doc 007, January 2018.

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

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

---



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

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

So, what's different about the North Atlantic?

**Easier than Best Buy on Black Friday**

There's a lot of traffic on the NAT. So, ATC squeezes most of it onto the 'NAT Tracker' to make it easier for them to keep everyone apart. That doesn't mean it's easier for you.

**Shanwick Shanwick**

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

**The rules keep changing**

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

**Acronym heaven**

FLA, RLAT, CPCLG, RWP, NAT OTS, TM, MNPIS, DCA, DEP, BLOP. Know 10 out of 10? Good. There's more.

**There's a lot of water**

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

**"It's complicated"**

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

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

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



# North Atlantic Plotting Chart

SALE

\$19.00 \$25.00

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

ADD TO CART

## PBCS: New rule on the NAT from March 29, 2018 - RCP240 and RSP180

David Mumford  
16 February, 2018



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

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

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

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

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

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

### **So what is PBCS?**

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

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

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

### **How do I comply with PBCS standards?**

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

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

### **Do I need PBCS approval from my state of registry?**

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

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

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

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

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

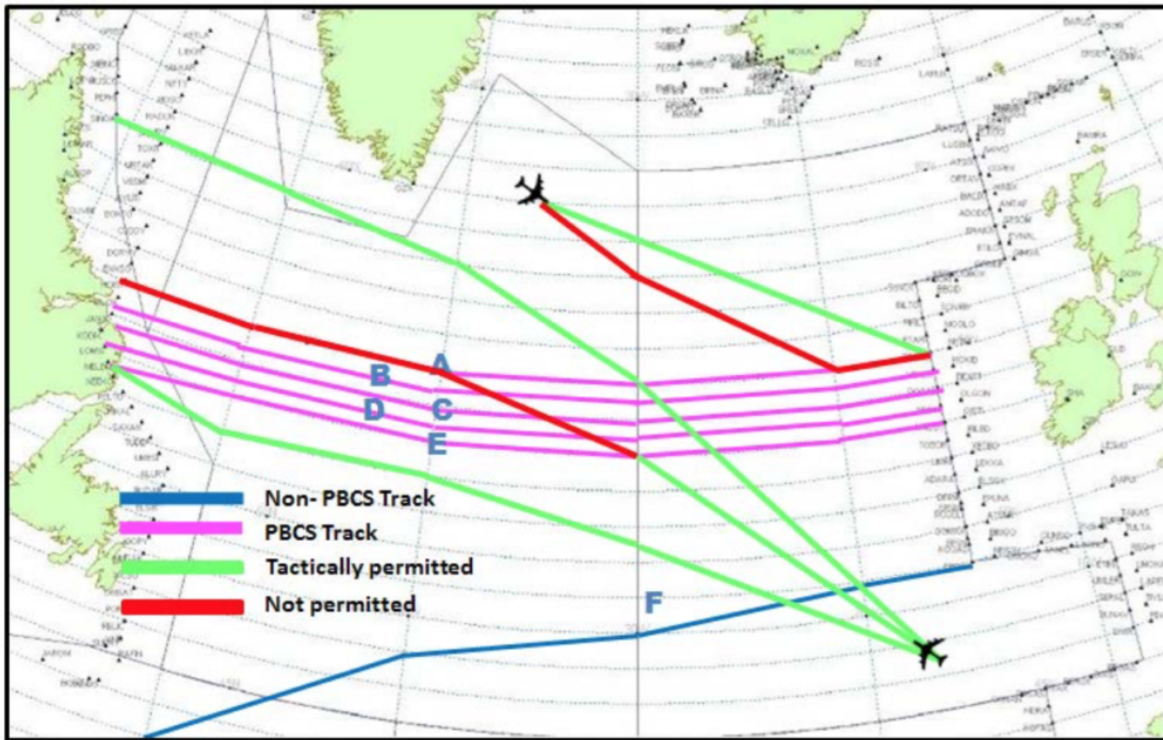
- FANS 1/A CPDLC equipped aircraft planning to operate in the NAT HLA shall insert the appropriate designator (J2, J3, J4, J5 and/or J7) in Item 10a of the flight plan.
- FANS 1/A CPDLC RCP 240 compliant aircraft intending to operate in the NAT HLA shall insert the designator P2 in Item 10a of the flight plan.
- FANS 1/A ADS-C compliant aircraft planning to operate in the NAT HLA shall insert the designator D1 in Item 10b of the flight plan.
- FANS 1/A ADS-C RSP 180 compliant aircraft planning to operate in the NAT HLA shall insert SUR/RSP180 in Item 18 of the flight plan.
- RNP 4 compliant aircraft planning to operate in the NAT HLA shall insert PBN/L1 in Item 18 of the flight plan.

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

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

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

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



#### Further information:

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

## Beijing bans charter flights

David Mumford  
16 February, 2018



# 24JAN: PBCS: The new rule on the NAT, A319, A330 hit by gunfire at Tripoli

Cynthia Claros  
16 February, 2018

## International Ops Bulletin



**PBCS: The new rule on the NAT**



**A319, A330 hit by gunfire at Tripoli**

Weekly **International Ops Bulletin** published by **FSB** for **OPSGROUP** covering critical changes to Airports, Airspace, ATC, Weather, Safety, Threats, Procedures, Visas. Subscribe to the short free version [here](#), or join thousands of your Pilot/Dispatcher/ATC/CAA/Flight Ops colleagues in **OPSGROUP** for the full weekly bulletin, airspace warnings, Ops guides, tools, maps, group discussion, Ask-us-Anything, and a ton more! **Curious? See what you get.** Rated **5 stars** by **125 reviews**.

**RCZZ/Taiwan** China has opened up the airway M503 to northbound traffic. The airway sits just within the ZSHZ/Shanghai FIR, and has been used for southbound traffic since 2015. Taiwan complained back then, and they're doing so again now - they say the airway is too close to existing routes that serve airports in outlying groups of Taiwan-controlled islands, and thus poses a risk to safety. China have ignored them. So for now, if you're flying from the VHHK/Hong Kong FIR in the south to any number of airports in northern China, the Chinese authorities are quite happy for you to route via M503.

**LOWI/Innsbruck** The airport is getting busy with winter ski flights, so from Wednesdays 18z to Sundays 18z until Apr 15, GA/BA flights will now only be allowed a maximum of 1 hour on ground.

**DAZZ/Algeria** Air Algerie flights resumed on Jan 23 after a wildcat strike by cabin crew grounded nearly all departures from the capital's airport DAAG/Algiers the previous day. Their trade union has threatened more strike action in the coming weeks.

**KZZZ/USA** The US government shutdown only lasted 2 days in the end: Jan 20-22. Now a bill has been

signed to restore federal funding up until Feb 8. This is good news for general aviation, as the shutdown had effectively halted all FAA non-critical functions. One such example is the U.S. Aircraft Registry – when that shuts it halts the purchase, sale, maintenance, and in some cases even the movement of aircraft. For all the details on how government shutdowns impact general aviation, NBAA have it covered [here](#).

**KDCA/Washington** State of the Union Address on Jan 30. No GA ops allowed at KDCA airport that day from 2000-2300 local time, including participants in the ‘DCA Access Standard Security Program’ (DASSP). No such restrictions for other airports in the area, including KBWI/Baltimore and KIAD/Washington Dulles.

**DNEN/Enugu** Runway repair work that had been ongoing since early Dec has now been completed. The airport is now back to normal ops, and is open from 06-23z.

**RJZZ/Japan** Expect travel disruption in Tokyo and the surrounding region this week due to a storm on Jan 22 that left the city fully covered with a heavy blanket of snow of over 20 centimetres. The city has come to a standstill with vehicles trapped in bridges and tunnels. Hundreds of cancellations and delays at both RJAA/Narita and RJTT/Haneda on Jan 22 left thousands stranded; both airports will be extremely busy over the next few days as they clear the backlog.

