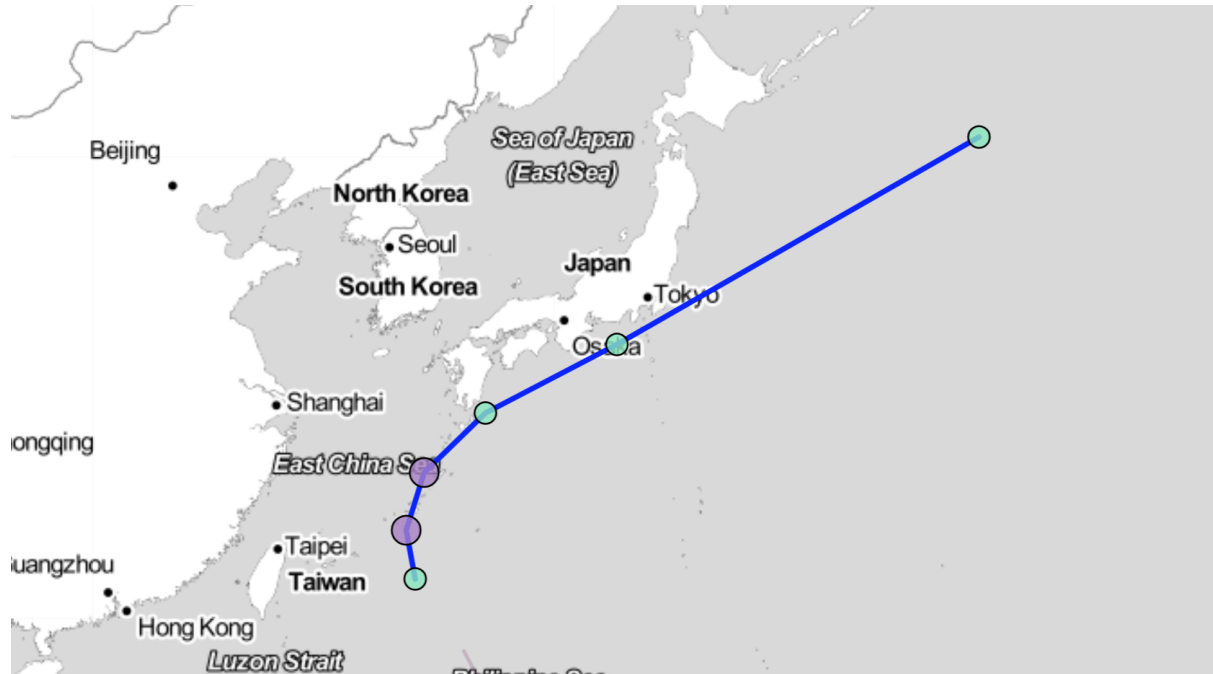


# Inbound Japan this weekend: Tropical Storm Saola

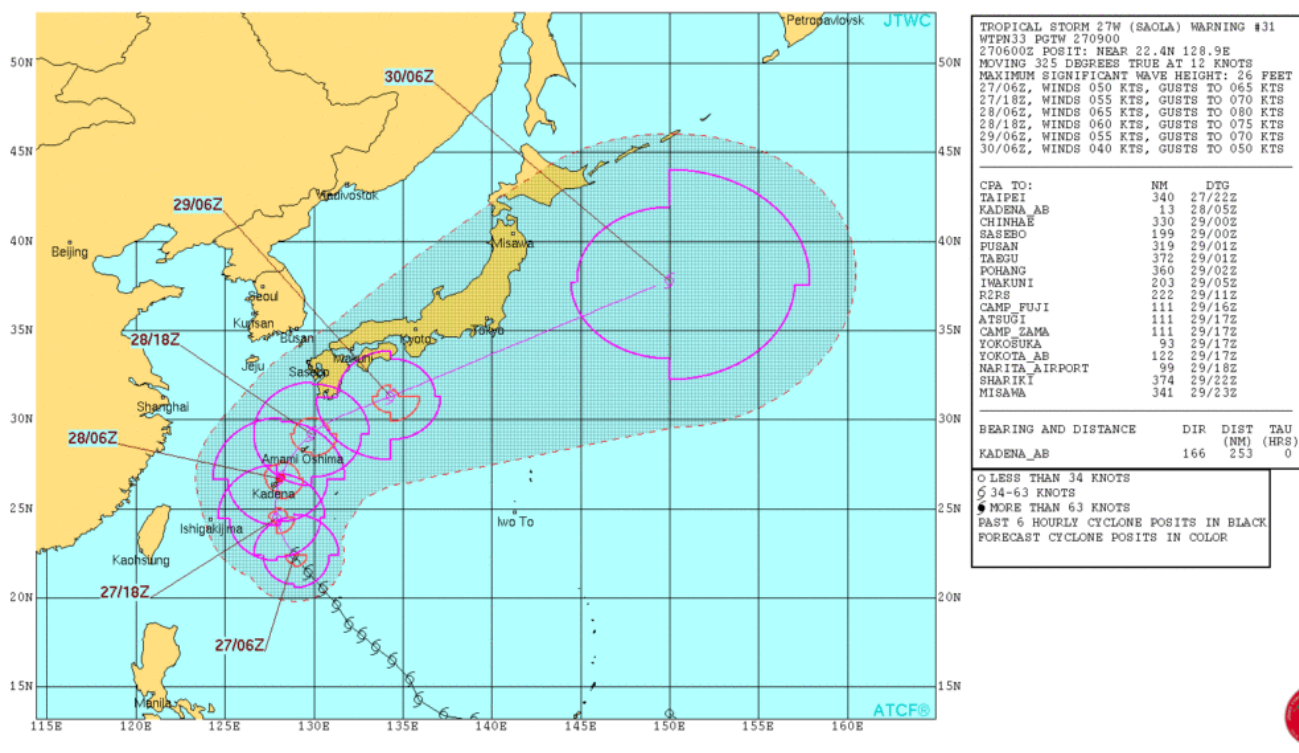
Declan Selleck  
27 October, 2017



**Tropical Storm Saola** is south of Japan, gusts to 80kts, will affect southerly Japan airports ROAH, RJFF, RJFK on Sunday and on current track Tokyo likely affected by Monday.

Monitor:

- <http://www.usno.navy.mil/JTWC/>
- <https://www.cyclocane.com/>



# CPDLC Departure Clearance for US Airspace - 22Oct

Declan Selleck  
 27 October, 2017



Earlier this month we reported about the transition of the United States ATC system to a National Single

Data Authority (NSDA). <https://ops.group/blog/cpdlc-for-us-airspace-the-implementation-process/>

The initial phase of this process is scheduled to start this weekend on 22Oct at 0330Z with a single CPDLC logon ID for domestic US airspace (KUSA) and ATC issuing departure clearances using CPDLC.

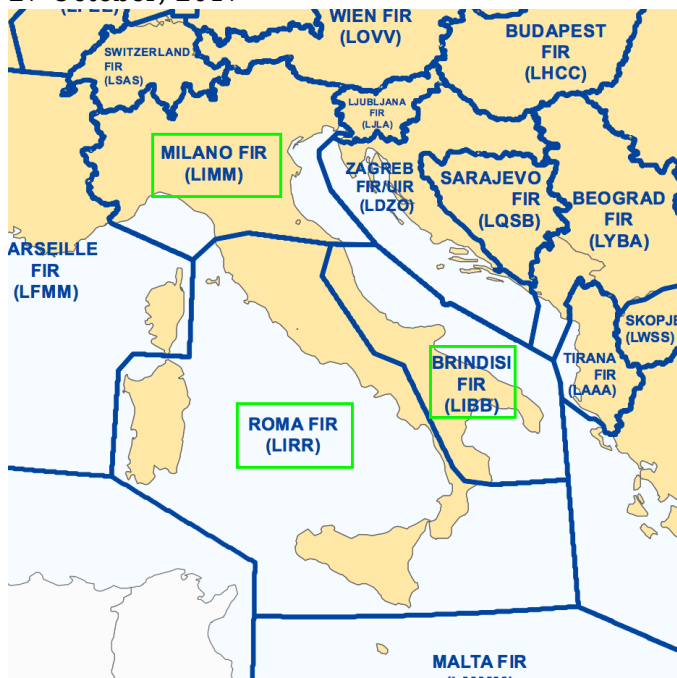
You can read more details about Controller-Pilot Data Link Communication-Departure Clearance (CPDLC-DCL), general procedures for logging on/notifying, loading the flight plan, receiving the CPDLC-DCL, responding to the CPDLC-DCL message, and disconnecting/logging off [here](#):

NAS Data Communications Guide

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## National Italian ATC Strike (cancelled)

Cynthia Claros  
27 October, 2017



**Update: 1800Z / 24October**

Good news—the strike scheduled for October 27th has been cancelled, no disruptions in ATC services to be expected. All FIRs have issued NOTAMs accordingly.

—

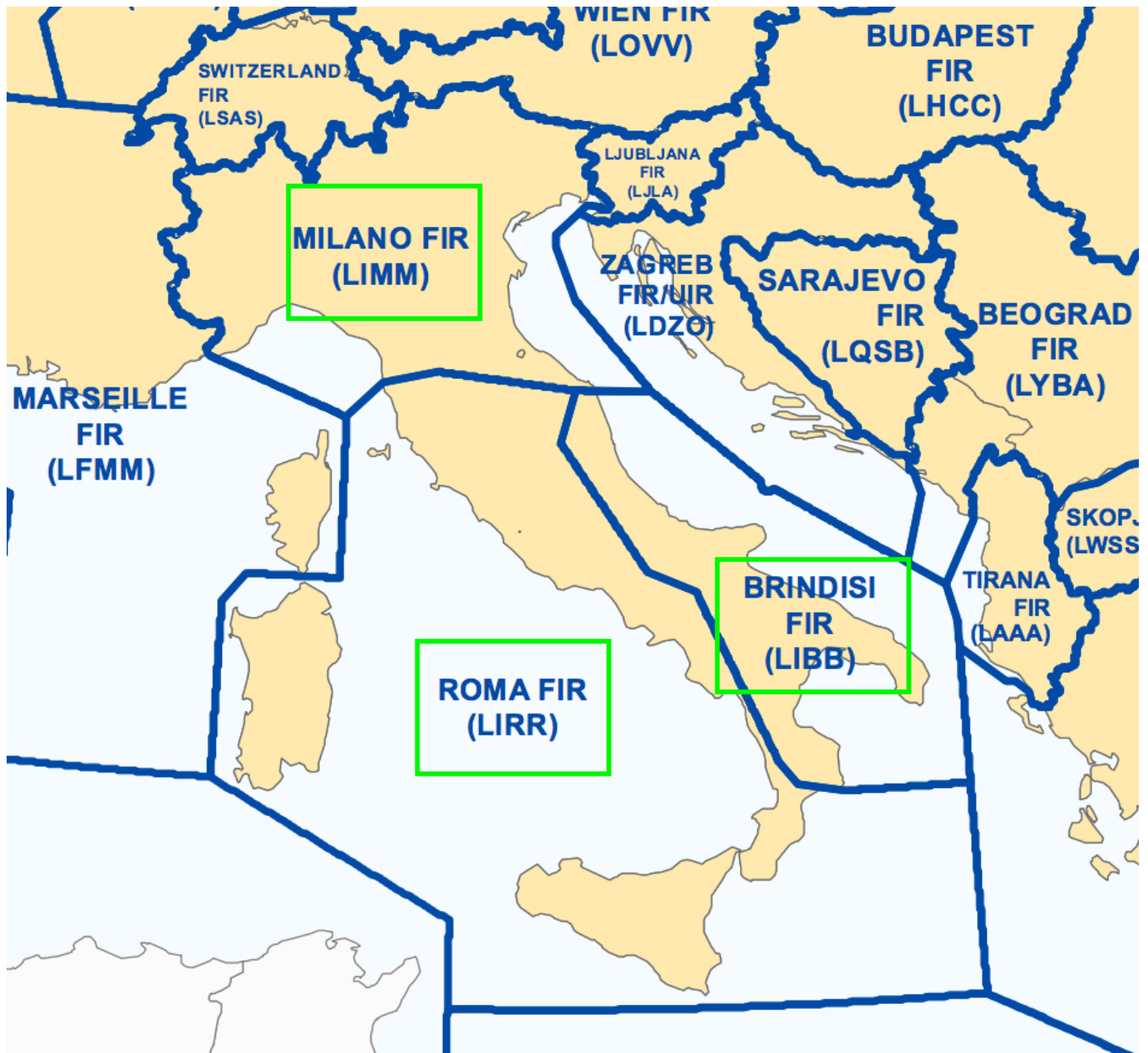
Italy ATC Unions have announced a strike on October 27th, which is a Friday (big surprise there). As of now, the strike is expected to take place from 1100-1500UTC.

