Monday Briefing: Belgium ATC Strike, France Delays

Declan Selleck
25 June, 2014

Possible Belgium ATC Strike 25JUN A decision is expected by 1000Z today on possible Industrial Action in Belgium. If it goes ahead, it will start at 1500Z with sporadic work stoppages rather than a blanket closure.

France Strike: High Delays 25JUN Wednesday will see extensive delays again through French Airspace, with over 300,000 delay minutes already showing in the slot system. Re-route options are published though these will also be subject to CTOT delay. Further below.

LFXX/France The strike is continuing as planned, and although Union negotiation is taking place, there is no indication that it will not continue for the full 6 days originally forecast. For tactical information and re-route suggestions, use the Eurocontrol NOP. A teleconference will take place this afternoon European time at 1100Z. Dial-in number: +32 2 401 54 26. Participant PIN code: 38557308#.

EGCC/Manchester and EGLL/London Heathrow are not available as alternates during the period of the French strike.

NTAA/Tahiti is renewing the runway from mid July to beginning of January 2015 and specific opening hours will apply from this point onwards. Direct arrival in Bora Bora or any other island is possible with an advance notice of 21 days.

TNCA/Aruba will be closed daily until 1100Z until 01JUL.

EINN/Shannon Airport will be closed on the night of 04JUL from 2145-0100Z due to the main runway being used for a charity event. Operators using EINN as a North Atlantic alternate should consider EIDW/Dublin instead during this period.

FMEE/Reunion Island Volcano Piton La Fournaise on Reunion Island has erupted although there is currently no ash plume reported.

DIAP/Abidjan The airports' only runway will be closed 24-29JUN from 0230-0800Z.

DAAA/Algiers Area Control Centre has a new combined telephone and fax number from 24JUN: + 213 23 90 76 10.

FEFF/Bangui, Central African Republic extends Jet A1 unavailability until end of July.

HDAM/Djibouti has their Independence Day on 27JUN. No traffic is permitted to operate overnight, until 1000Z.

HSSJ/Juba has advised that runway maintenance will begin at 1300Z each day 01JUL, closing the main runway.

MZBZ/Belize is taking their SSR radar off the air for the month of July, meaning a procedural only approach control service and likely delays during high traffic periods.

French Polynesia effective 25JUN new phone numbers are in place for Tahiti and all French Polynesia islands. Mobile numbers have an "87" added after the country code, land line numbers have a "40".

Monday Briefing: Iraq Concerns grow, Monsoon Rains in Manila

Declan Selleck
25 June, 2014

Iraq concerns grow 17JUN ORBM/Mosul is closed, but other airports remain open. Heavy fighting near Baghdad this morning gives concern to Ops into ORBI/Baghdad Int'l. Overflights unaffected. Further briefing below.

Monsoon rains affecting Manila FIR 17JUN Daily reroutes are in effect within RPHI/Manila FIR due to heavy monsoon rain and storms. Multiple routes are tactically reroutes on a daily basis.

ORBB/Baghdad FIR. The situation in Iraq is escalating quickly. As of 17JUN, all airports remain open except ORBM/Mosul, but security concerns at all airports are high and ops should be carefully assessed. Reports of an attack on ORBI/Baghdad on 16JUN were deemed false but the risk remains high. Overflights are unaffected so far, though prudence may dictate a reroute away from the trouble areas at lower levels. There are frequency issues in the western part of the Baghdad FIR, 129.1 is operating at reduced range west of position GIBUX. The advice to leave/avoid Iraq remains clear; US Embassy staff were evacuated from Baghdad on 16JUN to Consulates General in Basrah and Erbil and Iraq Support Unit in Amman.

LOVV/Vienna FIR reports several cases of 'radar interference', and the same is also true for a number of other Central European FIRs. Eurocontrol NM has started an investigation.

YPDN/Darwin has a number of F18 flypasts on the afternoon 21JUN, potential for delay.

LLBG/Tel Aviv Update to GA restrictions at Ben Gurion – 0450-0800, 1400-1800, and 2300-0140 local, due to traffic congestion. Parking is not permitted for longer than 03 days.

UGTB/Tbilisi Runway 13R/31L, the airports only runway, will be closed every Wednesday from 0800-1400 and every Friday 1400-1959 02JUL-03OCT.

LFMN/Nice is closed 2000-0400Z from 16JUN-21JUN.

SPIM/Lima From 09JUN-14JUL all flights departing to Brazil will be subject to slot allocation due to the FIFA World Cup.

DRRM/Maradi from 12JUN-12JUL the airport will be closed to all traffic.

Algeria The latest situation with Algeria overflight permits is as follows: During period of Eurocontrol member strikes affecting adjacent FIR's, overflight is permitted with notification only by FPL. Outside these times, Passenger flights require prior approval from the CAA, and this can only be obtained during office hours, starting at 8am. Short-notice permits for emergencies and medical flights can be issued by the ATC centre at Algiers, but routine flights will only be processed during office hours.

Kazakhstan says it plans to drop visa requirements for visitors from 10 countries for a one-year test period. Effective 15JUL citizens of the United States, the Netherlands, the U.K., France, Germany, Italy, Malaysia, the United Arab Emirates, South Korea, and Japan will be able to enter and stay in Kazakhstan without a visa for 15 days. Foreign visitors holding passports from those countries who want to stay longer will be obliged to apply for business or investors' visas.

United States The U.S. Department of Transportation's Federal Aviation Administration has authorized for the first time the use of drone over land with the issuance of a permit to use unmanned aircraft systems (UAS) in mapping oilfield pipelines, equipment and roads in Alaska.

Monday Briefing: Karachi Airport Attack, Italian Strike

Declan Selleck
25 June, 2014

OPKC/Karachi open after attack 09JUN The Taliban attack on Karachi's International Airport will keep OPKC on the 'avoid' list for a long time to come. The airport reopened at 1100Z today but 07R, the closer runway, remains closed.

Italian strike goes ahead for 11JUN 09JUN An ATC strike in Italy is going ahead as planned 1030-1430Z on Wednesday. Overflights and Intercon arrivals not affected. Other international arrivals must land by 1100Z.

OLBA/Beirut, Lebanon ATC strike 0800-1000Z on 10JUN announced on Sunday. Traffic into and out of the main airport suspended, but overflights not affected.

SPxx/Peru Significant airspace restructuring coming to Peru on 24JUL. There will be new airspace configuration and major changes in the TMA's of Lima, Arequipa, Cusco , Pucallpa, Chiclayo, Trujillo and Piura. Check charts are current.

MPZL/Panama FIR A reminder from ATC that Flight Plans must be filed in the new ICAO 2012 format and that the DOF code must be inserted into the plan , flight plans submitted with a DOF exceeding 24 hrs will not be accepted

SLVR/Santa Cruz, Bolivia Arrival and departure slots will be in force from 13JUN-16JUN due to the G77 developing nations summit. An alternate option may be SLCB/Cochabamba, 180nm away.

CZQX/Gander OCA – some feedback from Gander since the NAT changes on 29MAY. Aircraft exiting the NAT westbound at an OEP/Oceanic Exit Point other than the one initially filed, should always route to the landfall point associated with the new clearance. Expect an onward clearance after that landfall point. Also, co-ordinates should be carefully cross checked in the FMS, the shorthand N5450 format can lead to Nav errors.
East Africa – Kenya, Rwanda and Uganda have just introduced the East Africa Tourist Visa, which allows multiple entries among the three countries for a period of 90 days for $100.

United Arab Emirates – 10JUN-12JUN Abu Dhabi is hosting the largest event on the IATA calendar, the biennial Slot Conference, which will attract nearly 1,000 delegates from over 200 airlines as well as representatives of over 60 airports. The conference aims to help airlines and airports worldwide obtain slots towards offering the best possible schedules for their customers.

FASZ/Skukuza (Kruger Park) – Starting 04JUN prior notice for landings must be obtained at least 2 working days in advance. Requests must be submitted in writing and addressed to Skukuza airport management either by fax or email. Penalties for non-authorized landings will be levied.

Monday Briefing: Darwin closed, Ukraine Uncertainty

Declan Selleck
25 June, 2014

YPDN/Darwin closure after Indonesia Eruption 02JUN Darwin Airport closed this weekend due to a large volcanic eruption form Sangean Volcano in Central Indonesia. The plume initially reached FL100 before drifting south. Some flights started operating again Monday.

Ukraine Uncertainty Continues 02JUN Following a further week of unrest in Ukraine, per Eurocontrol the following airports still remain closed: UKCC/Donetsk, UKFF/Simferopol, UKFB/Sevastopol, UKCM/Mariupol.

HEAT/Asyut, Egypt will be closed until at least May 2015 due to renovations.

OIIE/Tehran, Iran In remembrance of the 25th anniversary of the death of Ayatollah Ruhollah Khomeini all air traffic in the Tehran province will cease from 0745 until 1200 local time (0315-0730 UTC) on 4 June 2014. The air traffic suspension will affect eight airports.

HRYR/ Kigali, Rwanda Rwy closed 0000-0430Z until 11Jun due repairs.

Indonesia Sangean Volcano in central Indonesia erupted Friday 30MAY, initial plume to FL100, traffic in Brisbane, Melbourne FIR's also affected. YPDN/Darwin was closed for the weekend and slowly reopening Monday 02JUN. Local airports nearby also closed, 7000 evacuated.

EGNS/Isle of Man Red Arrows Display 03JUN at 1815Z, all movements at EGNS suspended during this time; delays expected.

RCKH/Kaohsiung, China The ATC folks are running a 2 hour tower evacuation drill during the afternoon of 12JUN. Delays are expected.