**HLLM/Tripoli** The only functioning airport in the Libyan capital reopened on Jan 20 after a five-day closure caused by deadly clashes that left passenger jets damaged. However, our advice remains the same: don’t land at any airport in Libya, don’t even overfly the country. Read the latest info [here](#).

**ZZZZ/Worldwide** A recent rise in the cost of oil means that for the first time in three years, the global benchmark has risen above US\$70.00 a barrel. Despite this, four of the major carriers, Delta Air Lines, American Airlines, United Airlines and Dubai-based Emirates, have confirmed they will not be hedging fuel bills.

**HEZZ/Egypt** Expect heightened security and traffic disruption in the run up to Jan 25 – the seventh anniversary of the 2011 revolution that ousted former president Hosni Mubarak. Several political parties and movements have backed calls for protests on the day.

**KZZZ/USA** Heavy snow on Jan 22 closed all runways at KMSP/Minneapolis airport for a few hours and forced the cancellation of over 500 flights. Although the weather forecast across the Midwest states is set to improve over the coming days, anticipate residual travel disruption as many roads are still blocked or partially blocked and icy conditions are present across the region.

**SOZZ/French Guiana** Controllers are on strike again. The Cayenne FIR (SOOO) will not be providing ATC services overnight from 23z-11z on the nights of both Jan 25 and Jan 26 – although expect more closures to be announced for other nights too. Airspace throughout the entire FIR basically becomes uncontrolled, though some routes are available as their contingency plan is active – review the SOOO Notams for details of those. SOCA/Cayenne airfield is also unavailable as an alternate overnight.

**EGGX/Shanwick** From March 29 you will need to comply with PBCS (Performance Based Communication and Surveillance) if you want to fly on the NAT Tracks between FL350-390. That means you’ll need ADS-C and CPDLC, and be RNP4 compliant. Depending on where you’re registered, you may also need to get PBCS approval. We’ve got all the details [here](#).

**OJAM/Amman** The city’s second airport (OJAI is the main one) will be closed to everything except emergency and VIP flights each day from 09-15z until Feb 2.

**VIDP/Delhi** Due to the Republic Day celebrations, from now until Jan 26, GA ops are prohibited daily between 04-08z, and the airport will be completely closed to all ops daily between 0505-0645z.

**KZZZ/USA** Heading to watch certain sports games in Minnesota next month? There are a bunch of FAA required routes and a no-fly zone to watch out for. Full details [here](#).

**RPZZ/Philippines** Powerful volcanic eruptions this week at the Mayon volcano, located around 330km south of RPLL/Manila, and 15km north of RPLP/Legazpi – which is now closed until Jan 27. Over 50,000 people have fled the surrounding areas and are now taking shelter in evacuation camps. Ash is drifting north from the volcano, and clouds have been reported up to FL360 over the ocean directly off the east coast from Manilla. More explosive eruptions are likely within the next few days.

**EGLL/Heathrow** They will be trialling some new 3.2° RNAV approaches on all four runways until Oct 2018. All carriers that are RNAV 0.3 equipped and operate at Heathrow must have the additional RNAV approaches, details of which can be found in the UK AIP SUP 001/2018.

**MKZZ/Jamaica** A state of emergency has been declared in parts of St James (which includes Montego Bay). A major military operation is now underway, in response to recent violence including shooting incidents. Travellers are being told to avoid the area, and those already there should remain in their resorts as much as possible.

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## A319, A330 hit by gunfire at Tripoli

David Mumford  
16 February, 2018



**Heavy clashes broke out in the Libyan capital Tripoli on Jan 15, leaving at least twenty people dead and forcing HLLM/Mitiga airport to close for five days, re-opening again on Jan 20.**

**Gunfire at the airport damaged multiple aircraft, including a few A319s and at least one A330.**

Here are some photos of some of the damage:



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

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

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

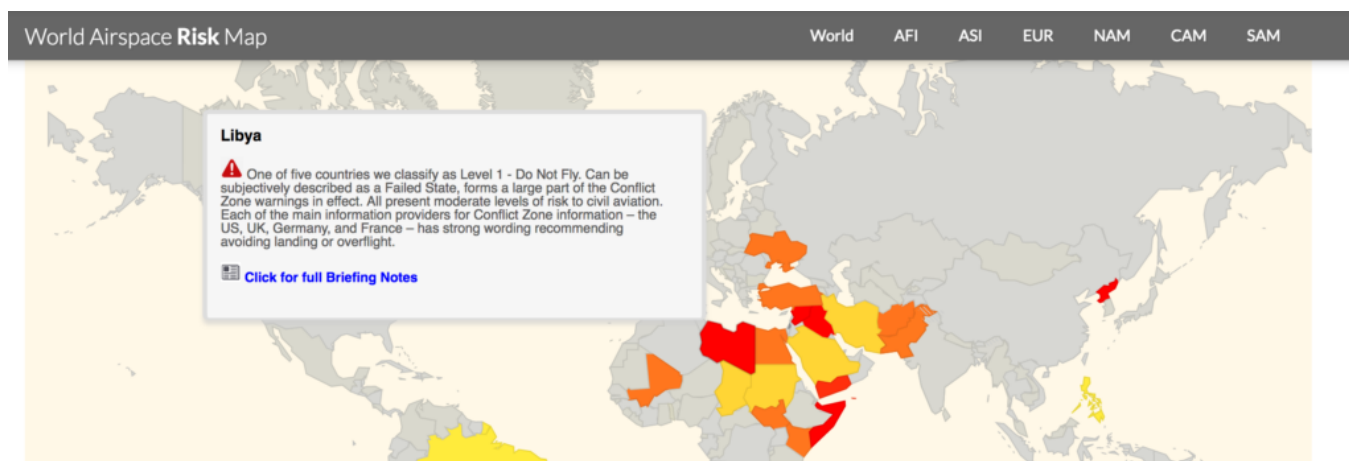
Back in July 2017, we reported on the **intense fighting that took place at Mitiga airport where 5 people were killed and 32 injured**, and then on 19 Oct 2017, a Libyan Airlines A330 at the airport was hit by gunfire during an exchange of fire between local militia in the district directly south of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



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

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

Libya remains categorised as a Level One country (Do Not Fly) at [safeairspace.net](https://safeairspace.net)



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## 19JAN: Euro MMEL update, Iraq airspace

# officially open

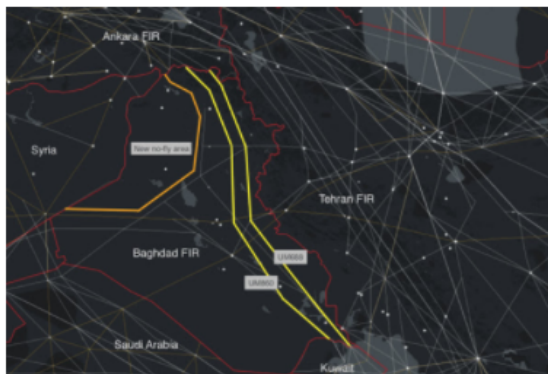
Jamie Rose McMillen

16 February, 2018

## International Ops Bulletin



**That MMEL thing: here's an update**



**Western countries lift bans on Iraq airspace**

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**LFZZ/France** The French ATC strike has been cancelled. It was planned to take place in the Marseille ACC (LFMM) from Jan 18-21, but was averted at the last minute as unions reached an agreement. ATC services will now be provided as per normal.

**LTCG/Trabzon** The airport has closed to all flights until Jan 19, as they work to remove the stranded Pegasus B737 that skidded off the runway on Jan 14 and came to a stop on a muddy cliff, with its nose almost in the sea.