Negotiations are ongoing, and we have our contacts in Italy keeping us updated to any developments and impact to operations.

ENAV has confirmed the strike could affect:

Milano, Roma, and Brindisi ACCs, ATS and MET at a large chunk of Italian airports, the flight planning data

office, ground communications, weather forecasting units...it's a large strike.



Read up on the full NOTAM below, and we'll get the updates here when they're posted.

DUE TO STRIKE OF PART OF OPERATIONAL PERSONNEL FOLLOWING AIR NAVIGATION SERVICES MAY BE AFFECTED:

- 1) LIBB, LIMM, LIPP AND LIRR ACC/FIC
- 2) ATS AND MET OBS PROVIDED BY ENAV, AT:  
LIBD LIBF LIBG LIBP LIBR  
LIEE LIEO LIMA LIMC LIME  
LIPH LIPK LIPO LIPQ LIPR  
LIRI LIRN LIRQ LIRU LIRZ
- 3) ATS/AIS/MET AND COM PROVIDED BY

- NOTAM OFFICE (NOF-AFTN LIIAYNYX)
  - ATS REPORTING OFFICES WITH CENTRAL BRIEFING OFFICE CAPABILITY (ARO-CBO ROMA-AFTN LIRFZPZX AND ARO-CBO MILANO-AFTN LIMLZPZX) NOTAM IN FORCE
  - INTERNATIONAL COMMUNICATION CENTRE (ICC-AFTN LIIDYFYX)
  - CENTRALIZED AUTOMATED FLIGHT PLANNING DATA OFFICE (AODO-AFTN LIIRZEXX)
  - GROUND GROUND COMMUNICATION MONITORING UNIT (CME)
- 4) METEOROLOGICAL FORECASTING UNITS (UPM ROMA-AFTN LIJRYMYX AND UPM MILANO-AFTN LIJLYMYX).

REMARKS:

A) ACCORDING TO ITALIAN LAW 146/90 AND 83/2000 THE PROVISION OF ATS WILL BE GRANTED TO:

- STATE/HEAD/FFR/MEDEVAC/HOSP/HUM/SAR/ATFMX AND EMERGENCY FLIGHT
- OVERFLYING FLT AND STATE AIRCRAFT
- INCOMING INTERCONTINENTAL FLT
- FLT TO/FM ITALIAN ISLANDS AND DEP INTERCONTINENTAL AS IDENTIFIED BY CIVIL AVIATION AUTHORITY
- ALL OTHER FLT SPECIFICALLY AUTHORIZED BY CIVIL AVIATION AUTHORITY

B) DURING STRIKE ATS/AIS/MET MAY BE PROVIDED TO ADDITIONAL FLT ACCORDING TO RELEVANT

FLOW CONTROL MEASURES FOR LIBB LIMM LIPP LIRR ACC ISSUED IN DUE TIME BY EUROCONTROL DNM (DIRECTORATE NETWORK MANAGER)

C) AVAILABILITY OF AIR NAVIGATION SERVICES PROVIDED BY ATS/AIS /MET/COM UNITS WILL BE ANNOUNCED BY SPECIFIC NOTAM

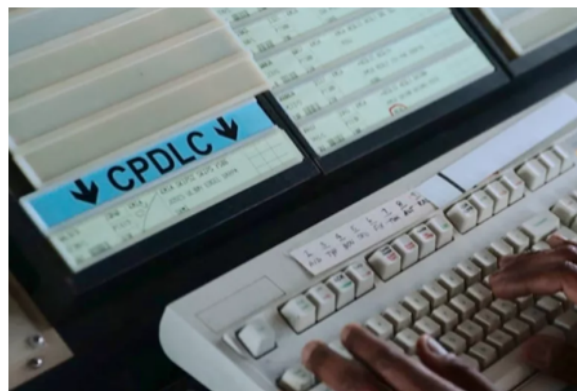
## 19OCT: Iraq soon OK above FL260, Iridium ban widens

Cynthia Claros  
27 October, 2017

### International Ops Bulletin



**US operators will be allowed to overfly Iraq above FL260**



**Oceanic ATC's tell us their position on Iridium problem**

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** Formidable Shield is over! They managed to run four exercises in total – on 25th Sep, 7th Oct, 15th Oct and 17th Oct – all of which closed vast areas of NAT airspace to civil ops. They were thinking about doing a fifth exercise, and maybe re-running another, but in the end they didn't have enough time to squeeze them in. Back to normal for the NAT Tracks. [Read the article.](#)

**VIZZ/India** has new crew visa requirements – a Visa upon arrival is no longer available. It is now mandatory for all crew to have visas arranged before arrival to India. When flying as operating crew you will need an e-Business Visa. Carry a copy with you when disembarking. Processing time is around 4 to 5 days, and you can apply online. Keep in mind that the e-tourist visa is for pax only. [Read the article.](#)

**OMAE/Emirates FIR** On October 12th, GCAA announced the changes to the OMAE FIR. They've got it all detailed in the latest AIC. The major change: all aircraft require RNAV1 with GNSS to operate in the Emirates FIR, starting December 7th. This is a change from the previous RNAV5. With that, you can expect changes to SIDs, STARs, all ATS routes, holding procedures, communication frequencies, and others. It's a major overhaul to anticipate for the expected increase in traffic. [Read the article.](#)

**LFMN/Nice** The airport will be closed for runway repair overnight between 2130-0400z from 6-11th and 13-18th Nov. There's no Notam out there about this yet. Expect one soon.

**EGGW/Luton** will be closed for 27 nights from 0000L to 0530L daily, starting Monday, November 6th and ending the morning of Sunday, December 3rd, 2017 for runway resurfacing. Standard operations will be practiced outside of these hours, with little to no disruption expected during daytime.

**TXKF/Bermuda** Non-radar procedures are in effect for a few hours each day over the next few days, as they'll be testing their new radar equipment, following damage sustained during hurricane Irma.

**LTAA/Ankara** will no longer accept ORSU/ORER traffic. This looks like a response to a request made a couple of weeks ago by the Iraqi govt, replacing the Iraqi embargo on international flights in/out of the Kurdish region, which appears to have been removed from the ORBB Notams. Iraq are restricting the airspace to the West due to the Syrian conflict, Iran banned flights from these airports weeks ago and now Turkey have followed suit. The only access to these airports is now from the South via Baghdad.

**TQPF/Anguilla** PPR/Flow control now in place. You'll need to get your slot before filing for arrival or departure. All will be given 10 minute spacing. Call 1-264-497-1646 or 1-264-584-5397.

**KZZZ/United States** A new travel ban was to come into effect on Oct 18th. A Hawaiian judge has again ordered a temporary restraining order on the ban preventing it from being enforced. Countries placed on the ban are: Chad, Iran, Libya, North Korea, Somalia, Syria, Venezuela & Yemen.

**MUCC/Cayo Coco** remains closed following damage sustained by hurricane Irma, and is not expected to re-open until late October

**TTZP/Piarco** CPDLC will be out of service until the end of the year. All voice comms must be made via New York Radio. Aircraft are requested to log on to TTZP for ADS-C position reporting.

**KBOS/Boston** Signature FBO is experiencing high demand for ramp space at peak times (Mon 1400L-Fri 1800L) expected to last until end of November. Parking is first come first served; you might be directed to different ramp space, possibly repositioned to another area airport. Consider utilizing another area airport to prevent delay.

**LFBO/Toulouse** Fuel available 0530-1700z, outside of these times bring your own as the fuel strike is ongoing.

**KTEB/Teterboro** Foxes at Teterboro. Watch out. They'll be around until Halloween, at 5pm. NOTAM KTEB 09/152 TEB AD AP WILDLIFE HAZARD RED FOX 1709292018-1710312100

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## EGGW/London Luton to close for 27 nights

Declan Selleck  
27 October, 2017



EGGW/Luton will be closed for 27 nights from **0000L to 0530L daily**, starting Monday, November 6th and ending the morning of Sunday, December 3rd, 2017 for runway resurfacing.

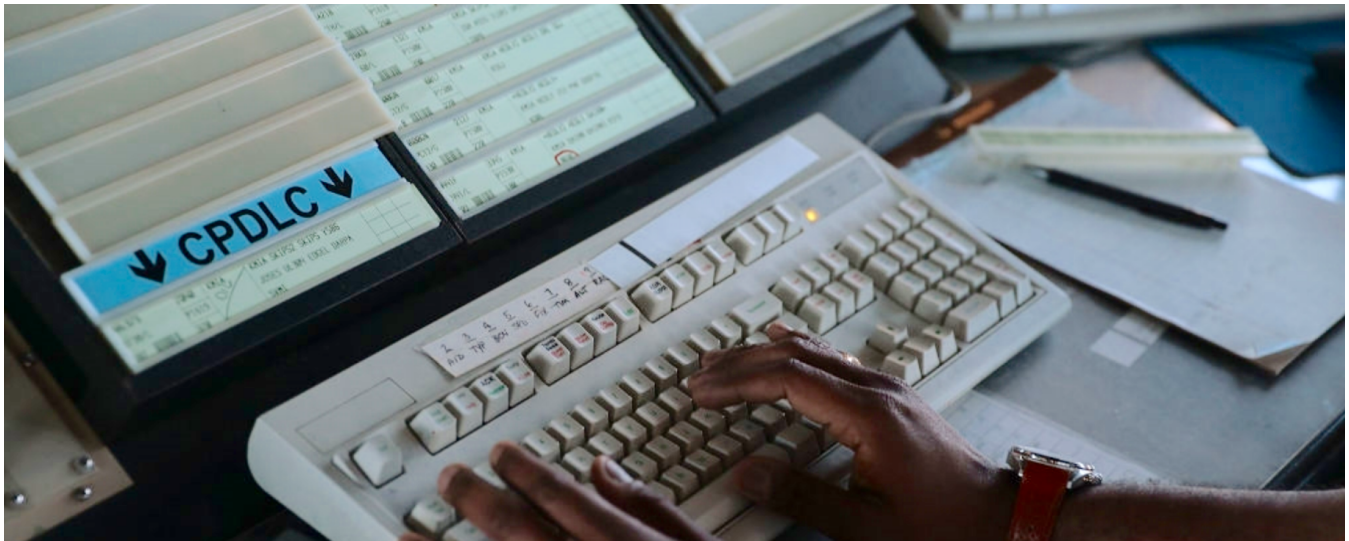
So, late night and early morning arrivals and departures won't be possible.