Libya – Due to ongoing security issues HLLS/Sebha remains closed until 10JUN, and HLLB/Benina closed until 15JUN, earliest.

TNCC/Curcacao will be closed daily from 0300-1100Z 09JUN until 27JUN

UKOV/Odesa FIR A new VHF Volmet is in operation from 01JUN on 126.375, reports available for Odesa and Simferopol FIRs, and Odesa, Kyiv, Chisinau, Bucharest, Constanta, and Istanbul.

VDPP/Phnom Penh Flight checks – delays can be expected for arrivals and departures. JUN 03-08 0200-1000Z.

DTTC/Tunis Flight crews are warned that they may encounter laser beams or other bright lights in flight.

Mexico Effective 25APR there are some significant changes to the Mexico Permit process. 1. No charter operations will be allowed to operate to Mexico as a private non-revenue flight – all flights are treated as charter. 2. Operators can apply for blanket permits to cover the fleet, but these take 3-4 months. 3. Single Trip Permits can be approved within 5 days. 4. These permits allow for the operator to fly to multiple destinations within Mexico, as long as no new passengers are acquired throughout the trip.

Greek Islands A Eurocontrol phone conference with Aircraft Operators was held on 28MAY to discuss the

restrictions this coming summer. You can listen to a playback of the recording here.

Wallis and Futuna Customs and Immigration now require 48 hours PN at NLWW for all international flights.

Russia Not strictly aviation specific but effective 01JUN Russia has banned smoking in all restaurants, cafes, bars, and airports, trains, hotels, and ships.

Special Report: North Atlantic Changes

Declan Selleck
25 June, 2014

North Atlantic Changes

This coming Thursday, 29MAY2014, **Gander Control** will implement a number of changes in their airspace on the Canadian Seaboard that will affect the structure and design of NAT Tracks, and Oceanic Flight Planning with immediate effect.

Removal of the Fish Points

On 29 MAY the following waypoints **will be deleted**: URTAK, BANCS, RONPO, COLOR, NOVEP, VIXUN, LOGSU, KOBEV, CYMON, DENDU, DOTTY, CRONO, HECKK, REDBY, CARPE, STEAM, OYSTR, VALIE, SCROD, and LOACH.

Introduction of Gander Oceanic Transition Area

Because of new ADS-B coverage in the area between Canada and Greenland, the boundary between Domestic and Oceanic airspace is being shifted around 175nm to the east, creating a new Oceanic Transition Area known as GOTA.

New NAT Track design – Eastbound

Currently, NAT Tracks have a anchor point and an Oceanic Entry Point (OEP) – like **VIXUN LOGSU 49N50W.** Starting 29MAY, the Track will be built using only an OEP and a 50W point – in this example **JANJO 49N50W.**

New NAT Track design – Westbound

A westbound NAT Track used to run 50W – Oceanic Exit Point – Landfall, for example**54N50W CARPE REDBY NAR123A**. From 29MAY, there will be a 50W point and a dedicated Oceanic Exit Point, then straight into either FPL route or a NAR. Example, **53N50W RIKAL NAR302D.**

New Oceanic Entry Points

With the removal of the Fish Points, and other long-known waypoints, a completely new list of Oceanic Entry Points (OEP's) has been created by Gander. They start at AVPUT in the far north and run down to SUPRY. On our Planning Chart, they are highlighted in yellow.

Changed Blue Spruce Routes

The southern Blue Spruce Routes (for reduced Nav capability) now run as follows:

- OZN-59N50W-ALTOD-PRAWN-YDP
- OZN-59N50W-CUDDY-PORGY-HO
- OZN-58N50W-HOIST-YYR

More information

- Refer to Nav Canada **AIC 20/14** for the full list, and for complete information about the change.
- Get a copy of our **North Atlantic Planning Chart**

Monday Briefing: Atlantic changes, Thai Coup

Declan Selleck
25 June, 2014

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

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

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

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

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

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

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

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

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

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

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

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

PKMJ/Majuro (Marshall Islands) has no fuel available from 24-28 May.
TRAFFIC RIGHTS, PERMITS, REGULATORY News

Venezuela update. An overflight permit is not required prior to airspace entry, but for any aircraft that has operated in the region in the past, it is essential to check your account status with the CAA (INAC) beforehand. Airspace entry denials for unpaid bills are now commonplace.

Monday Briefing: Kenya concerns, Serbia flooding

Declan Selleck
25 June, 2014

19MAY Operators have cancelled flights to **HKMO/Mombassa** amid increasing terrorist concerns in the north-east of Kenya; some have repatriated tourists mid-stay. The US Embassy is reducing staff numbers.

19MAY **Catastrophic flooding in Serbia and Bosnia** has led into increased aid traffic at LYBE/Belgrade and delays and parking restrictions may apply; the flooding is the worst since records began.

LYBE/Belgrade is seeing increased traffic due to aid activity as a result of flooding in the country. Delays of up to 2 hours for non-scheduled traffic possible.

LSGG/Geneva – anticipate high traffic volume and some delays due to EBACE traffic 20-22MAY. Aircraft static display is open on 22MAY.

SKCG/Cartagena, Colombia has restrictions until 28MAY requiring non-scheduled operators to seek permission at least 24H before arrival (though longer is recommended) SKBQ/Barranquilla is a sensible alternate during this period.

VYYY/Yangon, Myanmar is closed 29MAY 0730-0815Z for a live fire drill.

EGLL/London Heathrow ATC Regulation Trial continues, with a pre-tactical EGLLTC regulation of 52 aircraft per hour in place 0400-0800 daily until 31OCT.

HLLB/Benghazi, Libya closed until further notice due to security situation.

LDPL/Pula, Croatia is closed 23MAY 1600-1800Z due emergency exercise.

LIML/Milan Linate will close overnight for runway repairs between 03JUN-04JUL.

ULLI/St. Petersburg SPIEF International Economic Forum 21-24MAY. Refueling is available only on arrival and crews must be at the airport no less than two hours ahead of their departure time. Slots allocated to allow approx 10 arrivals per hour for the Forum. No overnight parking is available for unconnected flights

during this period.

UKxx/Ukraine FIR's (L'viv, Kyiv and Dnipro FIRs) Several airline reports of loss of GPS signals flying through this airspace.

Brazil has issued airport slots for World Cup 2014 on 15MAY, most are allocated already. An AVANAC domestic operating permit is required for all operators before a slot can be requested. Slot validity is 15 minutes. All pax and most crews will require a visa before arrival during World Cup operations – there is no possibility to obtain on arrival.

European Union The European Commission has adopted a new regulation that requires commercial air transport (CAT) operators from outside the European Union (EU), also known as "third-country operators" (TCOs), to obtain a single EU-wide safety authorization to fly to, from or within the EU. The registration requirement applies to CAT TCOs, who must demonstrate to the European Aviation Safety Agency (EASA) compliance with ICAO standards. CAT operators include all airlines and charter operators. The TCO authorization is a single process for all operators flying to the 28 European Union states, EU overseas territories and the four European Free Trade Association (EFTA) states (Iceland, Liechtenstein, Norway and Switzerland). The authorization will be a prerequisite to operating in these states and territories. A TCO authorization is not required for operators only overflying the EU member states, EU overseas territories and the four EFTA states. All existing operators must reapply for authorization, even if they hold authorization from individual EU member states. The regulation is in effect from 26MAY and EASA recommends approval be gained within 6 months.

Turkey The previously announced Turkish e-Visa scheme, abolishing Visa on Arrival, scheduled to become effective 10APR14, has been postponed until 31DEC14. https://www.evisa.gov.tr/en/ for an e-Visa.

United States The FAA's Flight Standards Service (AFS) has created OpSpec/MSpec/LOA A153, a new and more efficient operations authorization for U.S.-registered aircraft in order to comply with early automatic dependent surveillance – broadcast (ADS-B) directives mandated by a growing number of other countries, primarily in the Asia-Pacific region. The new approval is in the final stages of development and is expected to be available to operators at the end of June 2014.

Belarus A visa-free regime will be in place for the official participants of the 2014 IIHF Ice Hockey World Championship and foreign tourists for the period from 25 April until 31 May 2014. An original or electronic ticket to a game of the 2014 IIHF Ice Hockey World Championship will become the basis for a visa-free entry in the territory of Belarus for tourists.

Monday Briefing: Confusion over Crimea, Kosovo Upper Airspace reopens

Declan Selleck
25 June, 2014

Confusion over Crimea: Special Report Apr 3 : Simferopol ACC re-opened 03APR creating confusion as to who should be providing ATC service in the Crimea region. We have published a Special 6 page International Ops Notice (03/2014) "2014 Airspace and Regulatory Changes in Crimea".

Kosovo Upper Airspace re-opens Apr 3 : After 15 years, the last remaining chunk of European airspace closed to overflying traffic in the Balkans has reopened. The KFOR sector over Kosovo became available on 03APR, with route savings immediately apparent to operators.

Kxxx/USA Operators should be aware of the new FAA ATC phraseologies effective 03APR. The FAA will implement “climb via” phraseology and procedures for departure operations consistent with existing “descend via” phraseology and procedures. “Climb via” and “descend via” are abbreviated ATC clearances that require compliance with the procedure’s lateral path, associated speed restrictions, and altitude restrictions published on the SID or STAR. Some good information at http://www.nbaa.org/ops/cns/pbn/climb-via/

LLOV/Ovda, Israel will be closed to all flights 01MAY-07MAY

DGAA/Accra, Ghana Until 23JUN, The main runway (03/21) is open daily from 0500-2300Z only; no traffic accepted outside these hours.