**OTZZ/Qatar** The UAE allege that on Jan 15, Qatari fighter jets intercepted an Emirates aircraft in international waters just north of the tip of Qatar. Qatar denies the claim. Following the incident, the UAE CAA published a safety alert, warning about “unannounced and hazardous military activities within Bahrain FIR in airways UP699 and P699”, which they consider to be “a potential hazard to the safety of flight.” Qatar have filed a complaint of their own with the UN, claiming that UAE military aircraft have repeatedly violated their airspace during the ongoing diplomatic crisis between the Gulf states. All this complaining on both sides is much more likely to be political wrangling, rather than any kind of genuine airspace safety issue. [\[Full story\]](#)

**FIMP/Mauritius** and **FMEE/Reunion** have both escaped a direct hit by tropical cyclone ‘Berguita’, which is passing just south of the islands as it continues to track south-westwards. FIMP reopened on Jan 18, and

Reunion is set to open on Jan 19 at 0400Z.

**EZZZ/Europe** Last year, EASA began requiring all aircraft transiting European airspace to have an approved Minimum Equipment List (MEL) for each individual aircraft. An MEL that references the MMEL was not acceptable. EASA follows ICAO guidelines, and ICAO does not recognise MMEL as MEL. Now a joint EASA/FAA workgroup has been established, to try to sort out this mess. It looks like the FAA will soon issue a notice requiring international operators to obtain new D195 LOA's, and EASA will halt any findings for a period of 12 months to allow for these new LOA's to be issued.

**OEZZ/Saudi Arabia** A missile launched by Houthi rebels in Yemen was intercepted over the Saudi city of Jizan, near the Yemeni border, by the Saudi air defense system on the night of Jan 16. Houthi rebels stated that an airport in the region of Jizan was the intended target of the ballistic missile. This is the third Houthi missile to be intercepted by the Saudis in 2018 – none have resulted in casualties, but operators should consider carefully operations to Saudi Arabia.

**EDDM/Munich** Two big events coming up: the Davos World Economic Forum from Jan 22-26, and the Munich Security Conference from Feb 14-18. The airport will be busy for both, so best get your parking requests in early. Also bear in mind that all GA flights will need to get special permission to land at EDDM during these events. For PPR contact +49 89 975 21132 or email [specialoperations@munich-airport.de](mailto:specialoperations@munich-airport.de)

**FACT/Cape Town** After an unprecedented three years of drought, Cape Town has less than 90 days of water left in its reservoirs. The airport has published a Notam requiring all flights to tanker in water – don't expect to be able to uplift any at the airport for the foreseeable future.

**ORZZ/Iraq** Expect ORER/Erbil and ORSU/Sulaymaniyah to re-open to international traffic soon. The Kurdistan Regional Government and Baghdad have reached an initial agreement to lift an international flight ban imposed on the autonomous Kurdish region by the Iraqi central government last year. No official date set yet.

**VTSP/Phuket** The runway will be closed overnight from 19-00z until at least Jan 21. There are also ongoing issues with BA/GA aircraft being unable to secure parking for longer than a few hours. Most are having to drop-off pax and then reposition elsewhere.

**ESZZ/Sweden** ESNN/Sundsvall has become the country's second airport to have remote air traffic control, after ESNO/Ornskoldsvik made the switch back in 2015. So the local tower is now officially closed, and air traffic control service has been transferred to one of the country's national control centres. ESSL/Linkoping airport will be the next one to be transferred to remote ATC later this year.

**UUWW/Samara** has put one of its two runways back into operation following reconstruction. The renovated strip is 3,000 meters long and 45 meters wide, and is capable of receiving Boeing 777 and Airbus A340 widebodies.

**SBGL/Rio De Janeiro** The annual Carnival will be taking place from Feb 9-13. Road closures and major travel disruption expected across the city. An estimated 6 million people, including 1.5 million foreign tourists, are expected to participate in the celebrations. The mayor of Rio has requested federal troops to provide support to local security forces to maintain order during the carnival period. So far, no special restrictions or procedures have been announced for SBGL airport, but it will be busy, so get your parking request in as early as possible.

**HLLM/Tripoli Mitiga** Heavy clashes broke out in the Libyan capital Tripoli on Jan 15, leaving at least nine people dead and forcing the airport to suspend all flights until further notice. Our advice: don't land at any airport in Libya, don't even overfly the country.

**HEZZ/Egypt** On Jan 13, Egyptian authorities imposed indefinite night-time curfews on areas of North Sinai

province, including the cities of Rafah and Al-Arish. The Sinai region has suffered frequent terrorist attacks in the past few years. On Dec 19, militants fired artillery at HEAR/El Arish Airport in North Sinai, killing one army officer and wounding two others. There are still overflight warnings in place for the entire Sinai Peninsula below FL260.

**SPZZ/Peru** Airports in southern Peru are reported to be running as normal, following the 7.1-magnitude earthquake that shook the country on Jan 14, leaving at least one person dead and 65 injured in the cities of Arequipa, Ica and Ayacucho.

**RPZZ/Philippines** Volcanic earthquakes, rockfalls, and a number of steam-driven eruptions have shaken the summit of the Mayon volcano in the Philippines. More than 12,000 people have been ordered to leave a 7km evacuation zone around the volcano, which is located around 15km north of RPLP/Legazpi, and around 330km south of RPLL/Manila. There are warnings of destructive mudflows, and ash cloud around the volcano has been reported up to FL170.

**MMTO/Toluca** The runway will be closed overnight from 04-12z on the following dates in January: 20-22, and 27-29.

**FQMA/Maputo** The airport will be closed overnight from 21-04z for runway repair, until Feb 28.

**OEZZ/Saudi Arabia** has issued an extension of the policy that requires all aircraft with a destination in Yemen to first land in OEBH/Bisha – through to Apr 13. The only exceptions are the UN, Red Cross, and MSF.

**MMZZ/Mexico** The U.S. State Department has issued its highest “do not travel” warning for five states in Mexico: the Pacific coast states of Sinaloa, Colima, Michoacan, Guerrero, and Tamaulipas on the eastern Gulf. The advisory says that “Violent crime, such as homicide, kidnapping, carjacking, and robbery, is widespread.” This latest advisory ultimately classifies these regions at the same level of danger as Syria, Yemen, and Somalia.

**URSS/Sochi** The Russian Investment Forum will be taking place from Feb 13-17. During that time, charter aircraft with wingspan over 24 metres will be limited to a maximum of 2hrs on the ground. Make sure you get your slots in advance through your handler.

**ORZZ/Iraq** Back in December 2017, the U.S. FAA partially lifted the ban on the Baghdad FIR and started allowing U.S. operators to overfly Iraq at or above FL260. Now the three other big countries that regularly publish airspace safety information—France, Germany and the UK—have followed suit with new advice of their own. France recommends that overflights should only be on airways UM860 and UM688, and should be at or above FL320. The UK says that overflights should only be on airways UL602 to ALPET, UM860 and UM688, and should be above FL250. And Germany just say that overflights should be at FL260 or above.

**TVZZ/St Vincent & Grenadines** Reports of low fuel levels on the islands at the moment, so make sure you tanker in.

**LIPZ/Venice** The Carnival of Venice will be taking place from Jan 27-Feb 15. The general aviation terminal (GAT) is open daily 05-21z, with overtime available upon request, but bear in mind that both runways are closed for maintenance Mon-Sat 2330-0350z until Mar 24. PPR required at least 24hrs in advance – do that through your handler or call the airport PPR office direct: +39 041 260 6906. Currently there are only two large aircraft GA parking stands available at the GAT, and although parking may be possible on the commercial apron, it's not guaranteed, so best get your request in asap.

**EDDK/Cologne** The airport's two shorter runways (06/24 & 14L/32R) are both closed until the end of March, which is causing a few delays. And then on Jan 8, the airport had to suspend ops for a few hours due to emergency repair work which needed to be carried out on the only operational runway (14L/32R). It should be noted that all non-scheduled and GA flights must get PPR confirmed in advance, either through

your handler or by calling the airport PPR office direct at: +49 2203 40 4310.