Standard operations will be practiced outside of these hours, with little to no disruption expected during daytime.

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# Oceanic ATC's tell us their position on Iridium Satcom

David Mumford  
27 October, 2017



Last week **we reported on an equipment issue with Iridium** satcom that prompted a ban by a number of Oceanic ATC agencies. Some aircraft were receiving massively delayed clearances sent by ATC via CPDLC – and one took the instruction and climbed 1000 feet, even though the message was meant for the flight the aircraft operated previously.

Today, we checked-in again with all the oceanic ATC centres, to see what their current policy is on the issue.

**EGGX/Shanwick told FSB that they are aware of the issue**, reviewed it, but have decided not to ban the use of Iridium for either CPDLC or ADS-C just yet. LPPO/Santa Maria have the same position. So, in this airspace, you can use Iridium, for now.

**CZQX/Gander** said they did a safety analysis of it, and decided not to ban it. They have all kinds of conformance alerts in place to prevent any problems from happening – so if aircraft deviate they get notified immediately.

**BIRD/Reykjavik** aren't that concerned about the issue – they use HF most of the time anyway.

**Chile (SCIZ)**

**Japan (RJJJ)**

**Anchorage (PAZA)**

**Oakland (KZAK)**

**New York (KZNY and KZWY)**

All these centres have published Notams instructing crews not to use Iridium for CPDLC **or ADS-C**. Until the fault is fixed, in those regions you'll have to either use HF for ATC comms, or use another SAT provider.

**Auckland (NZZO)** and **Brazil (Atlantico SBAO)** have applied the ban to CPDLC alone. Use ADS-C if you like.

From Iridium themselves, they told FSB: "We've updated their queue management system. Every minute, there is a queue check. If there is any message that is older than 4 minutes, it marks as timed out, and will not be delivered. This update was done at ground level, so it does not require any software updates by the user. We're still waiting on feedback from FAA workgroup on the fix and if it's sufficient to allow use of Iridium for CPDLC and ADS-C."

That's it for now! We'll keep you posted, or, even better – tell us below in the comment section if you hear news.

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## Baghdad FIR still reopening - but wait a little

Declan Selleck  
27 October, 2017

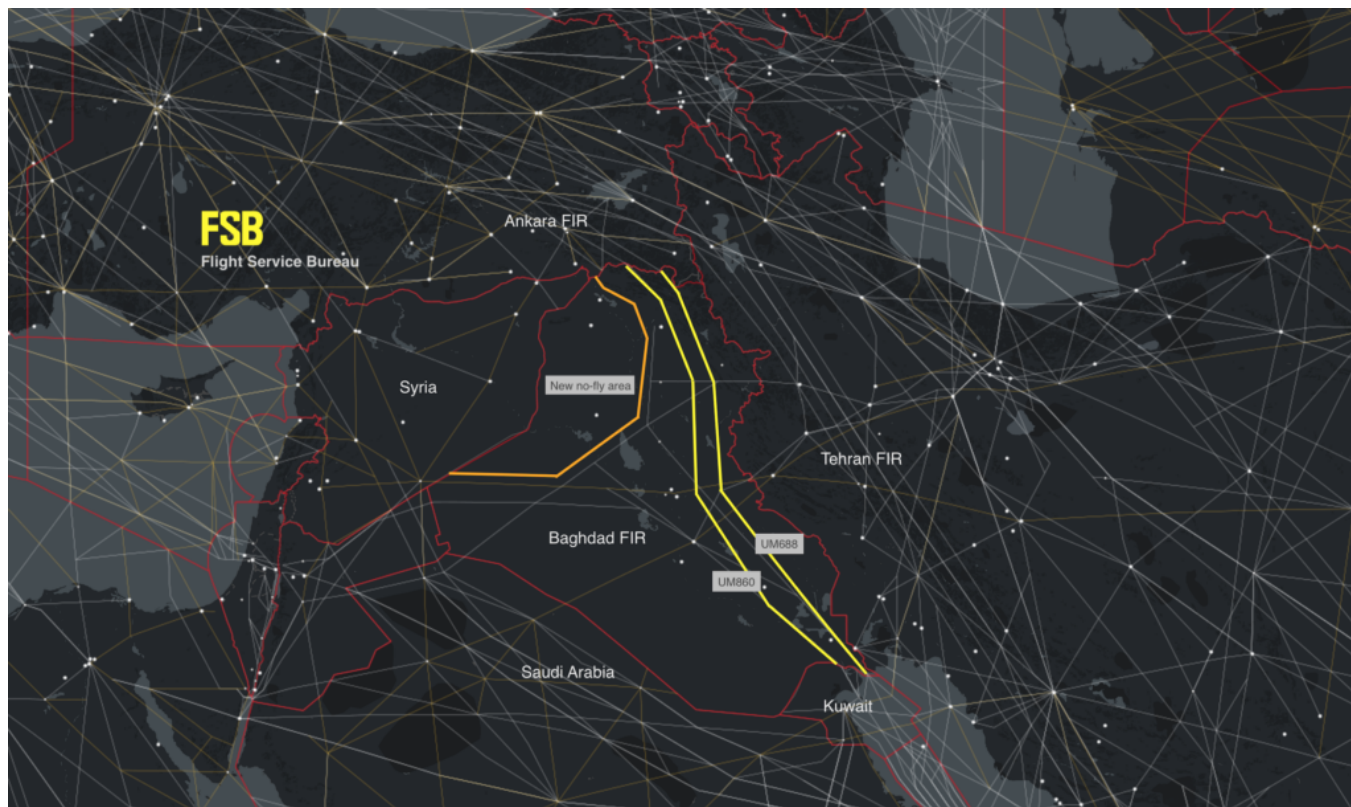


So, last week we told you that **Iraqi Airspace was about to re-open to international overflights**. It still is, though the bit where it was going to happen this week is no longer true.

The FAA were about to hit 'publish' on a Notam this past Monday, which would have enabled US airlines to start overflying Iraq again. The text of this Notam included:

- An amendment to the existing Iraq restriction
- **An authorisation for US airlines and operators to overfly Iraq at or above FL260**

But then, a military operation by Iraqi forces to take control of Kirkuk from the Kurds the same day, created concern as to overflight safety. **Kirkuk sits pretty much underneath the UM860 airway** on the map below.



So for now, do nothing and wait. It seems the situation is de-escalating, and we expect now that the Notam may be issued as early as next week.

Once that happens, we'd expect other countries to follow suit and allow overflights in the same way, meaning that these two airways will become busy again.

Keep an eye out, we'll let you know.

See also:

- 12 October 2017, "Iraq Airspace to re-open for overflights"

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## Iridium fault prompts ban by Oceanic ATC

Declan Selleck  
27 October, 2017



Aircraft Operators using the Iridium Satellite service for ATC comms should be aware of an equipment issue that has prompted a ban by a number of Oceanic ATC agencies in the last few days

Right now, Chile (SCIZ), Japan (RJJJ), Anchorage (PAZA), Oakland (KZAK), New York (KZNY and KZWY) have all told operators **not to use Iridium for CPDLC or ADS-C**. Until the fault is fixed, in those regions you'll have to either use HF for ATC comms, or use another SAT provider. Auckland (NZZO) and Brazil (Atlantico SBAO) have so far only applied the ban to CPDLC alone. Nothing has been published yet by Gander (CZQX), Shanwick (EGGX), Reykjavik (BIRD) or Santa Maria (LPPO) – although we're keeping a close eye on them for any update.

Here's what happened:

On Sep 12th, an Alaskan Airlines flight had a failure of their CMU (Comms Management Unit) that caused the Iridium connection to stop working. An ATC message was sent to the aircraft but not delivered. On the next flight, the CMU power was reset and corrected the issue, and the pending message was delivered. The CMU did not recognise the message as being old, and so it was presented to the Flight Crew as a control instruction. **FSB understands that this aircraft took the climb instruction and executed the level change**, climbing 1000 feet .

Another flight, operated by Hawaiian out of Oakland, had a similar problem. This aircraft had both Iridium and Inmarsat on board, and during the flight switched over to Inmarsat as the provider. An ATC message was routed via Iridium, but didn't reach the aircraft before the switch. Some 23 hours later, on the next flight, Iridium was activated again and again the ATC message presented as a "live" instruction. On this occasion, the crew queried the instruction and did not climb.

The problem in simple terms is that if ATC sends a CPDLC message like "**Climb FL370**", which is obviously only valid for "right now", but another crew gets the message hours later, then you have a very high risk of the new crew accepting that and climbing.

For now, Iridium has a plan to fix the ground side to not allow older SBD messages to be delivered, and they say they are testing it at the moment and expect to release it soon.

OpsGroup members will be updated directly on further news.

Notam copies below:

ANCHORAGE PAZA A0626/17 - USE OF CPDLC AND ADS-C VIA IRIDIUM SATCOM IS PROHIBITED WITHIN THE ANCHORAGE OCEANIC, DOMESTIC AND ARCTIC FLIGHT INFORMATION REGIONS (FIRS). SFC - UNL, 13 OCT 19:40 2017 UNTIL 13 NOV 00:00 2017 ESTIMATED.

CREATED: 13 OCT 19:35 2017

NEW ZEALAND AUCKLAND NZZO B4985/17 - USE OF CPDLC (DATALINK) VIA IRIDIUM SATCOM

IS PROHIBITED WI NZZO FIR. COMMUNICATION WI NZZO FIR IS TO BE VIA HF RDO ON THE APPROPRIATE SP6 FREQ. OPERATORS USING IRIDIUM SATCOM MAY CONTINUE TO USE ADS-C FOR POSITION REPORTING WI NZZO FIR. HF VOICE POSITION REPORTS ARE NOT REQUIRED UNLESS SPECIFICALLY REQUESTED.

08 OCT 21:56 2017 UNTIL 08 JAN 21:00 2018 ESTIMATED.

CREATED: 08 OCT 21:56 2017

OAKLAND KZAK A4306/17 - FOR ACFT EQUIPPED WITH IRIDIUM SATCOM, USE OF CPDLC AND ADS-C VIA IRIDIUM SATCOM IS PROHIBITED WITHIN OAKLAND CENTER OCEANIC AIRSPACE. COMMUNICATION WITH KZAK MUST BE VIA HF FOR IRIDIUM USERS.