LFMN/Nice Change in parking procedure; if approval is granted for parking, but operator changes to another, larger aircraft, then the previous approval will be cancelled. Co-ordinate all aircraft changes with Airport Ops.

YPXM/Christmas Island has reopened after the recent Cyclone in the Indian Ocean.

OSDI/Damascus FIR – For those still overflying, Syria has closed airway L513 from BURSA to LEBOR UFN.

HSSM /Malakal, South Sudan is only accessible with permission from the government security services. This is very difficult to obtain and makes the airport effectively shut.

HSWW /Wau, South Sudan is open without any specific additional permission being required.

MGGT/Guatemala City ChevronTexaco, for any fueling on the east and military ramps from 0900-1600 LT, requires a minimum of 24 hours’ notice.

HLLS/Sebha, Libya remains closed until 07APR.

CAA Closures. Myanamar has an extended closure due to public holidays from 12-21APR. The Chinese CAA are celebrating National Tomb-Sweeping Day on 07APR.

UK Charter Permits. Significant changes to the approval process for Landing Permits for the UK will take effect on 06 APR. CAA will take over the responsibility for issuing approvals from the Department for Transport (DFT). Also, previously, a cabotage objection could be raised by a group of UK Charter Operators – this is removed. A fee is likely to be charged by the CAA for permits from this point forward.

Turkey. Effective 10APR2014 Visa on Arrival is no longer available at Turkish Airports. Visitors must apply online through https://www.evisa.gov.tr/en/ for an e-Visa.

Australia. A reminder to all operators who are not ADS-B equipped, of the restrictions when operating into Australian Airspace effective from 15DEC13. If you not ADS-B equipped you must file with CASA, a Form 208 exemption application 14 days in advance of proposed operations into Australian Airspace. Then operations will be confined to the SSR radar coverage area extending from 200 nm north of Cairns down the East coast to 200 nm west of Adelaide. This is commonly referred to as the J curve. If you intend operating into the Brisbane or Melbourne FIRs from the west and north west of Australia, and are not ADB-B equipped you will be required to operate at FL290 or below.

Special Report: Crimea and Simferopol FIR

Declan Selleck
25 June, 2014

Crimea & Simferopol FIR
Following the recent events in Ukraine and Crimea, we received a high volume of requests for information on the airspace and current situation. The information below is a majority extract from our International Ops Notice 03/14 published on 05APR.

SUMMARY

Effective April 2014 a significant number of changes will affect Airports and Airspace in the Crimean Peninsula.

BACKGROUND – What happened?

Following the removal of Ukrainian President Viktor Yanukovych on 21 February, Russia moved to take control of Crimea, an autonomous republic that until now has been part of Ukraine. While the referendum that ceded authority is disputed internationally, Crimea is now under de facto control of Russia, creating a political standoff with Europe and the US that has led to a complicated airspace situation.

AIRSPACE AND AIRPORTS INVOLVED

- **Simferopol FIR** A large and significant FIR covering busy Black Sea routes, with a predominant east/west flow, with ATC service provided from Simferopol Airport.
- **Simferopol Airport** A large airport in the centre of Crimea with International and Domestic Air Service, with TWR/APP
- **Sevastopol Airport** A smaller civil, domestic airport beside the town of Sevastopol in the southwest of Crimea, with TWR.
- **Zavodskoe Airport** Another smaller domestic airport beside Simferopol, with an AFIS Unit.
- **Kerch Airport** Used only by general aviation, currently bankrupt.

Some History – MARCH DEVELOPMENTS

- **13 March** Russian troops took control of the Towers, Airports, and ATC Centre. Simferopol and Sevastopol closed to civil traffic. ATC Service from Simferopol was terminated.
- **14 March** ATC Service for the Simferopol FIR is now provided by other ATC Centres in Ukraine. Odesa took control of the western portion (Sectors 3,4,5) and Dnipropetrovsk the eastern portion (Sectors 1,2)
- **16 March** Referendum held in Crimea, result determines wish to join Russia.

Current Status – CHANGES SINCE RUSSIAN CONTROL OF CRIMEA

- **24 March** Rouble adopted as official currency of Crimea

- **24 March** Russian Passports issued to existing population. Russian Visa required to enter for non-Ukrainians/Crimeans
- **31 March** Clocks move forward 2 hours, Crimea is now on Moscow time
- **03 April** Simferopol ACC re-opens, providing ATC Service in the Simferopol FIR
- **03 April** Permit now required to enter Airspace over Crimea, according to NOTAM from Russia

Simferopol ACC

The Simferopol FIR is normally controlled from an Area Control Centre located at Simferopol Airport. It was closed on 13 March (picture taken same day) when Russia took control of facilities in the peninsula, and service for the FIR was provided using remote radar data by Ukrainian controllers from Odesa and Dnipropetrovsk.

At 10am on 3 April Simferopol ACC was reopened, managed by a new service provider called "Krymaeronavigatsiya". The controllers in the centre are mostly the same controllers that operated Simferopol ACC for the Ukrainian National Authority.

To reactivate control of the airspace from Simferopol, Russia issued several NOTAMs on 28 March which were subsequently disputed by Ukraine and Eurocontrol. This has led to an unsafe situation leading to an ICAO letter and recommendation to avoid the Simferopol FIR until the situation is resolved.

NEW ICAO CODES

URFB Sevastopol Belbek (was UKFB)
URFF Simferopol (was UKFF)
URFV Simferopol FIR/ACC (was URFV)

* *Issued by Russia, not (yet) recognised outside Russia.*

Aircraft Reports

Since the re-opening of Simferopol ACC on 03 APR, Eurocontrol has rejected FPL's containing routings through the Simferopol FIR with the exception of the **L851** airway which runs along the southern part of the FIR.

Traffic operating through the Simferopol FIR on Friday 04APR reported issues with "Joint Authority":

B747 enroute Europe-ME:
"*Instruction from Bucharest ACC to contact Odessa on 134.675*
On initial contact with them, they advised us to comply only to their instructions!
Then Simferopol ACC calls on 121.5 and advised to switch on 120.4.
Also they advised us to comply only to their instructions!
Both performed radio check to see if the aircraft is still on frequencies Both provide instructions (position report), fortunately the same."

CL601 enroute LOWW/Vienna-URKK/Krasnodar
We were passed onto Odessa Radar and checked in with them. We were then told to maintain our altitude and also warned NOT to get in contact with Simferopol as it is not a legal ATC station.
We were also given another frequency in case we lost comms with Odessa.

We were contacted on 121.5, the emergency frequency by Simferopol advising us to contact them on their frequency numerous times. We decided as a crew to stay with Odessa. We were then passed onto Rostov control and continued the flight with no incident.

ANALYSIS

At present, there is effectively a stand off between Russia and Ukraine over recognititon of who is the rightful Authority to manage the airspace over Crimea. Russia has determined that it is Simferopol ACC, and is providing full service for the airspace from the existing ATC Centre. Ukraine, through Eurocontrol, determined that it should continue to provide service from remote sites, and therefore asserts its authority over the airspace.

The result, is that two Authorities are both stating claim over what has become Disputed Airspace, in a very similar situation to that in Northern Cyprus. So, who is right? There is no correct answer. The political situation is complex at present, and it difficult to determine what the future will bring.

Purely on a practical analysis however, it can be said with relative certainty, that Crimea will remain under Russian control, and it is likely to be a matter of time before Russian managed operation of Simferopol ACC is accepted internationally, either on a safety case or a relaxing of political stance.
Until such time, operation within the Simferopol FIR is operationally possible but carries with it the risks associated with Disputed Airspace.

Questions and Answers

What's happening?
Russia has claimed territorial control over Crimea, leading to the reopening of Simferopol ACC after a three week closure, and the same claim over airspace. Ukraine, under a new government, has defied the move, issuing its own NOTAMs to declare Russia's move invalid.

Can we enter the Simferopol FIR?
In short, Yes. The airspace is not closed. However, it's probably not a good idea, if you can avoid it. Two countries have claimed authority over the running of ATC – Russia and Ukraine, and there is no clear winner. For some operators there will be no choice but to enter, so see below for advice.

Can I file a flight plan to enter the Simferopol FIR?
Yes, if you're outside Europe. However, any FPL filed within the IFPS Region (ie. Eurocontrol) will be rejected if it contains a routing through the Simferopol FIR.

What if we decide to enter the airspace? Are there any sanctions or restrictions?
No, there aren't any legal or diplomatic sanctions preventing this, only Flight Planning restrictions from Eurocontrol. On the first day that Simferopol ACC was open, 145 flights were handled through the FIR, primarily non-European operators. If you do enter, we recommend:

- Two VHF sets – one on Simferopol frequency, one on Odesa or Dnipropetrovsk frequency
- Contact and remain in contact with both controllers, as long as possible
- Fly standard levels, do not request a level change
- Monitor TCAS
- Consider any instruction to change level or routing carefully, and coordinate with both ATC's.

Is this is the same situation as Ercan (Cyprus) ?
Kind of. Since 1974 there has been Disputed Airspace over the northern part of Cyprus, and two stations vie for control of the airsapce – Ercan and Nicosia. However, there are a couple of important differences. First, ICAO has declared it's recognition only of Nicosia, this is not the case in Crimea, where ICAO has only

said it's unsafe at present, so avoid. Second, there are clear instructions for crossing that airspace – for Crimea, at present, there are no procedures – again, only an advice to avoid.