**LSZH/Zurich** The World Economic Forum is on from Jan 23-26. LSZH will be congested, so apply for slots early if you're actually planning on stopping there. Earliest non-scheduled landing for a wide body aircraft without parking permission will be 1300z daily, Maximum 3 hour ground time for general aviation without parking permission. Also, you will not be able to use LSZH as an alternate to flights going to LSZS/Samedan. Note that LSZH operates from 05-21z daily, and overtime is not available – make sure you land before closing time or you'll get diverted to another airport.

**HCZZ/Somalia** Somalia's Civil Aviation and Meteorology Authority (SCAMA) regained control of Somali airspace on Dec 28, after 27 years of management by the ICAO regional office in Nairobi. The airspace will now be controlled in Mogadishu as the country has installed new air traffic control facilities at HCMM/Mogadishu Aden Adde airport.

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## Emirates aircraft intercepted, Qatar complains to UN

Declan Selleck  
16 February, 2018



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

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

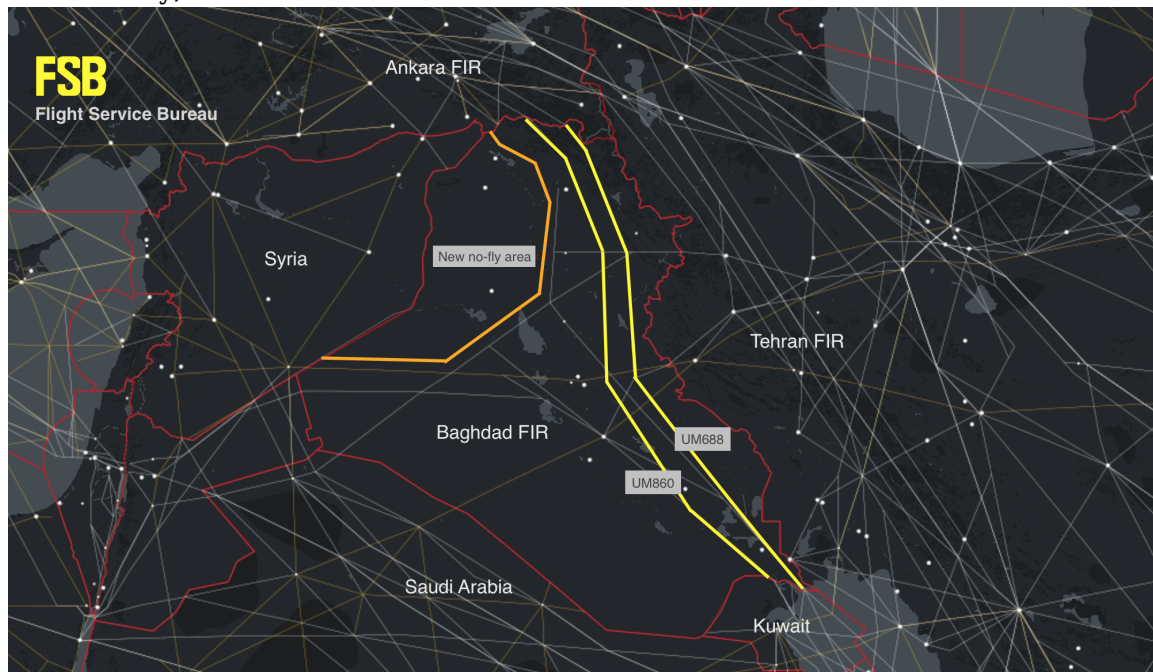
Qatar have filed a complaint of their own with the UN, claiming that UAE military aircraft have repeatedly violated their airspace during the ongoing diplomatic crisis between the Gulf states.

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

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## Western countries lift bans on Iraq airspace

David Mumford  
16 February, 2018



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

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

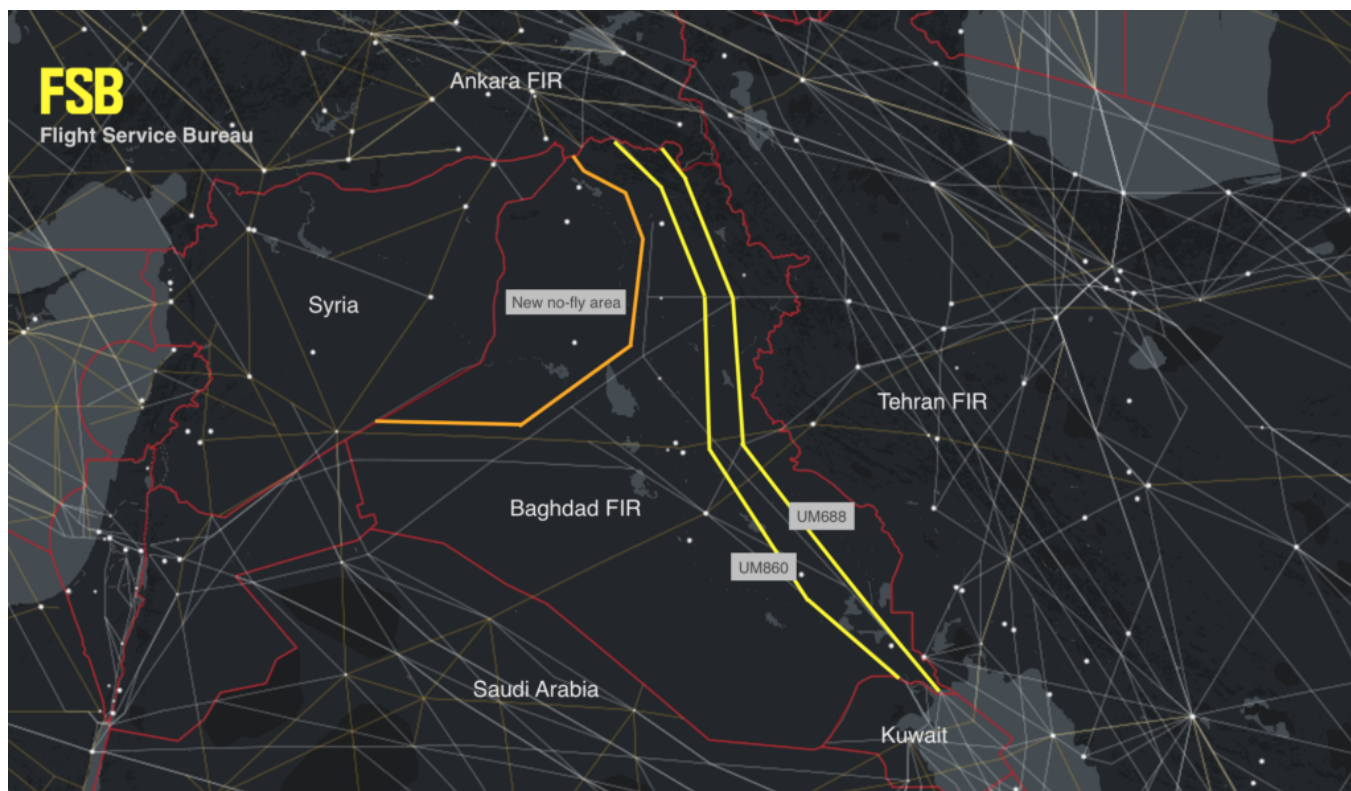
**France** recommends that overflights should only be on airways UM860 and UM688, and should be at or above FL320.