13 OCT 19:49 2017 UNTIL 31 DEC 23:59 2017. CREATED: 13 OCT 19:54 2017

NEW YORK KZNY A0334/17 - USE OF CPDLC AND ADS-C VIA IRIDIUM SATCOM IS PROHIBITED WITHIN NEW YORK CENTER OCEANIC AIRSPACE. 13 OCT 19:27 2017 UNTIL 30 DEC 08:00 2017. CREATED: 13 OCT 19:38 2017

NEW YORK KZWY A0502/17 - USE OF CPDLC AND ADS-C VIA IRIDIUM SATCOM IS PROHIBITED WITHIN NEW YORK CENTER OCEANIC AIRSPACE. 13 OCT 19:27 2017 UNTIL 30 DEC 08:00 2017. CREATED: 13 OCT 19:36 2017

BRAZIL ATLANTICO SBAO N0095/17 - FOR ACFT EQUIPPED WITH IRIDIUM SATCOM, USE OF CPDLC IS PROHIBITED WITHIN ATLANTICO CENTER OCEANIC AIRSPACE.

FLIGHT CREWS CAN LOG ON SBAO TO ALLOW THE USE OF ADS-C FOR POSITION REPORTING. COMMUNICATION WITH SBAO MUST BE VIA HF. IF USING ADS-C POSITION REPORTING, HF VOICE POSITION REPORTS ARE NOT REQUIRED

UNLESS SPECIFICALLY REQUESTED. 15 OCT 12:00 2017 UNTIL

13 JAN 12:00 2018. CREATED: 15 OCT 01:22 2017

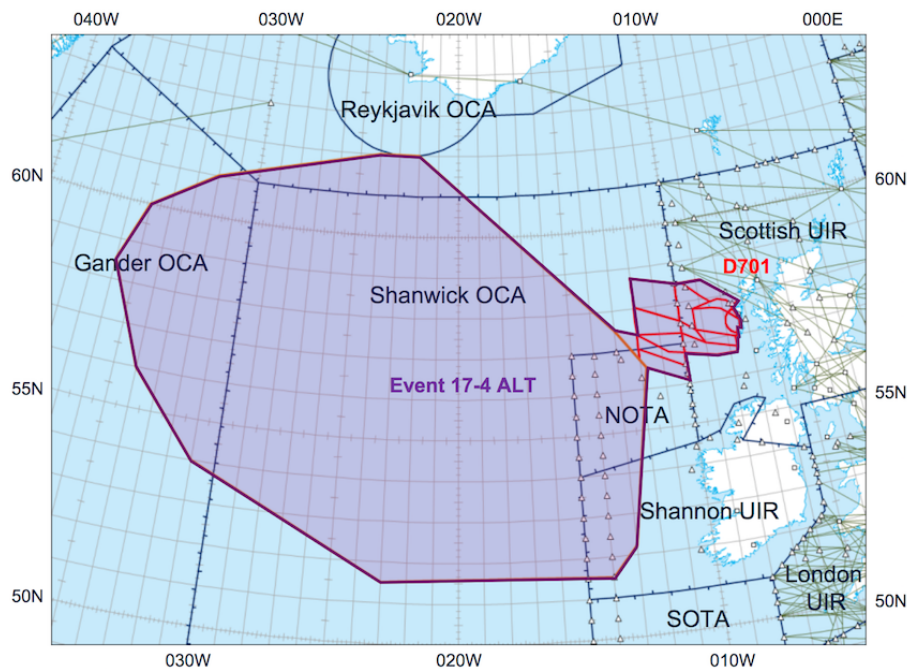
JAPAN FUKUOKA RJJJ J7236/17 - FOR ACFT EQUIPPED WITH IRIDIUM SATCOM, USE OF CPDLC AND ADS-C VIA IRIDIUM SATCOM IS PROHIBITED WITHIN FUKUOKA OCEANIC AIRSPACE. COMMUNICATION WITH RJJJ MUST BE VIA HF FOR IRIDIUM USERS. 16 OCT 10:08 2017 UNTIL UFN. CREATED: 16 OCT 10:09 2017

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## NAT Airspace Closures

David Mumford

27 October, 2017



**Update 18th Oct: No more events are planned at this time. However, we will keep this page updated with the latest news as we get it.**

Sections of NAT airspace are set to close on various different dates in October. This is all due to U.S. and NATO joint military exercise that's going on, called Formidable Shield, which will mean huge chunks of airspace will be closed to civil ops for many hours.

The basics for each event are the same:

- **Airspace closed, SFC-UNL.**
- **Aircraft capable of flying in MNPS airspace will have to keep at least 30nm away from the area, other aircraft will need to keep 60nm away.**

**Event 1 – Happened on 25th Sep.**

**Event 2 – Happened on 7th Oct.**

**Event 4 – Happened on 15th Oct.** (Yes, Event 4 happened before Event 3 – just to confuse us!)

**Event 3 – Happened on 17th Oct.**

# Crew Visa Requirements for India

Declan Selleck  
27 October, 2017



India has new crew visa requirements.

- Visa upon arrival is no longer available.
- It is mandatory for all crew to have visas arranged before arrival to India.

When flying as operating crew you will need an e-Business Visa. Carry a copy with you when disembarking.

Processing time is around 4 to 5 days.

Use the following link to apply.

<https://indianvisaonline.gov.in/evisa/Registration>

Keep in mind e-tourist visa is for pax only.

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## Airspace Changes Coming for the OMAE FIR

Declan Selleck  
27 October, 2017



On October 12th, GCAA announced the changes to the OMAE FIR. They've got it all detailed in the latest AIRAC (AIP link below).

The major change—**all aircraft require RNAV1 with GNSS to operate in the Emirates FIR**, starting December 7th. This is a change from the previous RNAV5. With that, you can expect changes to SIDs, STARs, all ATS routes, holding procedures, communication frequencies, and others. It's a major overhaul to anticipate for the expected increase in traffic.

We've got for you:

- AIC 04/2017
- AIP Link (you can find all the specifics to the changes here)
- UAE ENROUTE CHART

### OMAE/UAE

TRIGGER NOTAM - PERM AIRAC AIP AMDT NR 13/2017 WEF 07 DEC 2017

RNAV 1 WITH GNSS OPS RQMNTS MANDATED

RNAV 1 ROUTES ADDED

STD ROUTINGS AMD

CONDITIONAL ROUTES ADDED

ENR HOLDINGS ADDED

WAYPOINTS ADDED, DELETED AND AMD

OMR-51 LOWER LIMIT AMD

ADDED FREQ FOR EMIRATES FIR.

07 DEC 00:00 2017 UNTIL 21 DEC 23:59 2017.

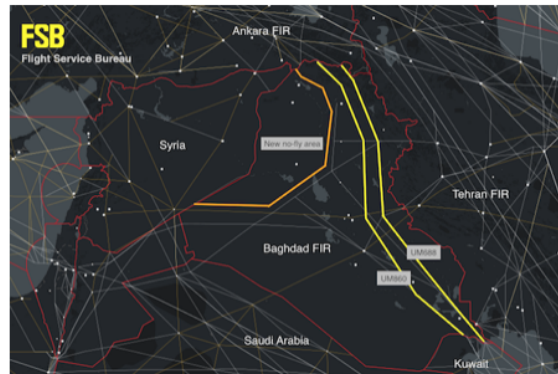
# 12OCT: Iridium Satcom Ban, Iraq airspace reopening - International Ops Bulletin

Cynthia Claros  
27 October, 2017

## International Ops Bulletin



**Iridium Satcom fault leads to ATC ban**



**Iraq Airspace to re-open for overflights**

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** Well, Event 3 of Formidable Shield never happened, and we're onto Event 4 - the Big One, which is set for Oct 15th at present. We're told the likely NAT Tracks structure on Oct 15th will be from 58N down to 54N. Westbound NAT Tracks are usually active from 1130-1900z, so on Oct 15th the forecast core westbound tracks will be going straight through the closed area of airspace. The current plan is to close the tracks at 30W at 1400z, and publish a few north-south tracks in the EGGX/Shanwick and BIRD/Reykjavik FIR's that will go around the closed area of airspace. There may also be Tracks published going south of the area through the SPPO/Santa Maria FIR. OpsGroup members keep an eye on Team comms for updates. Read the article with map.

**ORBB/Baghdad FIR** Overflights of Iraq may be permitted to resume as early as next week, allowing international carriers access again to several previously heavily used routes through the eastern side of the Baghdad FIR. In May of this year, SFAR 77 - banning US operators from operating within Iraqi airspace - lapsed, and was replaced by Notam KICZ 10/2017 - which had much the same wording. However, on October 3rd, Iraq issued a new Notam (A0477/17) - with a new restricted area in the northwest of the FIR, from Surface to FL460. The previous restricted areas 601 and 701 were withdrawn. This re-shuffling of restricted airspace paves the way for two major international air routes to be reopened, UM860 and UM688

- which were realigned in April for this purpose, allowing operators additional route options through the Middle East to Europe and vv. FSB expects an official announcement shortly, and will update operators further. OpsGroup members will be notified directly.

**VIKG/Kishangarh** Haven't heard of this airport? That's because it just opened up this week in India! It's got a 2000 meter runway, and looks to be a great way to get to Marble City or grab your Bani Thani paintings. It has 6 check in counters, and can handle 150 passengers per hour.

**ZBAA/Beijing** Due to the 19th session of the Communist Party in Beijing, Capital International Airport will reportedly be closed to all GA traffic not participating in the event from Oct 12-25

**UUZZ/Moscow** Moscow ATC moved to a new Ops Centre on Oct 10th, you might notice some changes.

**TNCM/St. Maarten** is open again as of Oct 10th. The first flight out was from the national carrier, Winair, to St. Eustatius and the first international flight was operated by Delta, which landed at around 1.50 pm. Still having comms issues, if you're planning on going there anytime soon, the advice is to file your return flight plan from your point of origin. The airport operator tells us by email "ATC is operational and will provide separation and clearances for all aircraft landing into SXM Airport and flying over to neighboring islands. Security measures will be at 100% level for all areas. The terminal building is not yet operational. In the makeshift hall we will have Kiosks to accommodate a variety of concessionaire services such as food and beverage."

**LTZZ/Turkey** suspended issuance of visas to US citizens on Oct 10. However, most operating crew will not be impacted. When listed on Gendec as Operating crew and you have a valid crew ID, you may stay up to 72hrs without visa.

**NTZZ/Tahiti FIR** has no radar services available between Oct 23-28, due to maintenance.

**EGMC/London Southend** A new private jet centre is opening in November, which will be open 24/7 for 364 days a year. The airport has no slot restrictions, and claims to offer faster departure routes outside of London airspace. They will also have competitive rates for landing, handling and parking - for example, to park a BBJ for 24hrs will cost £1000. The airport is under an hour's drive to central London.

**BIZZ/Reykjavik FIR** They're running a volcanic ash exercise over the next few days. You might see some scary notams get published - as long as it's got 'EXERCISE VOLCICE' on it, don't worry.