Do I need a permit to enter Simferopol FIR?
Not at present, but this could change fast. Officially, Russia has declared the FIR to fall under the same rules as the rest of Russia, which means that a permit should be required to enter the airspace. However, there are two complicating factors.

1. A number of "Non-Sovereign routes" run through the Black Sea that Russia does not require a permit for (as the next sector is Rostov-on-Don airspace), requiring only advance notification to UUUWZDZX. Simferopol FIR would likely follow the same logic, though this has not been published.

URRV FIR (Rostov) Non- Sovereign Routes
GAMAN G277 BANUT
OLENA R230 LAMET A277 BANUT
BANUT A277 LAMET R230 OLENA
BANUT B147 TISOM
SOBLO B143 IDLER

2. The second factor is that the confusion at present is allowing leniency for overflight permits. However, if the situation is resolved with Russia being recognised as the sole controlling Authority, then flights over Crimean landmass will absolutely require a permit to overfly.

What about the Airports in Crimea? Is Simferopol open?
Yes, Simferopol is open to civil traffic, and a permit is required from the Russian Authorities. The process follows the same procedure as in the rest of Russia, with local Crimean approval, and also Federal approval required. Sevastopol is lesser used in any case, but may be available.

Is there any security risk in overflying Crimea?
No. The situation on the ground in Crimea is very stable, and there is no determined risk of any ground-air strikes or anything affecting security of flight.

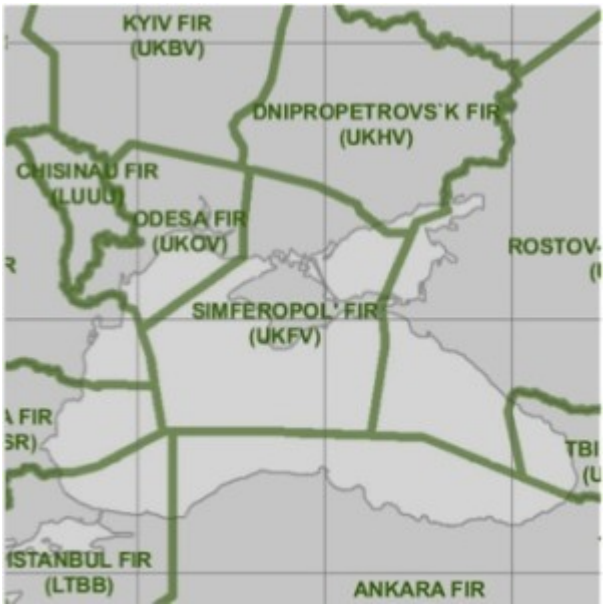
Is there a safety risk in overflying Crimea, or entering the Simferopol FIR?
At the moment, yes. There is a risk level, although relatively minimal, due to the potential for confusion as to the correct controlling authority. The risk is highest near the airspace boundaries with other Ukrainian sectors. There is likely to also be an increased volume of traffic speaking Russian and therefore reducing situational awareness for international crews overflying.

So, is Simferopol an "Illegal" ATC Station?
No. Their authority is questioned by Europe, but they are fully trained, valid controllers, with ICAO recognised licenses. It's worth remembering that although Simferopol is currently declared "illegal" by some adjacent sectors, they are the same controllers that were operating that airspace just three weeks ago, and have done so for decades. If you are in there, you should at least be talking to them, not least because they will have control of conflicting westbound Russian traffic that will not be in contact with other sectors.

What happens westbound from Russia?
If you are entering Simferopol FIR from Rostov-na-Donu FIR, you will be transferred in a normal fashion to Simferopol ACC on the usual (historic) frequencies. Once approaching the boundary with Odessa or Dnipro you should make contact at least 10 minutes in advance.

Is there any co-ordination between Simferopol and Odesa, or Dnipropetrvosk ATC ?
We're uncertain, but we believe flight information is being exchanged in terms of boundary estimates and OLDI interchange. However, verbal communications are not likely cooperative at the moment, given the disputed control of the airspace.

When will this be resolved?
Hard to say, and the question that everyone is asking. The Ukraine NOTAMS are valid until 14APR, but that indicates little. A long term avoidance of the Simferopol FIR is unlikely due to commercial pressure. At a minimum, the airspace south of the landmass, ie. L850 and south, could be expected to be made available in the event of an ongoing standoff.



Monday Briefing: Security in Caracas, Tripoli, UK Permit rules

Declan Selleck
25 June, 2014

Security issues rule out Venezuela, Libya Mar 23: SVMI/Caracas, Venezuela, and HLLT/Tripoli, Libya, should be off your tech stop or charter lists for the foreseeable future. Both airports have been subject to rising security risks over the last months, reaching a climax last week with a bomb attack on RWY 09/27 in Tripoli and increased civil unrest in Caracas.

New rules for UK Permits Mar 23 : Significant changes to the approval process for Landing Permits for the UK will take effect on 06 APR. CAA will take over the responsibility for issuing approvals from the Department for Transport (DFT). Also, previously, a cabotage objection could be raised by a group of UK Charter Operators – this is removed. A fee is likely to be charged by the CAA for permits from this point forward.

SVMI/Caracas, Venezuela Public unrest has raised tensions in the capital to the point where several airlines have suspended service, including Air Canada this past week. Coupled with the security issue is a payment

issue, with the Venezuelan government not releasing ticket payments. SVMI remains open and operational, but not recommended. For tech stops, consider TNCC/Curacao just to the north.

Uxxx/Crimea Region. Following the referendum on 16MAR, Crimea is now officially Russian Territory. This places the Simferopol FIR under Russian Control, but service is still provided by Ukraine. Simferopol Sectors 3,4 and 5 are now controlled by Odesa, and Sectors 1 and 2 are controlled by Dnipropetrvosk. UKFF/Simferopol and UKFB/Sevastopol are closed to civil traffic. No decision has yet been made by the Russian CAA as to whether permits will be required to overfly Crimea. It seems unlikely that there will be any change to the present 'no permit required' situation in the coming weeks at least, though when Simferopol Airport reopens we would anticipate Landing Permits being required through Russia.

VTSP/Phuket – International restrictions due to construction until 31MAR. Slot and PPR require 48HR PN, Landing Permit requests should allow 10 days.

LIxx/Italy ATC Industrial action announced for 30MAR 1030-1430Z. For this and subsequent strikes, ENAC, the Italian provider, will accept a limited number of pre-arranged flights from each AO.

EHAA/Amsterdam FIR Due to Nuclear Summit in the Hague on 24 and 25MAR, most of the FIR is accessible by Prior Permission only, including all flights to EHAM, EHRD, EHEH. Contact nss.ppr@minienm.nl or +31 (0) 577453696.
LLOV/Ovda, Israel will be closed to all flights 01MAY-07MAY

DGAA/Accra, Ghana Until 23JUN, The main runway (03/21) is open daily from 0500-2300Z only; no traffic accepted outside these hours.

YPXM/Christmas Island is closed and unmanned at present due to a Cyclone.

HLLT/Tripoli, Libya was subject to a bomb attack on Friday. The device was placed on the centerline of RWY09/27 overnight and detonated with a timer. Most regular operators cancelled flights immediately, with no set date to resume operations.

OSDI/Damascus FIR – For those still overflying, Syria has closed airway L513 from BURSA to LEBOR UFN.
UK Charter Permits. Significant changes to the approval process for Landing Permits for the UK will take effect on 06 APR. CAA will take over the responsibility for issuing approvals from the Department for Transport (DFT). Also, previously, a cabotage objection could be raised by a group of UK Charter Operators – this is removed. A fee is likely to be charged by the CAA for permits from this point forward.

Turkey. Effective 10APR2014 Visa on Arrival is no longer available at Turkish Airports. Visitors must apply online through https://www.evisa.gov.tr/en/ for an e-Visa.

Australia. A reminder to all operators who are not ADS-B equipped, of the restrictions when operating into Australian Airspace effective from 15DEC13. If you not ADS-B equipped you must file with CASA, a Form 208 exemption application 14 days in advance of proposed operations into Australian Airspace. Then operations will be confined to the SSR radar coverage area extending from 200 nm north of Cairns down the East coast to 200 nm west of Adelaide. This is commonly referred to as the J curve. If you intend operating into the Brisbane or Melbourne FIRs from the west and north west of Australia, and are not ADB-B equipped you will be required to operate at FL290 or below.

URSS/Sochi Starting from 20JAN, including period of XXII Winter Olympic Games and XI Winter Paralympic Games 2014, airlines are obliged to send the passenger manifest with exact Name, Surname, Passport number and series, or other ID, Ticket number, 24 hours prior to departure and no less then 4 hours prior to departure – passenger manifest changes, when operating to Sochi International airport (IATA code-AER). Information should be sent to the following e-mails: Checkin_DIsp@aer.basel.aero, Chief_smena_SAB@aer.basel.aero. See NOTAM A3075, A4018.

Monday Briefing: Simferopol ACC closed, new Kolkatta Oceanic ACC

Declan Selleck
25 June, 2014

Simferopol ACC closed – uncertainty in Crimea Mar 18: On 13MAR ATC service over Crimea ceased to be provided by Simferopol ACC, with responsibility shifted to Odesa and Dnipropetrovsk ACC's. UKFF/Simferopol and UKFB/Sevastopol Airports are closed to civil traffic. It remains to be seen whether the Referendum on 16MAR results in the FIR being controlled by Russia, with ensuing permit requirements.