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

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

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

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



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

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

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## 5JAN: Overflights enroute Israel, 8.33

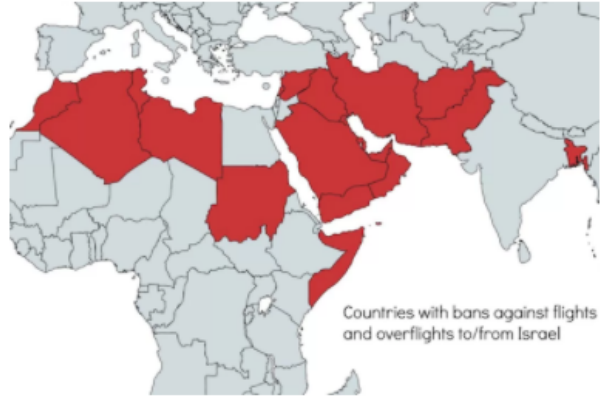
### Europe, Winter weather

Jamie Rose McMillen  
16 February, 2018

# International Ops Bulletin



## 8.33 Radios now needed everywhere in Europe



## Latest list of countries that ban flights to Israel

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**KZZZ/USA** A front of arctic air is moving in behind yesterday's storm on the East Coast, so expect extreme wind chill values as freezing temperatures plummet even lower today. Expect continued disruption from yesterday's storm: more cancellations and ground stops, with gusting winds and snow across the northeast. KBOS is starting out with one runway and hopes to have a second runway by mid-morning. KLGA single runway operation with no major concerns until the afternoon. KJFK also single runway with secondary expected after 17z. KIAD west runway closed due to diversions from yesterday.

**EGKK/Gatwick** Slight change to the overnight runway closure times... The main runway (08R/26L) will be closed every night from 2230-0600z until Feb 10. During that time, the northern runway (08L/26R) will be open - the one that normally gets used as a taxiway. There's no ILS on this runway, so approaches must be DME/RNAV.

**HCZZ/Somalia** Somalia's Civil Aviation and Meteorology Authority (SCAMA) regained control of Somali airspace on Dec 28, after 27 years of management by the ICAO regional office in Nairobi. The airspace will now be controlled in Mogadishu as the country has installed new air traffic control facilities at HCMM/Mogadishu Aden Adde airport.

**DTZZ/Tunisia** The United Arab Emirates has said it will resume flights to Tunisia, following an agreement between the two countries to share security information. Tunisia had previously banned flights from Dubai carrier Emirates to Tunis on Dec 24 after the airline refused to carry Tunisian women. Reports suggest Emirates had intelligence that female jihadists returning from Iraq or Syria might try to use Tunisian passports to stage terrorist attacks.

**FMZZ/Madagascar** Tropical cyclone 'Ava' has strengthened into the equivalent of a Category 1 hurricane

off the east coast of Madagascar. It looks set to move slowly south along the coastline over the weekend, bringing heavy rain and gusting winds of over 100kts. The cyclone has already forced the closure of FMMT/Toamasina Airport, which is planning to remain shut until at least 19z on Jan 7. FMMI/Antananarivo Airport is still open and operating for now, though that may change. There is a high risk for major flooding and mudslides across the region.

**MHZZ/Honduras** Expect daily protests in the capital Tegucigalpa, and other urban areas, to denounce the results of the Nov 2017 presidential elections. The recent wave of protests in Nov and Dec resulted in widespread violence, looting, and roadblocks, particularly in urban areas. Government opposition have warned that civil war is possible if new elections are not held.

**OIZZ/Iran** Anti-government protests continue across the country, including in the capital Tehran. In some areas, police have used live ammunition to disperse crowds – according to state television, at least 22 people have been killed. Pro-government supporters are now expected to hold a series of rallies in response to the anti-government protests. Expect more gatherings and protests over the coming days, and a heightened police presence in public areas.

**VNZZ/Nepal** Further protests expected over the coming days in Kathmandu due to recent increases in fuel prices. On Jan 1, the state-owned oil monopoly hiked fuel prices for the third time within a month.

**FMZZ/Madagascar** Tropical cyclone ‘Ava’ still looks set to make landfall near FMMT/Toamasina late today, with winds gusting up to 50kts, before tracking west towards FMMI/Antananarivo tomorrow.

**VVZZ/Vietnam** Storm ‘Bolaven’ weakened into a tropical depression as it made landfall in Vietnam today just north of VVCR/Cam Ranh airport. Gusting winds are not expected to get any higher than around 30kts now, and the storm should dissipate over the next 48hrs.

**SBFN/Fernando de Noronha** The airport will be closed overnight for runway repair from 02-08z until Feb 17, then from 03-09z until Sep 9. The airport is on an island off Brazil’s northeastern coastline, and is a popular ETOPS alternate for South Atlantic crossings.

**EHAM/Amsterdam** KLM cabin crew based at EHAM are planning a 24hr strike on Jan 8. Should the strike go ahead, few or no KLM flights will depart from the airport that day.

**UKZZ/Ukraine** Biometric control systems have now been installed at all border checkpoints in the country. Foreign nationals from 70 countries that could pose a threat to Ukraine’s national security will now have to submit their fingerprints on entry. However, the list of countries does not include those in the European Union, the U.S. or other Western countries.

**FMZZ/Madagascar** Stormy conditions from northern Madagascar to the islands of Reunion and Mauritius over the next few days, as Tropical Cyclone ‘Ava’ sweeps in from the Indian Ocean. It’s expected to make landfall near FMMT/Toamasina late on Jan 4, with winds gusting up to 50kts, before tracking west towards FMMI/Antananarivo.

**LLZZ/Israel** The list of countries which have banned both direct flights and overflying traffic to/from Israel are as follows: Afghanistan, Algeria, Bahrain, Bangladesh, Brunei, Iran, Iraq, Kuwait, Lebanon, Libya, Malaysia, Morocco, Oman, Pakistan, Qatar, Saudi Arabia, Somalia, Sudan, Syria, Tunisia, UAE, Yemen.

**LLBG/Tel Aviv** Until Mar 22, GA aircraft are generally not permitted to land between 0330-0600z and 2201-2340z Sun-Fri. Then between Mar 23 to Oct 26, these times change to 0200-0500z, 1100-1500z and 2101-2240z.

**VIDP/Delhi** There have already been several cancellations and delays this week due to heavy fog. Expect intermittent fog and poor weather conditions during the ongoing winter season, which will last until Feb.

**EGKK/Gatwick** Slight change to the overnight runway closure times. The main runway (08R/26L) will be closed every night from 2230-0600z until Feb 10. During that time, the northern runway (08L/26R) will be open – the one that normally gets used as a taxiway. There's no ILS on this runway, so approaches must be DME/RNAV.

**TNCA/Aruba** The airport's only FBO has now been taken over by W Aviation, after Universal Aviation decided not to renew their 12-year lease. The new operator has announced they will invest \$1.8 million to upgrade the existing facilities at some point this year. Operating hours are still the same: 13-01z (09-21 local time). To arrange handling, email: [csraruba@waviation.net](mailto:csraruba@waviation.net)

**PLCH/Kiritimti** Fuel is only available for scheduled flights until mid-Jan due to supply issues. Maximum uplift is 5000 litres per aircraft, so tanker in as much as possible.

**EZZZ/Europe** For aircraft operating in Europe above FL195, the carriage of 8.33 kHz channel spacing capable radio equipment has been mandatory since March 2007. But from Jan 4, this regulation has been extended to the lower flight levels below FL195 across various parts of European airspace. Eurocontrol have build a handy webpage that shows exactly what is required for each bit of airspace, and at what flight level: [https://ext.eurocontrol.int/833/Airspace\\_8.33kHz\\_Radio.html](https://ext.eurocontrol.int/833/Airspace_8.33kHz_Radio.html)

**ORZZ/Iraq** Last week the central Iraqi government extended the ban on international flights to and from ORER/Erbil and ORSU/Sulaymaniyah airports in the Kurdistan region until Feb 28. Turkey have now confirmed that traffic to/from these airports (including flights using these airports as an alternate on their FPL's) are banned from Turkish airspace

**MTPP/Port-au-prince** The airport will be closed for runway repair from 02-10z Mon-Fri until the end of Oct.

**VGHS/Dhaka** There were several cancellations and delays on Dec 28, due to heavy fog. Expect intermittent fog and poor weather conditions during the ongoing winter season, which will last until Feb.