**EINN/Shannon** Yay! Runway repair work has been completed, and the airport is now operational 24/7 once again. You can get back to filing RALT/EINN like you did in Spring.

**ORZZ/Iraq** The Turkish President is now threatening to close their entire airspace border with Iraq. The Iraqi CAA have already suspended international flights to ORER and ORSU in the Kurdish autonomous region of Iraq, following a controversial referendum on independence there last month.

**TJSJ/San Juan** Jet Aviation's FBO has re-opened in San Juan. They say - "Our FBO has power and water and can be reached by normal access roads. We're providing full service including fuelling, ground handling, and aircraft service and parking on our ramp. We are operating with email [fboservices@pazosfbopr.com](mailto:fboservices@pazosfbopr.com) and cell-phone service (+1 787 399 3260 or +1 787 923 8259) and are taking reservations and service requests from customers. The FBO is operating seven days a week, 5am to 12am. midnight. Flights after midnight will be coordinated on an individual request basis."

**EZZZ/Europe** What's the latest on US operators and using MMEL vs MEL in Europe. The issue was a big one before the summer, but we haven't heard anything of late, and people are asking. Can you help? Tell [team@fsbureau.org](mailto:team@fsbureau.org).

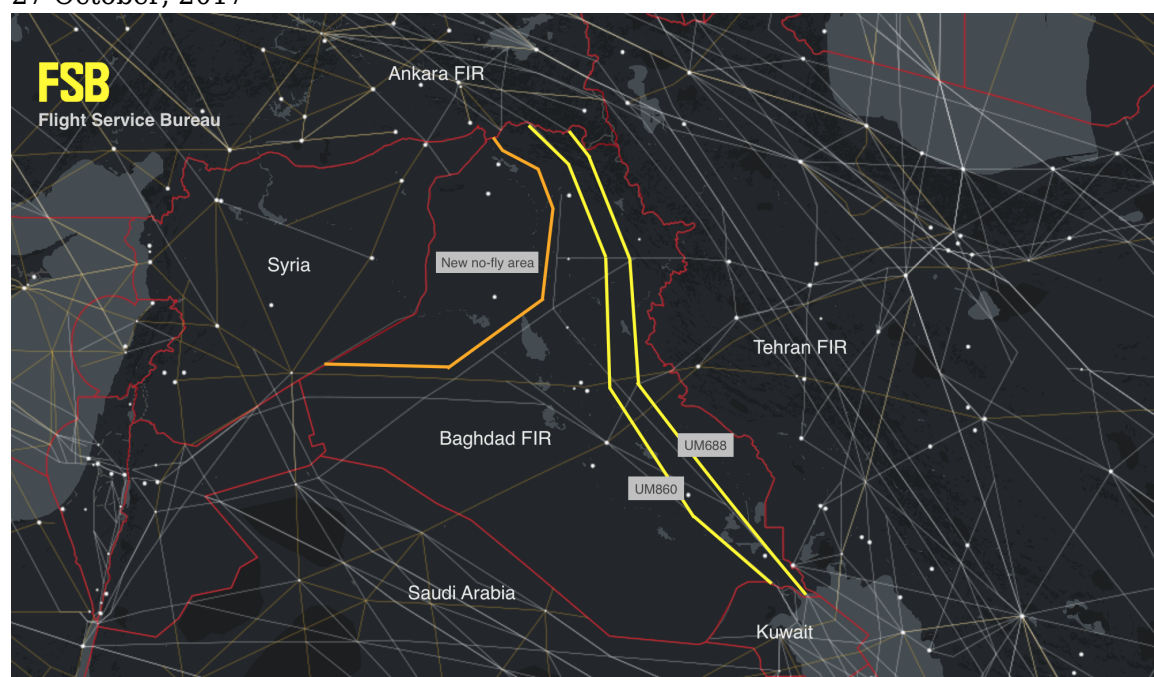
**ENSB/Svalbard** This is now officially a domestic airport - international arrivals are no longer permitted.

However, the ATC tower at the airport say that you can still use ENSB as an emergency divert, as long as they are open (06-14z). Norway CAA say international charter flights may still be allowed “in the interests of tourism”, but it seems this will be the exception rather than the rule. They’ve done this because the airport is apparently “not in line with the standards of an international airport”. So now, if you want to go to Svalbard you will first have to go to one of Norway’s international airports to clear customs, and then continue on to Svalbard as a domestic flight. Interestingly, you can still fly to ENSB direct from Russia, as they have a separate agreement from 1974 regarding the use of the airport – which is unaffected by this new rule. Even more interesting is that when you get to Svalbard, if you decide to leave the main town of Longyearbyen, it is a legal requirement to carry a gun, and to know how to use it – they’re not joking about those polar bears.

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**.

## Iraq Airspace to re-open for overflights

Declan Selleck  
27 October, 2017

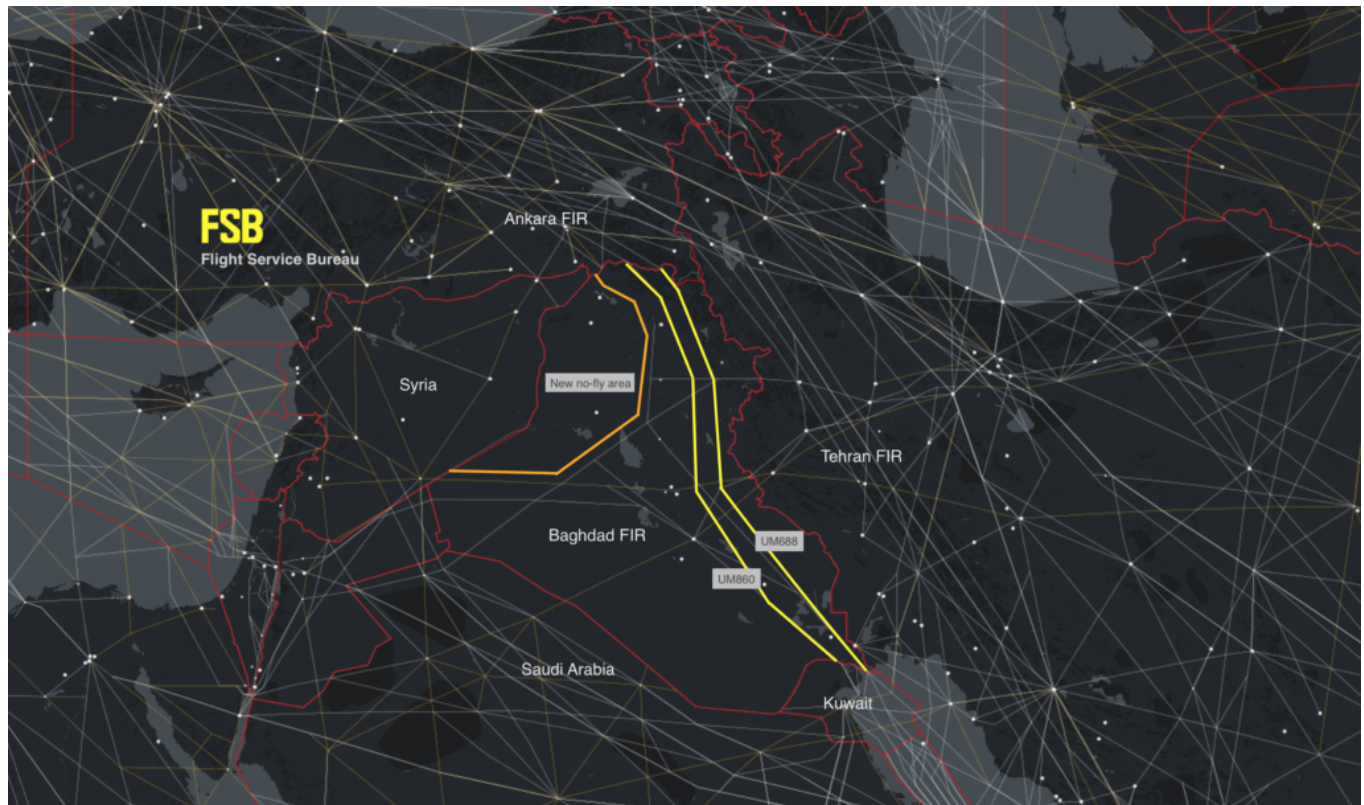


**ORBB/Baghdad FIR** Overflights of Iraq may be permitted to resume as early as next week, allowing international carriers access again to several previously heavily used routes through the eastern side of the Baghdad FIR.

In May of this year, SFAR 77 – banning US operators from operating within Iraqi airspace – lapsed, and was replaced by Notam KICZ 10/2017 – which had much the same wording.

However, on October 3rd, Iraq issued a new Notam (A0477/17) – with a **new restricted area** in the northwest of the FIR, from Surface to FL460. The previous restricted areas 601 and 701 were withdrawn.

This re-shuffling of restricted airspace paves the way for two major international air routes to be reopened, UM860 and UM688 – which were realigned in April for this purpose, allowing operators additional route options through the Middle East to Europe and vv.



**FSB** expects an official announcement shortly, and will update operators further. OpsGroup members will be notified directly.

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## After Hurricane Maria - Airport Status

Jamie Rose McMillen  
27 October, 2017



## **Post Maria Airport and Airspace status:**

Updated October 25, 2017 1800Z

### **Bahamas**

- **MYMM/Mayaguana:** Open and operating
- **MYSM/ San Salvador:** Open and operating

### **Turks & Caicos**

- **MBPV/Providenciales:** Open and operating
- **MBGT/Grand Turk:** Open and operating

### **Dominican Republic**

- **All Airports** Open and operating

### **Puerto Rico**

**TJZS** all aircraft should use caution when operating within the interior or near the Island due to numerous low flying rotary wing aircraft. For additional operation information [click here](#).

- **TJSJ/San Juan:** Open and operating. Airport continues to be under massive strain and Humanitarian flights are still top priority. The VHF frequencies and radar are working but intermittent. CPDLC unavailable. Fuel is available. Operators must make contact with Aerostar or handler for gate allocation. Slots now only required if you're using the contingency ramp there. Call MFOC at 001-850-283-5994 all other flights file FPL normal. Overnight parking is available.
- **TJIG/Isla Grande:** Open and operating from 0600-1900. Customs open 0800-1730.

Frequency 121.7 for advisory. Tower is operational. Overnight parking available.

- **TJBQ/Aguadilla:** Military and Relief flights only. Tower is open and operating. Limited water, electricity, and internet. For services phone contact has been more successful due to internet complications.
- **TJPS/Ponce:** Military and Hurricane relief and Air Carriers with PPR.
- **TJRV/Ceiba:** Military, Hurricane relief, and GA flights only. Sunrise to Sunset only due to airport lighting down. VFR only no ATC or Tower. Fuel available. No heavy equipment available to offload supplies. Military flights are required 48HR PPR contact: 805-326-9041.
- **TJVQ/Vieques:** Open and operating. Sunrise to Sunset only due to airport lighting down. Internet not available.