New Oceanic Area for India Mar 19 : Effective 19MAR a new Oceanic Area Control Centre (OACC) comes into being – Kolkatta Oceanic, partly covering the Kolkata and Chennai FIR's on the eastern side of India over the Bay of Bengal. The callsign will be "Kolkata Oceanic". Further details below …

VECF/Kolkata OACC, India A new OACC/Oceanic Control Centre becomes operational on 19MAR known as the Kolkata Oceanic Control Centre. The area is operational from MSL to FL460, CPDLC is primary comms method, HF backup on 10066/6556/3491. See India NOTAM A0211/14.

Uxxx/Crimea Region. With the current situation in Crimea, there have been several changes this week in the provision of ATC in the region. Simferopol Sectors 3,4 and 5 are now controlled by Odesa, and Sectors 1 and 2 are controlled by Dnipropetrvosk. UKFF/Simferopol and UKFB/Sevastopol are closed to civil traffic. It remains to be seen whether the Referendum on 16MAR will result in the airspace being controlled by Russia, with the possibility that a permit will be required as for the rest of the Russian Federation.

LFxx/France has announced industrial action on the 18MAR. Negotiations will continue over the weekend with SNCTA , and the strike situation will be much clearer on Monday.

SACF/ Cordoba ACC, Argentina Radar issues continue, no radar control provided in the South Sector of the FIR.

OAKN/Kandahar – AIrcraft planning through flights using Military Ramp face fuel restrictions due supply issues. Limit of approx 1200USG per aircraft.

VTSP/Phuket – International restrictions due to construction until 31MAR. Slot and PPR require 48HR PN, Landing Permit requests should allow 10 days.

SBKP/Campinas – Airport will be closed between 0330-0730LT on 13-15MAR and 18-22MAR.

OSDI/Damascus FIR – For those still overflying, Syria has closed airway L513 from BURSA to LEBOR UFN.

Turkey. Effective 10APR2014 Visa on Arrival is no longer available at Turkish Airports. Visitors must apply online through https://www.evisa.gov.tr/en/ for an e-Visa.

UK Charter Permits. Significant changes to the approval process for Landing Permits for the UK will take effect on 06 APR. CAA will take over the responsibility for issuing approvals from the Department for Transport (DFT). Also, previously, a cabotage objection could be raised by a group of UK Charter Operators – this is removed. A fee is likely to be charged by the CAA for permits from this point forward.

Australia. A reminder to all operators who are not ADS-B equipped, of the restrictions when operating into Australian Airspace effective from 15DEC13. If you not ADS-B equipped you must file with CASA, a Form

208 exemption application 14 days in advance of proposed operations into Australian Airspace. Then operations will be confined to the SSR radar coverage area extending from 200 nm north of Cairns down the East coast to 200 nm west of Adelaide. This is commonly referred to as the J curve. If you intend operating into the Brisbane or Melbourne FIRs from the west and north west of Australia, and are not ADB-B equipped you will be required to operate at FL290 or below.

URSS/Sochi Starting from 20JAN, including period of XXII Winter Olympic Games and XI Winter Paralympic Games 2014, airlines are obliged to send the passenger manifest with exact Name, Surname, Passport number and series, or other ID, Ticket number, 24 hours prior to departure and no less then 4 hours prior to departure – passenger manifest changes, when operating to Sochi International airport (IATA code-AER). Information should be sent to the following e-mails: Checkin_DIsp@aer.basel.aero, Chief_smena_SAB@aer.basel.aero. See NOTAM A3075, A4018.

Monday Briefing: ATC Strikes, Australia ADS-B requirements

Declan Selleck
25 June, 2014

Wednesday and Thursday – ATC Strikes Jan 28: Full details of ATC strike action across Europe are now clear and the impact is widespread. Countries affected are France, Italy, Greece, Austria, Slovakia, Czech, Hungary, Malta, Cyprus and Portugal. Both 29JAN and 30JAN have a variety of airspace closures and restrictions; read details below.

Australia ADS-B requirements Jan 28 : All operators who are not ADS-B equipped, have restrictions when operating into Australian Airspace effective since 15DEC13. Operations will be confined to the SSR radar coverage area extending from 200 nm north of Cairns down the East coast to 200 nm west of Adelaide. Non compliant operators must fly at FL290 or below. See Permits and Regulatory news below for further information.

URSS/Sochi has a new Volmet in action from 23JAN on HF 12870 and 13310, with reports for Sochi, Rostov, Krasnodar, Anapa, M Vody and Stavropol.

AGGH/Honiara, Solomon Islands Airport is closed until further notice due B737 landing accident. No injuries but aircraft clearing will take some time. As of last report, airport personnel were in the process of clearing the aircraft and the 13 tons of cargo it was carrying off the runway into a nearby hangar, at which point operations at the airport will resume.

Kxxx/Washington Area A temporary flight restriction (TFR), outlined in FDC Notam 4/2985, will be in place on 28JAN 2000-2300 local for aircraft flying into or out of the Washington, D.C. area. Issued as part of security measures for U.S. President Barack Obama’s State of the Union address, defines the affected area as the boundaries of the current D.C. flight restricted Zone (FRZ) and will prohibit general aviation operations at Washington Reagan National Airport (DCA), Washington Executive/Hyde Field (W32), Potomac Airfield (VKX) and College Park Airport (CGS).

Europe ATC Strikes: ATC and Transport Unions Multiple Strike Action for 29JAN and 30JAN. On 29JAN Portugal 0700-0900Z and 1400-1600Z; No arrivals/departures and restricted overflights. Malta 0500-1700Z. Italy 1200-1600Z, Bulgaria 0500-1500Z, Cyprus 1300-1700Z. 30JAN France – entire day from 1800Z day before to 0500Z day after, Czech Rep 0600-1800Z, Austria, Slovakia and Hungary 0800-1000Z.

Enroute ACC's affected are generally operating during these periods with strictly limited traffic levels managed by slots. Greece 0700-100Z and Italy 1400-1415Z. Inbound Intercontinental flights will be accepted into Italy regardless of strike action. Germany cancelled all action, and Spain is not participating. For a full briefing and more up to date info refer to Eurocontrol NOP.

HEMM/Mersa Matruh, Egypt will close for 5 months from 10FEB for runway reconstruction.

HTxx/Tanzania ICAO codes – update to last weeks news, thanks to Doug at Emirates for this info. HTDA will in fact remain valid for Dar Es Salaam. Zanzibar has changed as planned to HTAK.

OIBK/Kish Island, Iran has fuel restrictions in place due to shortage until 10FEB. Maximum 800USG per aircraft allowed.

NFFF/Tontouta New Caledonia reporting ATC strike action from 27JAN-31JAN. Not clear if this is related to European action.

HRYR/Kigali, Rwanda is closed 0000-0500Z until 02FEB due runway maintenance.

MROC/San Jose Runway will be closed from 0900-1000 on 06FEB.

EPWW/Warsaw ACC Significant restrictions in place for the next few months due to new system. Overall Enroute capacity down to 25%.

UTAx/Turkmenistan ACC New requirement to contact Turkmenistan ATC minimum 150km (75nm) from the FIR boundary for all flights entering Ashgabat, Turkmenbashi, Turkmenabat ACC Airspace.

HKNA/Nairobi ACC Upgrading Area Control VHF service, with many frequencies out of service including 121.3, 125.3 and 118.5 – operators advised to use HF instead until 30JAN.

Hong Kong CAA closed 31JAN-03FEB for New Year Celebrations, request permits early, also for period after closure. Chinese regulatory offices will be closed from 31JAN until 06FEB.

Russia New requirements for API and PNR data for Airlines operating both scheduled and non-scheduled flights in effect 01DEC. API data should be transmitted 15 mins prior departure to SITA MOWRU8X. NOTAM A2345/13 and AIC 04/13.

Monday Briefing: Europe ATC Strikes

Declan Selleck
25 June, 2014

Europe ATC Strikes Jan 20: Two separate unions have called for strikes on 29JAN and 30JAN. ATCEUC has called for strike action in response to dissatisfaction with new Performance Requirements for ATCO's, with an action day on 29JAN. The ETF (European Transport Federation) has called for a strike on 30JAN. Many countries are affected, see below for details.

Italy 29th Jan: Union CILA/AV called strike from 1200-1600 UTC. 30th Jan: Unions FILT-CGIL/FIT-CISL/UILT-UIL called strike from 1400-1415 UTC. Very low impact. France The main ATCOs Union (SNCTA) has planned a 5 days strike from 27th Jan (1700 UTC) until 31st Jan (0500 UTC). Negotiations with the French authorities are ongoing. Regardless of the outcome of negotiations, DSNA expects that ETF strike on the 30th is (likely) heavily followed. Germany ATCOs Union are also planning to participate to the action on the

30th for a short period. Portugal Portuguese ATCO Union (SINCTA) called for a strike on 29th January between 0700-0900 and 1400-1600 UTC. Slovakia ATCO Union has announced participation to the strike on 30th January for 2 hours, anytime between 1000-1400 UTC. Hungary Two hour strike on the 30th between 0800-1600 UTC is planned.

HKNA/Nairobi ACC Upgrading Area Control VHF service, with many frequencies out of service including 121.3, 125.3 and 118.5 – operators advised to use HF instead until 30JAN.

LSxx/Switzerland World Economic Forum in Davos 20JAN-26JAN. Various Airspace restrictions, route closures, and restrictions; see Swiss AIP Sup 01/14.

MROC/San Jose Runway will be closed from 0900-1000 on 06FEB.

EPWW/Warsaw ACC Significant restrictions in place for the next few months due to new system. Overall Enroute capacity reduction of 35% continues.

HTxx/Tanzania Two ICAO Code changes: Dar Es Salaam, previously HTDA – ICAO has changed to HTJN. Zanzibar, previously HTZA – ICAO has changed to HTAK.