**MMTO/Toluca** The runway will be closed overnight from 04-12z on the following dates in January: 13-15, 20-22, and 27-28.

**VIDP/Delhi** Due to Republic day celebrations, no landings or take-offs allowed daily from 0505-0645z from Jan 18-26.

**KZZZ/USA** The 2018 Super Bowl will be held at U.S. Bank Stadium in Minneapolis on Feb 4. The FAA estimates up to 1600 additional aircraft will be in the state for the event, and they have established a slot system to eliminate congestion and route some planes to other airports. For everything you could possibly need to know about this, and to sign up to the slot system ahead of time, head over to the FAA's special website they have created: [fly2sb52.org](http://fly2sb52.org)

**KSMO/Santa Monica** The airport is now open again, after a 10-day closure period where work was undertaken to shorten the runway to 3500 ft. The goal is to reduce air and noise pollution by reducing overall traffic.

**NFFN/Nadi** The ongoing strike by some airport workers is reported to not be seriously affecting ops. Around 250 catering, baggage handling and engineering workers who were suspended due to illegal strike action are now camped outside the airport, in a peaceful protest to try to go back to work. The airport has brought in largely untrained workers to replace these staff.

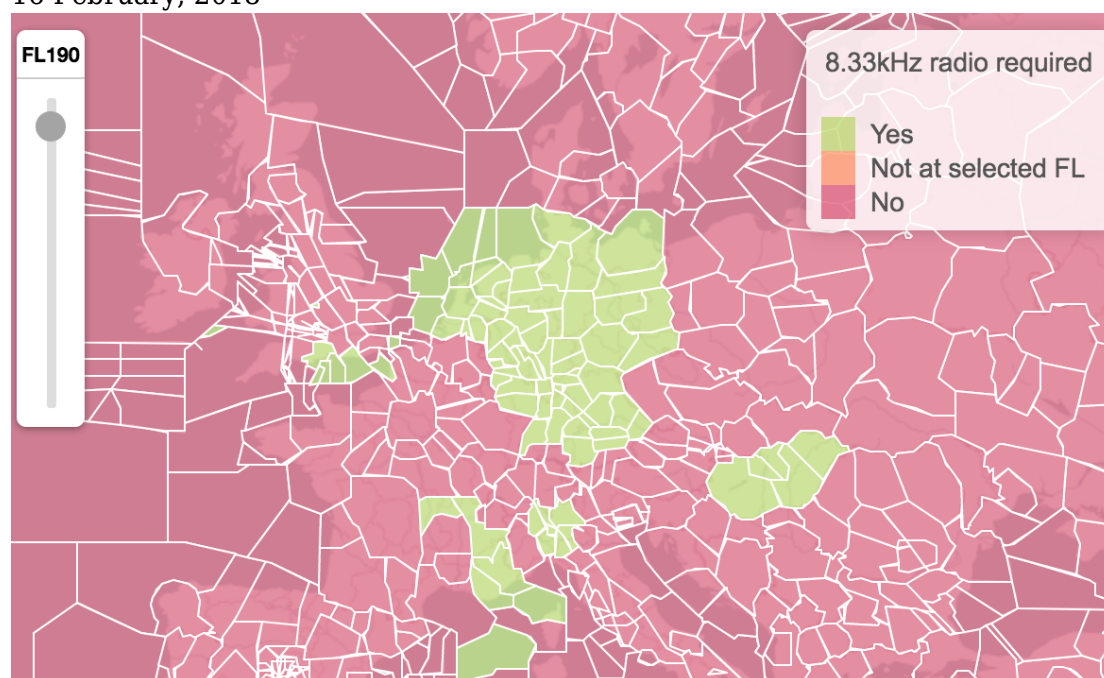
**AGGH/Honiara** The Solomon Islands is a bit short on fuel at the moment, as they're waiting for their next tanker to arrive. So until Jan 10, all international flights to AGGH will need to confirm their fuel requirements in advance with the fueler: tel +677 36142 or +677 22974.

**WARR/Juanda** The airport have extended their night-time closure of the runway for ongoing maintenance – the end date for that is now Apr 03.

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## Europe now requires 8.33 VHF radios (almost) everywhere

David Mumford  
16 February, 2018



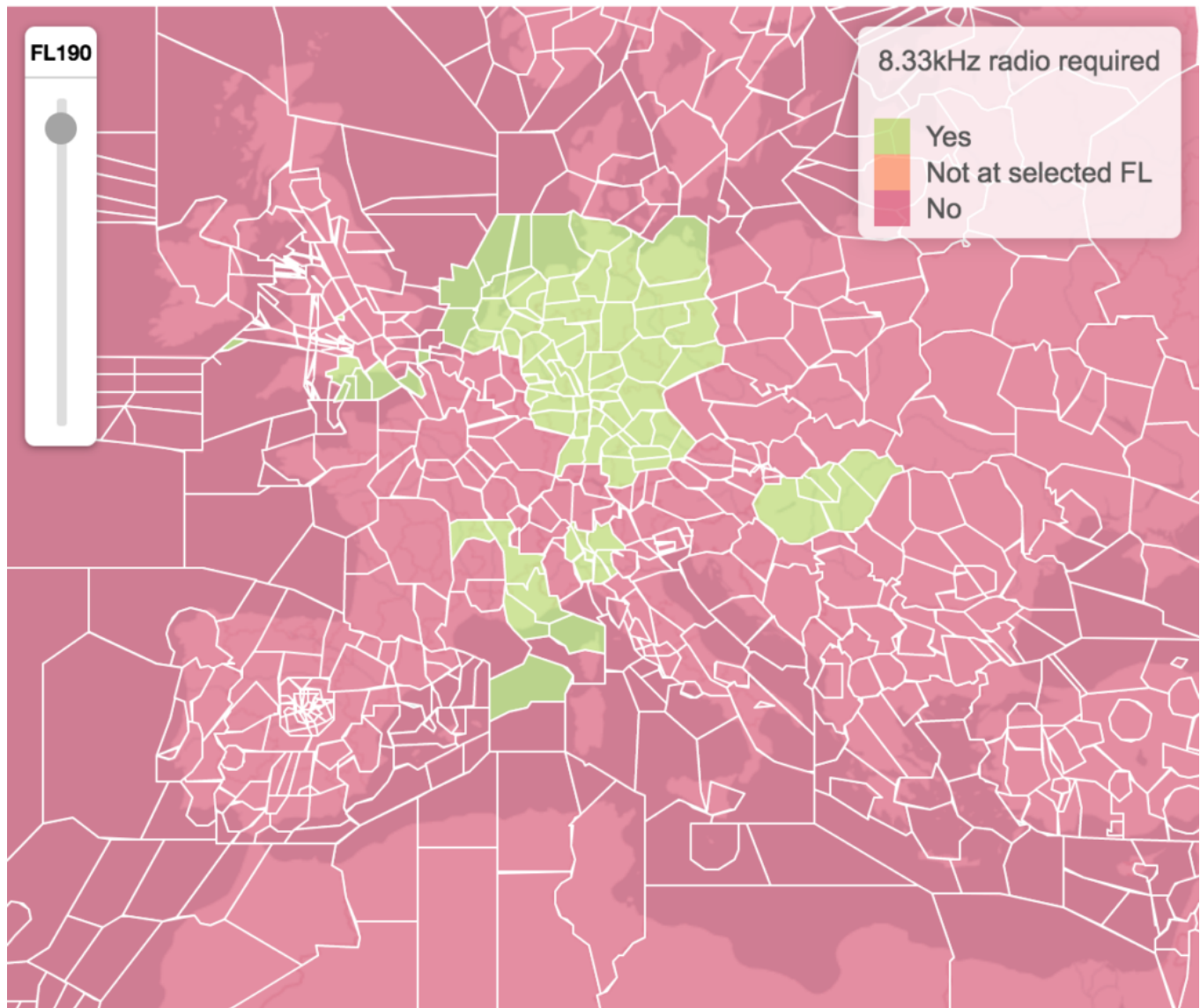
**Effective January 1st, 2018**, the official line is that you need an 8.33 VHF Radio to operate anywhere in Europe. If you're heading to Europe without one, expect problems.