For more information on operating into Puerto Rico

For Ops reports in Puerto Rico

### **U.S. Virgin Islands**

- **TISX/St.Croix:** Open and operating. A contingency ramp has been established for FEMA/DOD flights they require Slot reservation contact MFOCC at 1-850-282-0236. All aircraft should contact Longhorn Ops on 251.9 or 139.9 (+/-20min) before landing to arrange parking and fueling. Normal ATC procedures. Customs available.
- **TIST/St.Thomas:** Open and operating. Airport hours are 0900-1800 local time. Customs available 0800-1600LT. Equipment available for Cargo offload. Fuel available. Fema permit NOT required. Tower and unicom frequency is 118.8. Limited coverage from SJU Center. ATIS, nav aids, ILS, runway lights - all out of service. For services contact St.Thomas Jet Center customerservice@sttjetcenter.com (email is best as phones are intermittent Contact Roy Romney: 340-690-5076/ or Terri Thomas: 340-626-5270 for immediate questions. Include the following when requesting services:  
Company name  
Tail #  
Make and model of aircraft  
Date of arrival/departure  
Local time ETA/ETD  
Number of crew and pax both in and out  
Method of payment
- TIST have island curfew 1900-0800 still in place

For more information on operating into TIST/STT

### **British Virgin Islands**

- **TUPJ/Beef Island-Tortola:** Open and operating 1130-2100z, but VFR only. Fuel available, limited internet, and electrical power. The perimeter fence was badly damaged by hurricane Irma, so the airport is no longer secured. No overnight parking. Only Property owners, residents and citizens are allowed in the territory at this time. ATS services reduced to 5nm radius of the airport. Flights will need to get PPR here: <http://ppr.bviaaops.com> or via email: [clevons@bviala.com](mailto:clevons@bviala.com) [mfrance@bviala.com](mailto:mfrance@bviala.com) [Csmith@bviala.com](mailto:Csmith@bviala.com) [Lyrubain@bviala.com](mailto:Lyrubain@bviala.com)

Dhamm@bviaa.com

- **TUPA/Anegada:** Airport closed.
- **TUPW/Virgin Gorda:** Airport closed.

### Sint Maartin

- **TNCM/Princess Juliana:** Open and Operating 0700L-Sunset (due to no lighting). Fuel is available. File FLP from point of origin due to com difficulties. Equipment to offload cargo is fine, Menzies in charge of the cargo loader. Main Frequency 118.7. ATC is operational (1100Z-Sunset daily). 3 fire vehicles active at the airport, fire CAT 9. Hotel rooms are difficult to find but handler can help arrange.

For information on TNCM/SXM

### St. Kitts & Nevis

- **TKPK/Basseterre:** Open and operating
- **TKPN/Nevis Island:** Open and operating

### Antigua

- **TAPA/Antigua:** Open and operating.

### Anguilla

- **TQPF/The Valley:** Open and Operating. Open from 1100Z to Sunset only. PPR required. Call sign Anguilla Radio on 118.500 25NM out. Fuel is available, Internet, Water and Electrical in terminal. ATC not available contact: 1-264-476-9642 or 1-264-476-5655. Comms with weather and traffic only. Call Aeronautical station for slot reservations (arrival and departure) 1-264-497-1646 and 1-264-584-5397

### Guadeloupe

- **TFFR/Pointe-a-Pitre:** Open and operating

### Dominica

Serious damage. Homes and trees flattened. Recovery efforts are currently being coordinated from the nearby islands of St Lucia and Antigua.

- **TDPD/Roseau:** Open and operating with limitations. Hours Sunrise – Sunset. Electricity is via standby generator. Water supply is limited and JetA1 fuel is available only. Comms 118.9 standby radio is working and Fire CAT5. Ground handling available on request. Customs, Immigration, and agriculture officers present. Perimeter fence is limited to 60%.
- **TDCF/Canefield:** Open and operating on a limited basis. Largest aircraft that can operate there is a Twin Otter. Only handheld ATC from offsite location, tower was heavily damaged.

Difficult to contact as most communications are still down. Most utilizing Helicopters and St.Lucia is being used as a staging airport.

## Trinidad and Tobago

- **TTCP:** Open and operating normally
- **TTTP:** Open and operating normally

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# Turkey suspends US Visas

Declan Selleck  
27 October, 2017



**Effective immediately Turkey has suspended all Visa services to US citizens.** This includes both physical Visa and E-Visa.

- Any visa granted before 08OCT will stand until expiry of validity date.
- Any visa granted after 08OCT will be revoked.
- No new visa will be granted from now.

However, most operating crew will not be impacted. When listed on Gendec as Operating crew and you have a valid crew ID, you may stay up to 72hrs without visa.

We will update any changes here as and when known.

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# French ATC strike updates

Declan Selleck  
27 October, 2017



**Several ATC unions have called for a national strike, affecting French airports and airspace from Monday evening at 1700UTC (Oct 9) through Wednesday at 0400UTC (Oct 11).**

All FIRs are experiencing high delays.

Impact expected to the FIR's per current (10OCT) information are as follows:

**LFRR/Brest** Experiencing high delays

**LFFF/Paris** All sectors experiencing delays with highest delays in the west. Situation is starting to show signs of improvement.

**LFEE/Reims** All sectors experiencing delays with highest delays in the East and North

**LFBB/Bordeaux** Some high delays and with no ease foreseen

**LFMM/Marseille** High delays all around. Regulations will be in place until a least 2359UTC

The following routes are available:

Tango 9 Global and Tango 213 Global, UM30 and UZ180 are fully available.

T9 is still dealing with alot of delays.

**Airports:**

LFPG/Paris DeGaulle and LFPO/Paris Orly are experiencing delays and there is a 30% capacity reduction in both airports plus at the following airports:

LFOB/Beauvais, LFLL/Lyon, LFML/Marseille, LFMN/Nice, LFBO/Toulouse and LFRS/Nantes  
LFSB/Basel – unconfirmed as of yet but may be used as an alternate  
LFPB /Paris-Le Bourget will not be affected.

Expect high impact. Ops over or to France are best avoided today.

We will continue to post any further information here as soon as received.

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## TNCM/SXM Airport Damage

Cynthia Claros  
27 October, 2017



**Updated: 1415Z / 09October**

Good news–TNCM is set to reopen to commercial flights on October 10th. ATC is 100%, and security is in place for all areas (including the perimeter fence). The terminal is not yet fully operational, so there will be a hall set up with kiosks to support the passengers.

For daily updated status of SXM, please view our main Maria post [here](#). Below are photos sent to us from on the ground at **TNCM/ SXM** after the storm passed.

We've got some progress photos:

**Original Photos:**

Keep an eye here for any updates.

# 05OCT: PR Ops, French Strike, Shanwick Closure

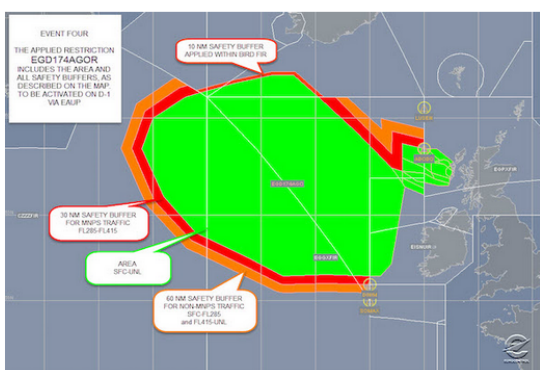
Jamie Rose McMillen

27 October, 2017

## International Ops Bulletin



**Caribbean Update - latest from PR, Virgin Islands, St. Maarten**



**NAT Tracks / Airspace closures update - Thursday**

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**LFZZ/France** Looks like another French ATC strike is on the cards for next week. Several ATC unions have called for a work stoppage, affecting French airports and airspace from Monday evening (Oct 9) through Wednesday (Oct 11). There are no specifics just yet as to impact on FIR's or specific airports, but this follows a previous pattern with French strikes that tends to have a high impact – meaning Ops to or over France are best avoided next Monday evening and Tuesday. DGAC/DNSA will hold a teleconference in French at 1130Z this Friday (on +33 (0) 1 49 94 80 41, no PIN required), followed by a Eurocontrol teleconference in English at 1300Z. We will post any further information here as soon as received. Read the full article.

**MHZZ/Central America** Tropical Storm Nate is currently just off the northern coast of Nicaragua, moving NW at 8 kts with sustained winds of 35 Kts. Forecast to move towards Louisiana over the weekend as a Cat 1 Hurricane. Heavy rain expected across Nicaragua, Costa Rica, Panama, Honduras, Belize and Mexico's Yucatan Peninsular. No airport closures anywhere yet, but keep an eye on the forecast for MMUN/Cancun,

as that's directly in the path of the storm.

**TJZZ/Puerto Rico** We got a ton of useful reports in the last few days from OPSGROUP members that have been to Puerto Rico after Hurricane Maria. OPSGROUP members can login to Aireport for the full reports and latest additions as we get them – just view the latest reports and scroll through to see all.

**GLZZ/Liberia** On Oct 10th presidential and general elections will take place in Liberia causing political rallies and large gatherings to become more frequent during this time, particularly Oct 6th-8th. Expect road blockages and disruption to traffic in the area of Monrovia, and disruptions and delays along the airport road on Oct 7th.

**TJSJ/San Juan** As of Tuesday night, slots are now only required if you're using the contingency ramp at San Juan – for that, call MFOC at 001-850-283-5994 and for all other flights file FPL normally.

**UACC/Astana** is experiencing a fuel shortage. The airport authority has restricted refueling until further notice, operators should tanker though. If tankering isn't possible, you should advise estimated uplift requirements as early as possible, so coordination can begin ASAP.

**LSZZ/Switzerland** In 2018, Switzerland will be launching their own emissions trading scheme, to integrate with the rest of the European ETS. All domestic flights, flights from Switzerland into Europe, will require this ETS. Read the full article.

**VTZZ/Thailand** A travel advisory has been issued to visitors and tourists, regarding the cremation ceremony of late King Bhumibol Adulyadej on Oct 25-29th. The ceremony is expected to draw 250,000 people to Bangkok and 70,000+ security personnel. They are expecting large crowds to disrupt traffic in Bangkok, and warned that some routes may be closed to traffic. The ceremony may affect services on 26 October, which officials have declared a national holiday.

**VISR/Srinagar, India** On Oct 3rd, three Islamist militants launched an attack on a Border Security Force (BSF) compound near Srinagar International Airport (VISR/SXR), located in the state of Jammu and Kashmir. Soldiers killed all three militants in a 10-hour gun battle. One soldier was killed. There were no casualties or damage at the airport, but the facility was closed for more than five hours.

**EDDK/Cologne** Airport is PPR for non-scheduled and GA Traffic until Dec 27th. You can get your PPR 72 hours prior, +49 2203 40 4310 or [flightinfo@cgn.de](mailto:flightinfo@cgn.de).

**EETN/Tallinn** Parking PPR is required from Oct 2-12 if you're going to be on the ground for more than 3 hours. [ad.apron.control@tll.aero](mailto:ad.apron.control@tll.aero). Exempt for scheduled and home based aircraft.