UTAx/Turkmenistan ACC New requirement to contact Turkmenistan ATC minimum 150km (75nm) from the FIR boundary for all flights entering Ashgabat, Turkmenbashi, Turkmenabat ACC Airspace.

HLLL/Tripoli FIR All international traffic transiting through the HLLLFIR is still subject to operations on a set of mandatory northbound / southbound routes as per NOTAM A0860/13 which is applicable until the end of February 2014. Operators are advised to apply the IATA In Flight Broadcast Procedure while in the HLLL FIR. A new international airport, HLGD/Sirte is now available for International Flights H24.

China Due to the Chinese New Year Celebrations, all regulatory offices will be closed from 31JAN until 06FEB. During this time, permits and air traffic rights requirements will not be processed. Ensure that applications for this period, or the week after, are submitted well in advance.

URSS/Sochi Starting from 20JAN, including period of XXII Winter Olympic Games and XI Winter Paralympic Games 2014, airlines are obliged to send the passenger manifest with exact Name, Surname, Passport number and series, or other ID, Ticket number, 24 hours prior to departure and no less then 4 hours prior to departure – passenger manifest changes, when operating to Sochi International airport (IATA code-AER). Information should be sent to the following e-mails: Checkin_DIsp@aer.basel.aero, Chief_smena_SAB@aer.basel.aero. See NOTAM A3075, A4018.

LFMN/Nice Changes to procedures for crew members. Previously crew members could enter and leave Nice without passport control; systematic controls will now take place when arriving and departing LFMN (from/to NON Schengen countries). Passport controls for passengers entering and departing LFMN will remain as always (from/to NON Schengen countries). A complete manifest for passengers will now be required for all departures to Schengen countries to be filed by the Immigration Authorities.

Bolivia The permitting process for Bolivia is becoming stricter, with delays in issuing permits more common than before. Both landing and overflight permits are required for operations to or overflying Bolivia for private non-revenue and charter (non-scheduled commercial) operations. Permits are processed by Bolivia’s Direccion General de Aeronautica Civil (DGAC) during normal operating hours: Monday-Friday, 0830-1630 local. **Documentation requirements are the same for private non-revenue and charter flights**.

India Crews operating Ferry Flights and General Aviation crews can once again secure visas or TLP’s (Temporary Landing Permits) on arrival into Indian airports. In addition, Indian missions and posts abroad have been authorized to grant business visas to crew of private non-revenue and charter flights within three days of the visa application. These visas will be endorsed on their national passport and not on the

crew member certificate. These visa processing times also do not apply to crew who are nationals of a PRC country. Visas for these crew members could take as many as 30 days.

Russia New requirements for API and PNR data for Airlines operating both scheduled and non-scheduled flights in effect 01DEC. API data should be transmitted 15 mins prior departure to SITA MOWRU8X. NOTAM A2345/13 and AIC 04/13.

Overflight Permit News: Bolivia

Declan Selleck
25 June, 2014

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Overflight permits for Bolivia can now be obtained online.

Monday Briefing: Georgia joins IFPS, new Mexico APIS requirements

Declan Selleck
25 June, 2014

Georgia joins IFPS Jan 13: Effective 09JAN, Georgia is now part of the Eurocontrol IFPS. Flight plans within the Tbilisi FIR are now managed by Network Management in Brussels/Paris. This means flights plans should be filed in the same way as other European Countries, and ATC slots will be managed from Brussels.

New Mexico APIS requirements Jan 13 : Effective this month, Mexico has a new set of Advance Passenger Information (API) requirements, published by the Mexican Government's National Institute of Immigration (INM) and applying to all commercial, non-scheduled commercial (charter), and private non-revenue operations. For flights over 1 hour API data must be sent within 30 minutes, for shorter flights immediately.

EDDL/Dusseldorf No arrivals Monday 13JAN 1000-1120 due to Bomb Disposal operation, delays expected until later in the afternoon.

LIxx/Italy ENAV Unions in have notified Industrial Action as follows: 30/01/2014, 1400-1415 UTC All ENAV personnel at LI ACCs and airports, 10/02/2014, 0900-1700 UTC ENAV personnel in LICJ TWR, 21/02/2014, 1200-1600 UTC All ENAV personnel at LI ACCs and airports

HSSS/Khartoum has a new area radar service from 05JAN in the northeast portion of the FIR.

NFFF/Nadi FIR, Fiji ADS-B In Trail procedure trial underway effective 09JAN, reducing separation to 15NM in Oceanic Airspace for suitable aircraft.

HSxx/South Sudan Due to the clashes in the Republic of South Sudan, HSSM/Malkal Airport, and HSWW/Wau Airport, are anounced closed, not serviceable, till further notice

EPWW/Warsaw ACC Significant restrictions in place for the next few months due to new system. Overall Enroute capacity reduction of 35%. Restrictions affect traffic departing from U… with destinations LI** LE** LO** EG**, LFP* and EHAM until 15 January.

Afghanistan PPR is Mandatory for all flights to Bagram (OAIX), Jalalabad (OAJL), Kabul (OAKB), Kandahar (OAKN) and Tereen (OATN). For operations to more than one airfield, a separate PPR request form must be submitted for each one

Bolivia The permitting process for Bolivia is becoming stricter, with delays in issuing permits more common than before. Both landing and overflight permits are required for operations to or overflying Bolivia for private non-revenue and charter (non-scheduled commercial) operations. Permits are processed by Bolivia's Direccion General de Aeronautica Civil (DGAC) during normal operating hours: Monday-Friday, 0830-1630 local. **Documentation requirements are the same for private non-revenue and charter flights.**

Mexico Effective January 1st, Mexico has a new set of Advance Passenger Information (API) requirements, published by the Mexican Government's National Institute of Immigration (INM) and applying to all commercial, non-scheduled commercial (charter), and private non-revenue operations. For flights over 1 hour API data must be sent within 30 minutes, for shorter flights immediately.

India Crews operating **Ferry Flights** and General Aviation crews can once again secure visas or TLP's (Temporary Landing Permits) on arrival into Indian airports. In addition, Indian missions and posts abroad have been authorized to grant business visas to crew of private non-revenue and charter flights within three days of the visa application. These visas will be endorsed on their national passport and not on the crew member certificate. These visa processing times also do not apply to crew who are nationals of a PRC country. Visas for these crew members could take as many as 30 days.

Russia New requirements for API and PNR data for Airlines operating both scheduled and non-scheduled flights in effect 01DEC. API data should be transmitted 15 mins prior departure to SITA MOWRU8X. NOTAM A2345/13 and AIC 04/13.

Monday Briefing: China ADIZ Flight Planning Rules, Warsaw FIR reroutes

Declan Selleck
25 June, 2014

China ADIZ FPL Rules Dec 4: Last weeks introduction of a new Air Defense Identification Zone (ADIZ) in the East China Sea requests operators to send FPL data to Beijing. There is no new requirement for overflight permits or prior permission. Advice being given to operators is to copy the ATC plan to the two AFTN addresses listed. Read more below …

Poland FIR reroutes Dec 3: With the introduction of a new ATC System in Poland, significant restrictions exist in the Warsaw FIR and will continue into the new year. To reduce complexity, traffic originating in Russia is rerouted around Poland, the ACC is at 65% capacity and TMA at 75%.

LSGG/Geneva Transition to new stripless ATC system will be complete 11DEC. Approach running at 80% capacity until 10DEC.

EPWW/Warsaw ACC Significant restrictions in place for the next few months due to new system. Overall Enroute capacity reduction of 35%. Restrictions affect traffic departing from U… with destinations LI** LE** LO** EG**, LFP* and EHAM from 26 November until 15 January.

Afghanistan PPR is Mandatory for all flights to Bagram (OAIX), Jalalabad (OAJL), Kabul (OAKB), Kandahar (OAKN) and Tereen (OATN). For operations to more than one airfield, a separate PPR request form must be submitted for each one.

NAT/North Atlantic The FAA will publish a NOTAM on 12DEC detailing plans for the rollout of Phase 2 of the North Atlantic datalink mandate. Implementation will begin with Phase 2a on 05FEB2015, at which time flights within the North Atlantic Tracks (NAT) between FL350 and FL390 must be equipped with Fans 1/A controller-pilot datalink communications (CPDLC) and ADS-C systems. The program expands to these altitudes in the entire ICAO NAT region on Dec. 7, 2017, and to all flights in this region above FL290 on Jan. 30, 2020.

Philippines Due to ongoing relief efforts, fuel supply at the following locations is limited: RPMB/General Santos, RPMD/Davao, RPVI/Iloilo, and RPVK/Kalibo. There are also intermittent shortages at RPLL/Manila.

YMML/Melbourne is introducing Ground Delay Program capability as an ATFM measure. Currently exists at Sydney, Brisbane, and Perth. Operators will be issued a COBT slot time and must adhere. Slots are available from the Australian National Operations Centre (NOC).

South America Chile and Peru have introduced Oceanic Procedures for flights operating within their Antofagasta and Lima Oceanic FIRs, particularly on routes Lima-Santiago and vv. Refer AIC 5/13.

LTAI/Antalya Technical Stops are now accepted during the Winter Period. Previously, AYT did not accept any technical stops due to slot demand.

Russia New requirements for API and PNR data for Airlines operating both scheduled and non-scheduled flights in effect 01DEC. API data should be transmitted 15 mins prior departure to SITA MOWRU8X. NOTAM A2345/13 and AIC 04/13.