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

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

## 8.33kHz Voice Channel Spacing Implementation

Airspace Classification below FL195



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

Eurocontrol have published all the details on this as follows:

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

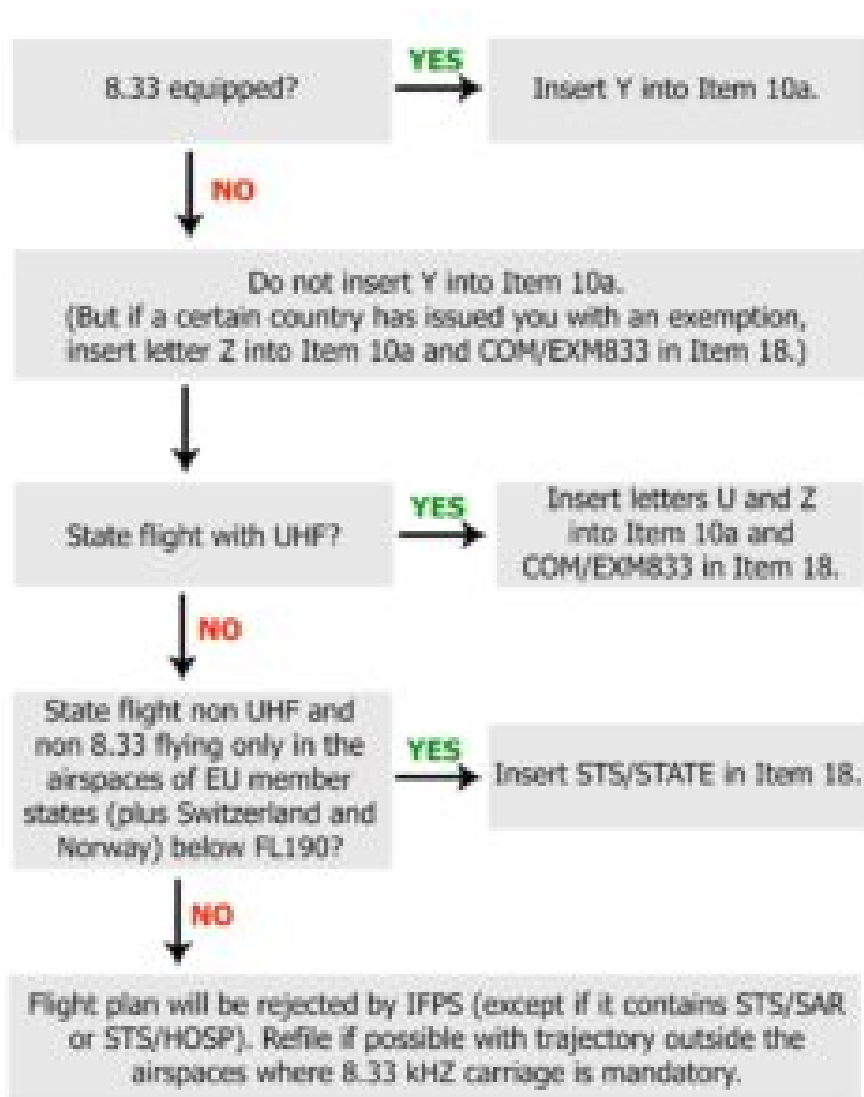
Below FL195, in the airspace of the EU member states (plus Switzerland and Norway) some airspaces may be exempted from the carriage of the 8.33 kHz radios (refer to the national AIP of the state concerned) in which case the airspace is not inserted in the area where the mandatory carriage check takes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

mandatory.

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

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

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



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

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

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

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

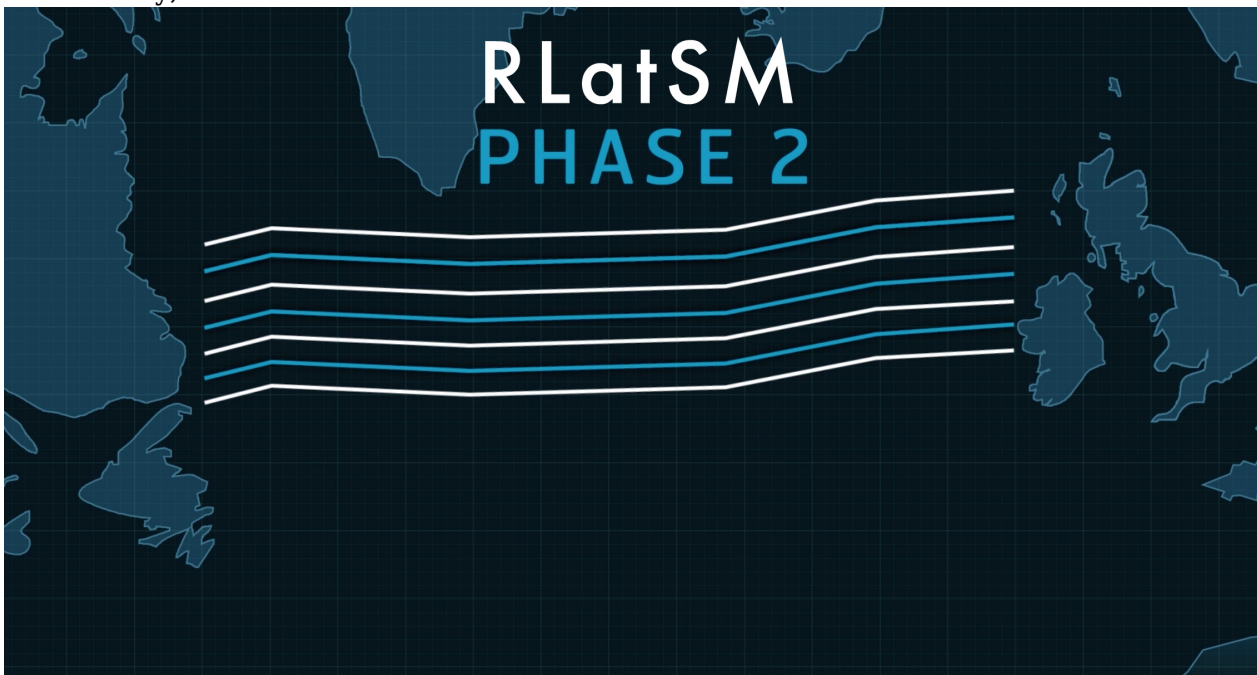
- If Item 10 (Equipment) of the submitted message contains Y, then that flight is considered to be compliant.
- If Item 10 (Equipment), of the submitted message does not contain Y, but contains Z and U and the exemption indicator COM/EXM833 is present in Item 18 (Other Information), and the flight is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

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

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## More NAT half-tracks are coming

David Mumford  
16 February, 2018



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

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

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

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

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

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

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

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## 21DEC: A330 shot at, Saudi missile

Jamie Rose McMillen

16 February, 2018

### International Ops Bulletin



**A330 hit by gunfire at Tripoli**



**Second missile reaches Riyadh**

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**LLER/Ramon** Israel's second international airport is set to open in April 2018, in the city of Eilat. The new airport is located 8nm north of the city centre, and will have an 11,800ft runway. The airport is designed to replace the two airports that currently service the city: LLET/Eilat – the small airport in the city that currently serves domestic flights from Tel Aviv and Haifa; and LLOV/Ovda – the military airfield 30nm away that is used for some international flights.**LFSB/Basel** Both runways will be closed overnight from 23-04z until Dec 22.