**KLAX/Los Angeles** From Oct 2-3, one of the 4 runways at KLAX will be completely closed for repair – RWY 24R/6L on the north side of the airport. During this time, the parallel RWY 24L/6R will be used for both arrivals and departures. Expect longer taxi times and departure delays throughout October, particularly at peak times.

**LTZZ/Turkey** GPS signal outages continue, expect interruptions to service within the Ankara FIR.

**UTTT/Tashkent** Sounds like there might be a fuel shortage again – until the end of the year, the airport is only available as an alternate for aircraft 'with enough fuel on board for onward flight to their intended destination'. Although the airport is still fully serviceable as an en-route alternate, aircraft that use Tashkent as a destination alternate and end up having to divert here will face 'extremely' long delays for refueling.

**ANYN/Nauru** No HF radio coverage at Nauru until the end of the year. 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.

**URSS/Sochi** On Oct 10-21 Sochi will be hosting this year's World Festival of Youth and Students. 2hr maximum ground time for flights not connected with the event. Expect long delays for fuelling – tanker in if possible.

**LYBE/Belgrade** Oct 8-11: No ad-hoc commercial or GA flights allowed, and you cannot use as an alternate, due to a mysterious “government event” Notam (it's actually just an official state visit by the Turkish President).

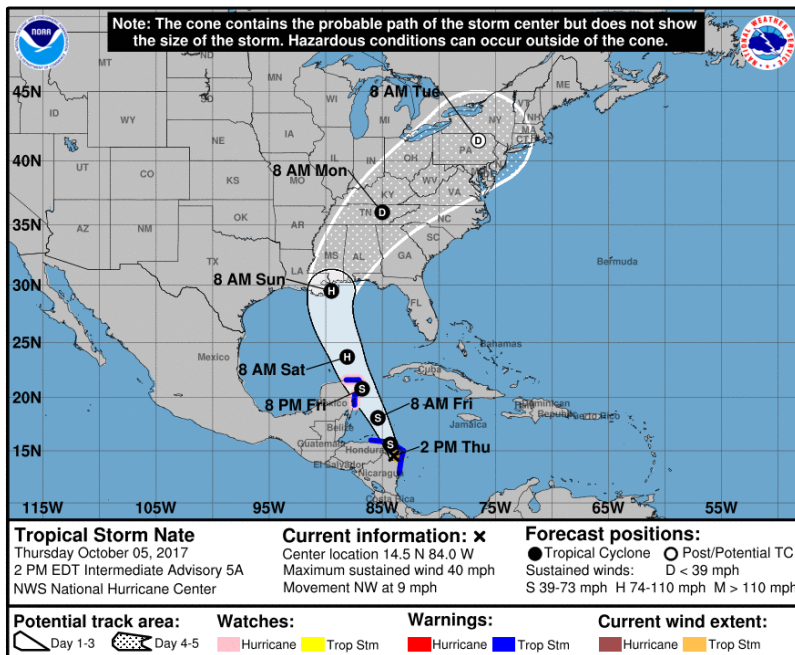
**MKZZ/Jamaica** The airspace has now pretty much returned to normal, but ATC are moving over to a new system after deciding not to repair their radar which was damaged in a lightning strike last month. For now: 40 miles between aircraft on the same route regardless of flight level, and 40 miles between arrivals to MKJP.

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## Tropical Storm Nate headed for U.S. Gulf Coast

David Mumford  
27 October, 2017



Tropical Storm Nate is currently just off the northern coast of Nicaragua, moving NW at 8kts with sustained winds of 35kts.

It's forecast to move on towards Louisiana over the weekend as a Cat 1 Hurricane.

Heavy rain expected across Nicaragua, Costa Rica, Panama, Honduras, Belize and Mexico's Yucatan Peninsular.

No airport closures anywhere yet, but keep an eye on the forecast for MMUN/Cancun, as that's directly in the path of the storm.

## CPDLC for US Airspace: The Implementation Process.

Declan Selleck  
27 October, 2017



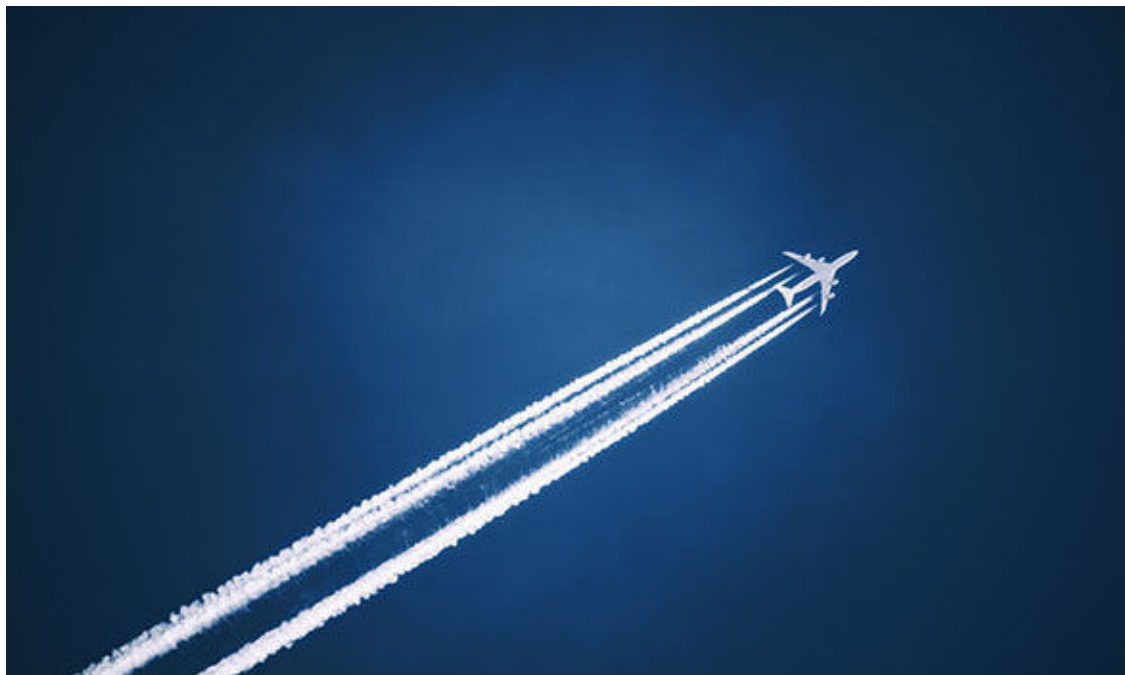
Update **03Oct**: The FAA has released AC\_90-117, which is their updated overview of Data Link Communications.

- The United States ATC system transition to a National Single Data Authority (NSDA) is here.
- The changeover will take place on 22Oct at 0330Z
- A single CPDLC logon ID (KUSA) will be provided for domestic US airspace.
- The initial phase is set up to issue departure clearances only
- En-route CPDLC communications within US airspace will be implemented at a later time.
- More details about the transition process are found here [NSDA - Data Comm Program](#)
- We'll post further information as it becomes available

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## Swiss Emission Changes - 2018

Cynthia Claros  
27 October, 2017



In 2018, Switzerland will be launching their own emissions trading scheme, to integrate with the rest of the European ETS.

All domestic flights, flights from Switzerland and Basel-Mulhouse Airport into Europe, as well as flights between Switzerland and Basel-Mulhouse will apply to the new ETS. A few exceptions:

- Government / Heads of State Flights
- Military, Customs, Police Flights
- VFR Flights
- Training Flights
- Flights operated by aircraft under 5700 kg.
- ...more in attached PDF.

As of 30 September, all aircraft operators were to submit their monitoring plan, and starting January 1st, operators need to record the emissions data based on the same monitoring plan.

All monitoring plans, data reports, and enquires should be sent to:

**Mail:**

Federal Office of the Environment  
Climate Division  
"Civil Aviation Monitoring"  
3003 Bern

**Email:**

climate@bafu.admin.ch

Full AIC from Switzerland: AIC 006 2017A CH ETS

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# Ops Reports - Puerto Rico

Declan Selleck  
27 October, 2017



We got a ton of useful reports in the last few days from **OPSGROUP** members that have been to Puerto Rico after Hurricane Maria. Because they'll be useful to the wider Ops community, we'll share them there.

OPSGROUP members can login to **Aireport** for the full reports and latest additions as we get them – just view the latest reports and scroll through to see all.

Here are the reports:

---

## TJBQ/Aguadilla 29SEP (G550)

### \*FAA\*

- o Prior to departure local POI advised we needed to request the LOA A529
- o Were advised that military is increasing presence and slot system may be set in the next couple of days

### \*Arrival to TJBQ\*

- o Staged in Orlando the night before
- o Crossed the southern end of the MIA FIR at 17,000/squawk 1200 VFR
- o Contacted tower on published frequency with no issue
- o Runway/taxiways had no issues

### \*Western Aviation (WASCO)\*

- o FBO is up and running on generators but have no phones/radios
- o Utilized a contact on the ground with a sat phone to arrange arrival
- o Fueler advised they have approximately 200,000 gallons of Jet A
- o Front desk accepted credit card payments (not sure when they will post)

- o Security guard at the door of FBO to ramp
- o Were able to have truck driver escorted onto ramp to load supplies
- o Some reports of supplies being confiscated but we did not have any issues

**\*Surrounding Areas\***

- o Gas/water/basic commodities are very scarce
- o Power lines are down along the roads/in the roads so be cautious

**\*Departure\***

- o Departed later in the day VFR to 6500'
- o Issued a transponder code by center and our ATC clearance to destination airport
- o Area radar was back up and running but the terminal was not

**TJIG/Isla Grande 28SEP (Falcon 900)**

We didn't get FSDO approval but then again we are Part 91. I couldn't say for 135 folks. The tower was open at Isla Grande today which should definitely improve things. There were still some planes having to go VFR an hour out of San Juan, but we found that filing the FAA recommended routes got us all the way there IFR.

**TJRV/Ceiba 28SEP (Falcon 900)**

We went into TJRV, about 30 miles SE of San Juan over the hills. There are no Jepp charts for it but Foreflight has an airport diagram. It's a long runway with displaced thresholds. Frequency is 122.7. There's a Millionaire there too. We thought it was uncontrolled but a Marine battalion came in and is staying at a hangar that Google has turned into a test facility. The Marines also opened up the old Naval base tower and gave us a clearance to land as we called giving us position reports so that was a bit surprising. Word is it that the military is going to use the airport to relieve stress on San Juan next week and private jets will be welcomed. Notams in the A/FD say to file TJSJ to use this airport but that backfired on us. We filed TJSJ and of course we didn't have a PPR to go in so they held us at Ft. Lauderdale until we filed a new flight plan for TJRV. And that worked just fine. Hope this will help.

**TJSJ/San Juan 28SEP (Falcon 900)**

Getting the PPR for today into the international airport worked great. Very busy at Jet Aviation - but they were pretty efficient at getting us fueled.