Central America. Many operators overlook payment of Navigation invoices in Central America, overdue payment of which is not discovered **until a permit is applied for**. COCESNA, the agency managing ATC in the region, has reminded operators that flights will not be allowed with overdue balances. The following are contact email addresses for the CAA/DGAC Billing department each country – check that your balance due is nil. Belize: est-belice@cocesna.org. Guatemala: cobrosguatemala@cocesna.org. El Salvador: cobroselsalvador@cocesna.org. Honduras: cobroslamesa@cocesna.org. Nicaragua: cobrosnicaragua@cocesna.org. Costa Rica: cobroscostarica@cocesna.org. **Ensure that you apply for a CENAMER Permit (CENAMER Notification)** before your flight into any FIR in this region.

Saudi Arabia Any flights landing at King Abdulaziz International Airport (KAIA) with passengers from Jijiga, Ethiopia (HAJJ) will be subject to a fine.

Turkey The DGCA announced on 27NOV that with immediate effect, original insurance certificates are required for **overflight** as well as landing permits related to scheduled flights. Previously, a PDF copy was accepted for overflights.

India Crews operating Ferry Flights and General Aviation crews can once again secure visas or TLP's (Temporary Landing Permits) on arrival into Indian airports. In addition, Indian missions and posts abroad have been authorized to grant business visas to crew of private non-revenue and charter flights within three days of the visa application. These visas will be endorsed on their national passport and not on the crew member certificate. These visa processing times also do not apply to crew who are nationals of a PRC country. Visas for these crew members could take as many as 30 days.

Bulletstream Map v0.1

Declan Selleck
25 June, 2014

Special Report: Operating Internationally

Declan Selleck
25 June, 2014

Questions and Answers

The Questions ….

1. Is RVSM Height Monitoring required in the USA?
The United States adopted the requirement for height monitoring in response to ICAO implementing a standard that periodic monitoring was required as specified in Amendment 29 to Annex 6 Part II.

2. I have been asked a question about an airways routing plan out of Israel to Middle East and Africa destinations that are referred to as Red Sea Routes. Have you heard of this?
Saudi "V Routes" are for domestic Saudi operators with government approval Saudi "Uncoordinated flights" (read no slots) can fly over the Red Sea at FL250 Southbound/FL260Northbound Saudi Arabia AIP Enroute 1.1-3 Para: 1.1. 4.2. 4

3. Where can I find information about designated HAJJ routes to/from Saudi Arabia?
Special HAJJ routes to/from Africa region airports into Jeddah FIR are published in theDakar AIP Supplement NR 22/a11GO dated 28JUL 11 www.ais-asecna.org

4. What is the requirement for international operations on a crewmember to hold a valid radiotelephone license?
International only.FCC Form 605 Radio Station License Pilots Restricted Station License:
http://wireless.fcc.gov/uls and
http://wireless.fcc.gov/commoperators/rp.html

5. Is it legal for me to use my FAA temporary pilot certificate internationally?
Usually a temporary is not accepted,it will depend on the country's AIP.
6. Is there a maximum age limit for pilots flying internationally?
There is no "Age 60" problem with Part 91/GA operations. The requirement comes in with Commercial operations, (Part 135 or 121). ICAO requires one pilot at the controls to be below 60 if the PIC is over 60. The issue is further confused by the fact that the FAA has applied this to Part 121 carriers only. ICAO countries apply this rule to any commercial operation (Part 135 included). An individual state (country) has the right to set their own rules apart from the ICAO or FAA. The AIP for the country in question would have this information.

7. Is it legal for a Crewmember to have two passports for the USA?

Yes, the US Government allows a US national to have a Second Passport Book (limited validity up to 2 years) for one of 2 reasons. 1. Frequent international travel that requires one to have visas etc. and the conflicting dates/times for the travel to these countries 2. For your personal security when traveling in the Middle East with regards to Israel and the countries that will not allow you to either obtain visas or enter if you have a visa if there is immigration stamp from Israel.

8. I have a conviction in the USA of Driving while intoxicated. Is this a problem in international operations?
This Canadian immigration policy prohibits entry of any person (not just flight crews) who have a 10-year old or less misdemeanor conviction, or any class DUI conviction. The decision to grant or deny the petition for waiver is totally discretionary with the Canadian immigration officials. Review the Canadian immigration web site is a good one. The url is http://www.cic.gc.ca/english/visit/index.asp. If you have any questions about how they enforce this policy, call their Call Centre at 888.242.2100.

9. Do I need an "English Language" endorsement?
Effective 5 March 2008, ICAO Annex 1 (Personnel Licensing) standards required all pilots operating internationally to have an airman certificate with endorsement of English language proficiency (ELP).While many States (countries) complied with the ICAO implementation date, ICAO allowed delays up to three years for countries notifying the organization of intended delays.

10. When checking in with ATC, whether being a new country or simply a new sector in the same country, they seem to want to confirm my routing each and every time. Am I doing this wrong?
There are no specific references as to why this is being done. PANS-ATM, Doc#4444, Paragraph 4.5.7.2. states that the route of flight may be detailed "as necessary" in each clearance. Perhaps the controller's are using this for verification of your routing and altitude.

11. How does the US Customs define a "Commercial" aircraft?
"Commercial Aircraft" are defined by U.S. Customs regulations as aircraft "transporting passengers and/or cargo for some payment or other consideration, including money or services rendered." 19 CFR 122.1(d). A "Commercial Aircraft" also includes any aircraft which is not carrying passengers and/or cargo at the time of its inbound CBP clearance, but which, nonetheless, left the U.S. with passengers and/or cargo transported to a foreign area for "commercial purposes." The rule is not a FAR. The rule is for CBP. CBP do code FAA regulations – 91, 135, 121.

12. How does the US Customs define a "Private" aircraft?
"Private Aircraft" are defined as aircraft which are not carrying passengers and/or cargo for "commercial purposes" (that is, for payment or other consideration). 19 CFR 122.1(h)(1)."Private Aircraft" also may include returning aircraft which are not carrying passengers and/or cargo and did not leave the U.S. with passengers and/or cargo carried for "commercial purposes." 19 CFR122.1(h)(3). The rule is for CBP. CBP do code FAA regulations – 91, 135, 121.

13. What is the toll-free phone number for ARINC?
From the ARINC website,SFO is 1-925-371-3920, NYC is 1-631-244-2492

14. I got a TCAS/ACAS Resolution Advisory on my last trip in the USA. Do I have any reporting requirements?
The NTSB has issued a final rule that adds six reporting requirements to NTSB 830.5 (a). The reporting requirements became effective March 8, 2010. These new additions specifically address aircraft with turbine engines and glass cockpits, and also include air carriers and fixed and rotary-wing aircraft. One of these elements speaks directly to TCAS/ACAS Airborne Collision Avoidance System (ACAS) resolution advisories issued either (1) when an aircraft is being operated on an instrument flight rules (IFR) flight plan and compliance with the advisory is necessary to avert a substantial risk of collision between two or more aircraft, or (2) to an aircraft operating in class A airspace; NTSB Regional

Officeshttp://www.ntsb.gov/Abt_NTSB/regions/AVIATION.HTM

15. I've recently heard a pilot mentioning a requirement for "Aircraft operating certificate in Europe" For Part 91 Operations, do we need to comply with this regulation to operate in Europe?
An AOC is not a requirement for an FAA Part 91 General Aviation operation. A change to ICAO Annex 6 in 2010 requires an AOC be in a standardized format and Certified True Copy for commercial operations. This may be part of the confusion. There is an FAA Info to Operators that describes this in detail.InFo#09019 dated 12/1/09. The key is to prove to a foreign inspector that your operation is GA vice commercial. There is an AC that helps. AC 120-12A dated 4/24/86 describes what defines "Commercial Operations".

16. What is the form number to apply for a Radio Station License?
FCC Form 605. You can do it on-line athttp://www.fcc.gov/Forms/Form605/605.html

17. Can a newly delivered jet with a pink registration can be legally flown from Florida to Puerto Rico and back, with no stops anywhere in between?
"Pink slips" are only valid for the continental U.S., you will need a Flywire to expedite the registration process The flywire will allow you to operate Internationally. Contact information can be found at: http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/contact_aircraft_certification/ "

18. I have heard it both ways and am looking for a FAA reference that states whether operating in the Gulf of Mexico between Houston and Cancun is actually Class II nav.
Class II navigation is any enroute flight operation or portion of a flight operation that is not Class I navigation.FAA Order 8900.1 Volume 4, Chapter 1, Section 4, Paragraph 4-76B.