**MHZZ/Honduras** Expect further demonstrations this week as the government opposition candidate has called for protests from Dec 18 against alleged election fraud. Demonstrations are expected in the capital Tegucigalpa, and other cities.

**VHHH/Hong Kong** The runway resurfacing project continues. Every night between 1730-2345z, one of the airport's two runways will be closed, meaning it is even harder than usual to get a slot during these times. The airport authority doesn't expect their runway resurfacing project to be finished until April 2019.

**ZKZZ/North Korea** Singapore Airlines has announced it has now changed the flight path of its daily WSSS/Singapore to KLAS/Los Angeles service to avoid the Sea of Japan where North Korea conducts missile testing – they will now fly to the west of Japan instead.

**GOBD/Dakar** A strike by ATC workers at the airport just days after the newly built airport opened on Dec 7, has now been suspended, following negotiations with the government. The union is demanding subsidised transport for employees to get the airport, which is located 45km away from the city centre. They also complain they haven't been properly trained on all the new equipment yet. They say they may strike again if their terms are not met.

**LDDU/Dubrovnik** Work has commenced on overhauling the airport's runway. Until the end of March, the runway will be shortened from 3300m to 2100m, there will be no ILS on RWY12, and the opening hours will be 05-21z.

**DNMM/Lagos** Security concerns at Lagos Airport, as an aircraft was reportedly robbed whilst taxiing to the hangar!.The Vistajet aircraft had just landed at the airport on Dec 12 and was attacked on the RWY 18R by unknown bandits when taxiing to the hangar of Evergreen Apple Nigeria (EAN). The pilot reported that the rear door was opened whilst taxiing, and a bag belonging to one of the cabin crew was missing.

**KATL/Atlanta** Power outage all day on Dec 17 disrupted air travel across the country and led to cancellations of more than 1000 flights. The power has now been restored, but expect more delays and cancellations over the next few days as airlines work to clear the backlog.

**LEJR/Jerez** No flights are allowed (aside from scheduled) between 1700-2130 daily, Dec 27-30, and again on Jan 02-03.

**OIZZ/Iran** Unhealthy levels of air pollution in Tehran and surrounding areas. Expected to last until at least Dec 23. Authorities have reinforced traffic restrictions and have ordered some factories to close. Schools have also been temporarily shut and officials have advised people in high-risk groups to stay indoors.

**HLZZ/Libya** is once again pumping out Notams advertising the country's airports as being "available H24 for international flights and en-route diversions". However, our advice hasn't changed: Libya is still a desperately unstable country – don't overfly or enter their airspace, and don't land at any Libyan airports.

**FZZZ/Democratic Republic of Congo** A series of pro- and anti-government rallies are scheduled to take place nationwide from Dec 19 to Jan 2. The security situation remains volatile across the country: frequent clashes between the Congolese Army and militia groups in the South; continued reports of kidnappings, including of staff from international NGOs; frequent protests which have resulted in an increased military and police presence in Kinshasa and other major cities. Avoid.

**SVZZ/Venezuela** A power cut hit parts of the Venezuelan capital Caracas and surrounding areas for around five hours on Dec 18. This also affected SVMI/Caracas Airport, where some flights were grounded. Venezuela has suffered frequent power cuts in recent years, following lack of investment in the electricity sector since its nationalization in 2007.

**SAZZ/Argentina** A controversial pension reform bill has sparked violent protests across the country. Argentina's largest union also called a 24hr strike that has grounded hundreds of flights. LATAM expects its flight schedule will slowly return to normal from Dec 20 onwards.

**NFZZ/Fiji** Ongoing strike by some airport ground staff could cause some travel disruption. Fiji Airways have already warned they will have limited catering onboard flights departing from NFFN/Nadi during the strike.

**DNZZ/Nigeria** Seasonal dust haze is forecast across the country over the next few weeks. Nav aids at Nigeria's airports are notoriously poor – so make sure you check the landing minimums before launching.

**HEZZ/Egypt** If you're flying to Egypt, or even just overflying the country, the authorities now want you to list in the RMK section of your flight plan BOTH the permit number and the name of the agent who got you the permit.

**PAZZ/Alaska** If you're flying anywhere in either the Anchorage Arctic FIR or Oceanic/Continental FIR, make sure you file your flight plan to both PAZAZQZX and PAZNZQZX. If you're going over the water, remember to copy the HF Radio Stations too: use CYQXYFYX for flights plans entering the Arctic FIR, and KSFOXAAX for those entering the Oceanic FIR.

**WMZZ/Malaysia** Tropical Storm 'Kai-Tak' continues to move westward towards the east coast of Malaysia, and is expected to make landfall some time Dec 22-23. Only the coastal airports are likely to be affected (WMKC/Kota Bharu, WMKN/Kuala Terengganu, WMKD/Kuantan), as the storm is expected to have weakened to gusting winds of around 30kts by that point.

**HEAR/El Arish** Militants fired artillery at the airport on Dec 19, killing one army officer and wounding two others. The attack reiterates the volatile security situation in the Sinai Peninsula, which has been a target of various attacks by Islamic State (IS) militants since 2013. The risk of terrorism in the region has increased recently, as IS's major territorial losses in Iraq and Syria have caused many of its militants to come over the border to Egypt. There are still overflight warnings in place for the entire Sinai Peninsula below FL260, and Germany even make a point of warning against making any landings at the airports in the region: HEAR/El Arish, HEGR/El Gora, HETB/Taba, HESC/St. Catherine, HESH/Sharm-el-Sheikh.

**EHZZ/Netherlands** Some public transport workers have threatened a 24hr nationwide strike on Jan 4.

**ZZZZ/Worldwide** EASA have updated their advice about the carriage of Portable Electronic Devices (PEDs), as Recent testing by the FAA has shown that most cargo compartments have only poor chances of containing fires caused by PEDs in checked baggage. Passengers should carry PEDs with them in the cabin wherever possible.

**VECC/Calcutta** Expect delays over the next few days as heavy fog is forecast to continue. They're currently using the secondary runway at night, as maintenance continues on the primary runway to increase it from CAT II ILS to CAT III-B. That's not expected to be completed until Jan 4. The secondary runway only has a CAT I system with a visibility limit of 550m.

**LSGG/Geneva** Ski season has officially started, which means you can't plan Geneva as an FPL alternate at any point on weekends, until Apr 15.

**SVZZ/Venezuela** President Maduro has threatened to close the border with Colombian cities of Cúcuta and Maicao, and cut ties with the islands of Aruba, Bonaire, and Curacao. Venezuela is facing an ongoing political and economic crisis. Shortages of many basic goods have been reported across the country. Thousands of Venezuelans regularly cross the border into Colombia legally purchase goods not available in their country.

**KZZZ/USA** From Jan 2, the FAA will impose a filter for aircraft found to be broadcasting inaccurate ADS-B info. They will be blocked from transmitting ADS-B info to ATC, and will have to receive ATC services using secondary radar instead.

**LEZZ/Spain** Strikes planned over the festive period at LEBL/Barcelona and LEMD/Madrid airports have now all been called-off. At LEBL/Barcelona, around 2000 ground staff, check-in and cabin crew for the IAG group, which includes Vueling, Iberia and British Airways, have cancelled their strike originally planned for Dec 21-24. And at LEMD/Madrid, security staff have cancelled their strike originally planned for Dec 22 - Jan 8.

**HEZZ/Egypt** The new Sphinx International Airport is due to start operating in Jan. The airport has a 3650 metre runway, and is adjacent to and shares some infrastructure with HECW/Cairo West Air Base, around 20nm from Cairo city.

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