**TJBQ/Aguadilla 26SEP (G650)**

Airport tower was operational on published frequencies. Full runway was in good shape. Off load was at FBO depicted on airport diagram near taxi way Charlie. Aircraft had to operate VFR reaching point ELMUC (TJZS FIR boundary) and cross it at 17000' inbound to TJBQ. Cancellation of IFR was with MIA center once below FL180. Aircraft inside the FIR were passing advisory position reports on 123.45 and de-conflicted using standard VFR altitudes from ELMUC. Aircraft was able to reach the airport tower about 40nm out. Departure was VFR from the airport climbing to 16500 to point SAPPO. Once in contact with MIA ON 126.45 the crew was able to activate an IFR flight plan and climb. MIA was very busy with all the traffic requesting clearances inbound to the states but we were eventually able to accommodate. Fuel plan accordingly, in case of a delay in climbing.

**TJIG/Isla Grande 26SEP (MJET)**

We had no delays going into TJIG, where Millionaire is doing a great job with fast service and lots of fuel. Miami Center is using a few fixes: Sappo, Idaho and Elmuc as their transition points between IFR and VFR. You must go VFR (about an hour out) at these fixes and then contact San Juan approach 80 miles north of San Juan using their tower frequency, 119.4. Isla Grande traffic was using the ground frequency of 121.7 for advisories. The taxiway on the northeast side of the field past B4 is only wide enough for Kingairs and smaller so if you have to back taxi on RWY 9, try to exit on the southside or wait past B4."

**TJSJ/San Juan 25SEP (MJET)**

No major issues at TJSJ, but heads-up as there are many VFR operations below FL180. IFR and VFR operations are occurring in close proximity. Ground services appear to be normal. TJSJ tower was very busy this afternoon with arriving IFR and VFR traffic, transitioning shoreline traffic and local helicopters. Be patient and vigilant and all will be well.

**TJSJ/San Juan 25SEP (Falcon 7X)**

To TJSJ expect to be asked to cancel IFR or remain IFR with some holding (our choice) by HARDE. Both options seem to work equally well for operators. San Juan TWR is operational and the airfield is in good condition. Departed VFR, received IFR about 100NM north with NY AIRINC. Fuel was available at Jet Aviation.

**TJIG/Isla Grande 23SEP (CL30)**

Airport is uncontrolled. No lights, and no US Customs. Expect to cancel IFR as soon as inside TJSZ FIR airspace. The TWR freq is unusable as of this morning. CTAF alternative is 121.7 Ground frequency.

---

**Local Contacts:****TJSJ/San Juan:**

Jet Aviation San Juan - (787) 791-7005 / (787) 399-3260 / fboservices@pazosfbopr.com

Airport Aviation Services - (787) 797-8500 / (787) 424-9499 / info@tjsjfbo.com

**TJIG/Isla Grande:**

Million Air - (787) 289-2021 / info.tjig@millionair.com

Signature Flight- (787) 721-1414/ SIG@signatureflight.com

**TJBQ/Aguadilla:**

Copeca Jet Center - (787) 890-1250 / (787) 505-0256 / copeca@copecajetcenter.com

Western Aviation Service - (787) 890-2323 / ops@wascobqn.com

**TJPS/Ponce:**

South Puerto Rico Aero Service - (787) 844-5223 / CustomerService@SPRAeroservice.com

**TJRV/Ceiba:**

Million Air - (787) 289-2021 / info.tjig@millionair.com

**TJVQ/Vieques:**

Million Air - (787) 289-2021 . / info.tjig@millionair.com

**TIST/St.Thomas:**

St. Thomas Jet Center - (877) 894 1810 / customerservice@sttjetcenter.com

Alliance Aviation - (340) 777 4646 / alliance@allianceaviation.net

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## **TIST/St. Thomas airport re-opens**

David Mumford

27 October, 2017



### **St Thomas re-opens to commercial flights today.**

All non-military aircraft need to use St. Thomas Jet Center. To request ops, there's a Notam out saying you should try calling them direct on +1-340-777-9177, but we've heard from our local contacts that might not work. If so, you should send your request via SMS to +1-340-998-7243, but make sure you include complete info about your planned flight:

- Company name
- Tail number
- Make and model of aircraft
- Date of arrival/departure
- Local time ETA/ETD (TIST is GMT-4)
- Number of crew/pax both in and out
- Fuel requirements
- Method of payment

Airport hours are 0900-1800 local time. Only military ops allowed outside these hours.

Tower and unicom frequency is 118.8. Limited coverage from SJU Center.

ATIS, nav aids, ILS, runway lights – all out of service.

No customs at the airport – if you need to clear customs then you can do so through TJIG/Isla Grande.

No internet, no ability to print out anything for flight crews, no rental cars. The only phone service that seems to work is AT&T, and that is patchy at best. SMS messages seem to work much better than phone calls.

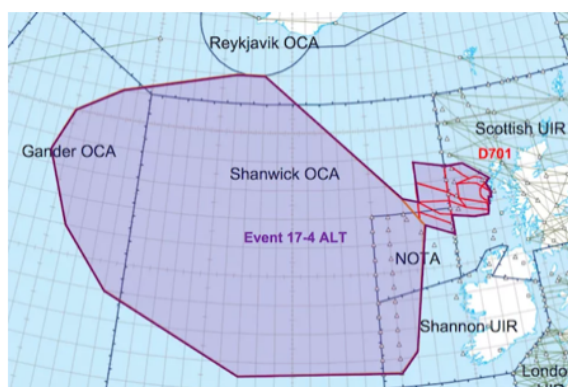
# 28SEP: Hurricane Maria - trail of Airport destruction, NAT airspace closure - International Ops Bulletin

Cynthia Claros  
27 October, 2017

## International Ops Bulletin



**Hurricane Maria - trail of Airport destruction - latest status**



**Huge chunks of NAT airspace closed, Tracks suspended**

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**.

**NZZZ/New Zealand** Ops are slowly returning to normal in New Zealand as the fuel crisis which has affected operators in the region for the last 2 weeks is almost resolved. A pipeline fracture north of Auckland on Sep 16 brought supplies there to nil, meaning operators had to refuel at Wellington, Christchurch and other South Pacific airports instead. Ops through Fiji and Rarotonga were busier than normal with the increase in tech stops restricting supplies there also. Check with your handler for the latest.

**ENSB/Longyear** The Norwegian Ministry of Transport is planning to change the status of ENSB to domestic only effective 01 Oct, meaning that international flights may no longer be accepted. Negotiations ongoing with CAA. Not yet clear whether this will affect use of ENSB as an enroute alternate.

**FHAW/Ascension** is scheduled to be closed for repairs from Oct 21-30 and Nov 2-8.

**LGSA/Chania** has limited fuel supply due to an equipment issue, through Oct 2 at present.

**VHHH/Hong Kong** CAD permit office is closed for a public holiday Oct 2-5. They advise that non-scheduled aircraft will not be processed during this time, so arrange your flight well in advance.

**VICG/Chandigarh** has restricted Ops from Oct 2 due to runway repairs; it will close on Sundays, and only open 5am-4pm local on all other days.

**WADD/Denpasar** Mount Agung, a volcano on the Island of Bali, has been showing signs of impending eruption. Some airlines are taking the precaution of carrying extra contingency fuel into Denpasar. WADD airport is currently functioning as normal, but is anticipating closure if any volcanic activity does occur. If Agung follows its previous eruption pattern there is potential for WARR/Surabaya to be affected.

**KSMO/Santa Monica** From 09 Oct to 30 Dec work to shorten KSMO's only runway from 5000ft to 3500ft will begin. The runway will be closed overnight from 09OCT to 20DEC, and then closed completely for a ten day period from 20-30DEC. The goal is to reduce air and noise pollution by reducing overall traffic.

**LIPH/Treviso** will be closing at 2200 on Oct 3 for runway repairs, reopening 0500 on Oct 19. Most scheduled services will be using LIPZ/Venice instead. If you want to do the same, plan ahead as it's likely to be busy.

**LLLL/Tel Aviv FIR** Everything - Airspace and airports - closing from 1100Z on Sep 29, until 2030Z on Sep30 for Day of Atonement, the holiest day of the year. Only emergency ops will be accommodated.

**SOOO/Cayenne FIR** Industrial action ongoing, contingency plan in place between 1100-2030Z. Essentially it all becomes uncontrolled, unmonitored airspace for the time period specified. No speed or level changes, position reporting required. Specified routes only. They recommend avoiding the airspace if you can, so do we.

**EGPK/Prestwick** Experiencing ongoing staff shortages which will affect services at night. Check before flying. Procedural approaches, airport closures will be in place on and off from now through Oct 30.

**ORZZ/Iraq** Tensions around the Kurdish autonomous region are rising, Iran will not accept aircraft that have departed from ORER and ORSU. The Iraqi govt is demanding to be given control of the airports and the Turkish govt is threatening armed intervention in the region. The Turkish govt is also threatening to close its borders with Iraq.

**VNKT/Kathmandu** Frequent unscheduled closures due to a deteriorating runway surface.

**RKZZ/South Korea** All government offices in South Korea will be closed starting the afternoon of September 29 through October 9 due to a series of holidays that fall together this year. Normal working hours will resume on October 10. May affect your permit applications.

**EINN/Shannon** Night works continue throughout Sep which will be closing the main runway (06/24) - and therefore the airport. Try EICK or EIDW as alternates (but check Dublin's runway too). Notams are regularly update for EINN, check those.

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

**KZZZ/USA** A new travel ban has been announced. Effective Oct 18 citizens of the following countries are restricted from travelling to the USA: Chad, Iran, Libya, North Korea, Somalia, Syria, Venezuela, and Yemen.

**URSS/Sochi** is expecting to be busy in Oct as CIS heads of state are meeting there 08-10 Oct. BA/GA

flights not taking officials to that meeting will be limited to 2hrs on ground. Tanker as much there as you can. Long delays for arrivals and a request to minimise time on the ground by not refuelling there.

**HRZR/Kigali** The airport will be closed daily from 08-13z for runway repairs through the end of October.

**EIDW/Dublin** Runway 10/28 will be closed at night from 2200-0400 through Oct 1.

**LPAZ/Santa Maria** is not providing Metar/TAF information overnight (0000-0600Z) until Oct 10.

**CZZZ/Canada** If you have paid Nav fees to Nav Canada in the previous year, you are likely in for a refund in the form of an account credit. They are also reducing their fees.

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## ORER and ORSU: Closed to International Ops

Declan Selleck  
27 October, 2017



**The Iraqi CAA will ban all international flights to/from ORER/Erbil and ORSU/Sulaimaniyah starting from Friday 29th Sep.**

From then on, those airports will only be open for Iraqi carriers and domestic ops.

Tensions around the Kurdish autonomous region of Iraq are rising following a referendum on independence.

The Iraqi govt has demanded that the KRG (Kurdistan Regional Government) hand over control of its two international airports – ORER and ORSU. Until the KRG comply with this request, the international ban on flights to these airports is set to continue.

At the request of the Iraqi govt, Iran had already closed it's airspace to ORER/ORSU traffic earlier this week, and Turkey was considering implementing the same ban.

The KRG are now deciding whether to give up control of their airports or lose their international flights. Should it be the latter, then from now on anyone attempting to travel to the region will have to transit via Baghdad.

We will update as more information becomes available.