19. Is a special pilot qualification or training required to operate into/from LFMN, Nice Cote D'Azure?
As a private operator, no special training is required but is recommended. Commercial operators require specific familiarization. Usually a line check and currency is sufficient.French AIP, AD Section

20. Where can I find a copy of the ICAO Annexes?
Try this website: http://www.bazl.admin.ch/dokumentation/grundlagen/02643/index.html

21. How do I get an FAA/FCC approved company Callsign to use internationally?
FAA Advisory Circular 120-26J dated 1/1/05

22. Describe the "Mach Number Technique"
Flying and maintain the aircraft at a constant true Mach number vise an indicated Mach number. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter 7, Paragraph 7.1

23. When is a revised ETA required?
When it is off plus or minus 3 minutes or more. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter5, Paragraph 5.1.6

25. What is a Navigation Accuracy Check?
Prior to entering any airspace requiring the use of a long-range navigation system, the aircraft position shall be accurately fixed using airways navigation facilities or ATC radar. After exiting this airspace, the aircraft position shall be accurately fixed and the long- range navigation system error shall be determined and logged in accordance with the operator's approved procedures. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter8, Paragraph 8.4.9

26. Can a GPS instrument approach be flown with an expired database?
If the database has expired or, If during the flight the AIRAC cycle changes, operators should establish procedures to ensure the accuracy of navigation data, including suitability of navigation facilities used to

define the route of flight, and approach. Traditionally, this has been accomplished by verifying electronic data against paper products. An acceptable means is to compare aeronautical charts (new and old) to verify navigation fixes prior to dispatch. If an amended chart is published for the procedure, the data within the database shall not be used to conduct the operation. The pilot must verify that the instrument procedure has not been amended since the expiration. For en route and terminal use, the pilot must verify the data for correctness if the database is not current. See Table 1-1-6 in the Aeronautical Information Manual and AC 90-100a, Para. #10. AC 90-96a #Para. 2a

27. Name the elements of an oceanic ATC clearance.
3 Elements – Flight Level, Mach and Route. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter5, Paragraph 5.1.9

28. How many nautical miles is 1 degree of latitude?
60 Nautical Miles. FAA H-8083-25A Pilot's Handbook of Aeronautical Knowledge, Chapter 15, Page 15-4

29. How many nautical miles is 1 degree of longitude?
Depends on latitude, the lines come together at the poles and are farthest apart at the Equator. FAA H-8083-25A Pilot's Handbook of Aeronautical Knowledge, Chapter 15, Page 15-4

30. Does the ICAO make the rules and procedures internationally?
ICAO does not require any regulation. It sets standards and recommends practices that each signatory State (read country) has the option to accept and enforce or not, in their own regulatory environment. One of the Articles of the Convention guarantees this right. As such, ICAO has no authority over rulemaking in the US, for US Operators.14CFR 91.703 does direct US operators to follow specific ICAO procedures while over the "High Seas"

31. I've recently head a pilot mentioning a requirement for "Aircraft operating certificate in Europe" For Part 91 Operations, do we need to compile with this regulation to operate in Europe?
An AOC is not a requirement for an FAA Part 91 General Aviation operation. A change to ICAO Annex 6 in 2010 requires an AOC be in a standardized format and Certified True Copy for commercial operations. This may be part of the confusion. There is an FAA Info to Operators that describes this in detail. InFo#09019 dated 12/1/09. The key is to prove to a foreign inspector that your operation is GA vice commercial. There also is an AC that helps. AC 120-12A dated 4/24/86 describes what defines "Commercial Operations".

32. I thought that with ADS-C the aircraft was sending position reports to a ground station (once logged on), Why do I have to make HF radio calls?
HF radios would be used to voice report position, maintain a back up to CPDLC. SELCAL would also have to be checked for functionality. Global Operational Data Link Document (GOLD) Chapter 5, Paragraph 5.1.3.7

33. In reference to ATC Clearances, I can't find a good working definition of the words "At" or "By"
"At" would indicate that the pilot takes the appropriate actions so as to arrive at the correct position (vertical, lateral, horizontal) specified in the clearance at the specified time or location.
"By" would indicate that at the pilot's prerogative the appropriate action would be taken so as to arrive at the correct position (vertical, lateral, longitudinal) before the position specified in the clearance.
If unsure of what the clearance is requiring, query the controller and get confirmation. ICAO Document #4444, Paragraph 12.3.1, GOLD Document, Appendix A, UM21,UM26 and Oceanic Errors Safety Bulletin, OESB 01-09 "Large Height Deviations" and "Controller Pilot Data Link Communication"

34. Explain why you would expect a time-delay when transmitting position reports and requesting clearances from oceanic communications facilities.
It is important that pilots appreciate that routine air/ground ATS Voice communications in the NAT Region

are conducted via aeroradio stations staffed by communicators who have no executive ATC authority. Messages are relayed by the ground station to/from the air traffic controllers in the relevant OAC. Guidance concerning Air Navigation in and above the NAT MNPSA, NAT Document #007, Chapter 6, Paragraph 6.1.1

35. Explain the term “IFBP” and where would you use it?
“The IATA broadcast is a specially formatted position report to enhance situational awareness in Africa and is recommended to be used:
A) In central Africa operations on 126.9.
B) When operating off airways.
C) For flight level changes only.
D) Throughout most of the continent, as a backup to ATC, and as an awareness tool for other aircraft.
Broadcasts should be made in the format published on the Jeppesen Africa High/Low Enroute 1 / 2 en-route chart. IATA broadcast is recommended en-route for these specifics:
A) 2-5 minutes before change in flight level
B) At the time of a flight level change
C) 5 minutes prior to a reporting point
In-Flight Broadcast Procedures 5.1 2010 http://www.iata.org

36. Are MET reports required?
ICAO Annex 3, Chapter 5, Paragraph 5.4 and 5.5exempts non-Data Link aircraft from making routine MET reports. However, special reports are required for observations of moderate icing, moderate turbulence, volcanic ash ect.

37. Is there a route from Florida along Cuba to Cancun that is Class I airspace? It seems on the edge; but I have seen references of extended range ground based nav-aids?
This basically comes down to a question of what is the Standard Service Volume for the ground based Navaids involved. SSV is dependent on power output of the facility and the altitude of the aircraft. High VOR’s are listed to have a SSV of 130NM between FL180 and FL450. HH NDB’s have a SSV of 75NM. DME has a SSV of 199NM. This may be the reference to extended range navaids you have seen. Using these mileages, the critical part comes in when crossing the Yucatan Channel between Cuba and Mexico. The shortest route I could find is Gerona NDB (UNG) along UR519 to Cancun VOR (CUN), 227NM between navaids. I cannot find any reference to extended range capabilities of CUN or UNG. 227NM is the mileage listed on the chart along UR519. As an alternate route I would offer UCY, UR506, NUDAL. It is the next best distance at 252NM. Both routes are longer than 205NM (130+75), This would be legal as a Class One routing by 22NM and 47NM. 14 CFR 91.511

38. Where is the datum that MSL (mean sea level) is measured?
“Mean Sea Level (MSL) is a local tidal datum which is determined by averaging the hourly height readings over a specific 19 year period. NOS operates a network of water level stations for which those local datums are determined. The term MSL has also been confused with the geodetic datum, National Geodetic Vertical Datum of 1929 (formerly called the Sea Level Datum of 1929).
http://tidesandcurrents.noaa.gov/datum_options.html

39. I am looking for a site or program that you use to get current weather and information for the city that you are arriving into for the CEO’s review?
Try this website: http://www.intellicast.com/

40. What is a “Maintenance Release” and how do I get one for a FAA Part 91 Operation?
Very basically, the European inspectors are looking for an entry in an aircraft maintenance logbook (Technical Log) that reads something like “On this date aircraft released for XXXdays of flight” and signed off by an A and P maintenance tech. A good description is found in the UK’s CAP 393, Air Navigation the order and procedures, Section3, Item #30

41. How do I find a HF frequency that would work on the ground in the Mid Atlantic area for the purposes

of an HF check?
Go to the ARINC-2 page in your Jeppesen subscription. You will find a list of VHF frequencies to contact AIRINC and then ask the Radio Operator which HF frequencies are good at that particular moment. An alternate method is calling NY AIRINC at 631-589-7272.

42. My aircraft is a 1989 model. I do not think it will require a Digital FDR.
From Amendment 29 to Annex 6 Part II, Paragraph 3.6.3.1.2.2All aeroplanes of a maximum certificated takeoff mass of over 5,700 kg for which an individual certificate of airworthiness is first issued on or after 1 January 2005 shall be equipped with a Type 1A FDR

From Amendment 29 to Annex 6 Part II, Paragraph 3.6.3.1.2.3All aeroplanes of a maximum certificated takeoff mass of over 27,000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1989 shall be equipped with a Type 1 FDR

From Amendment 29 to Annex 6 Part II, Paragraph 3.6.3.1.2.4Recommendation – All aeroplanes of a maximum certificated takeoff mass of over 5,700 kg up to and including 27,000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1989, should be equipped with a Type II FDR

43. What is the regulation for a requirement to have a First Aid Kit on Board for a Part 91 or Part 135 aircraft?
14 CFR 91.513 and 135.177

44. How do you apply and what do you say when at the counter requesting the second passport?
Go to the State Dep. web site. Complete the DS82 form.The second, or more, passport will have a 2-year term.

45. Where is the requirement for “Emergency Locator Transmitter” “CUT HERE” placards found? FAR’s, EASA, ICAO?
Chapter 11 of your MM will outline the “minimum” placards you must have for your aircraft. Chapter 11 is written IAW the various FAR’s that govern that specific aircraft, (FAR 23 or 25).

46. If we are a US registered aircraft, flying Part 91 into Canada with passengers, picking up more passengers in Canada, and traveling to another Canadian airport, would that be considered Cabotage?
A U.S. private registered aircraft may enter Canada and then stop at more than one Canadian location and that Canadians can embark, disembark or re-embark during the movement through Canada, along with passengers who are “the same passengers who originate outside of Canada.” That section allows the movement of Canadian originating passengers between those points in Canada only if their presence on board the aircraft is incidental to the primary purpose of the trip and no remuneration is involved.
http://www.cbsa.gc.ca/publications/dm-md/d2/d2-1-1-eng.html

47. What are the recurrent training requirements for international procedures?
Specific international operations’ training is not required by the FAA regulations or by Annex 2 to the ICAO. FAA Inspector’s have wide latitude in determining crew qualifications for “Special Use Airspace” and “Special Navigation Equipment”. In the FAA Inspector’s Handbook, Order 8900.1 Volume 4 Chapter 12 it states: “Experience has clearly demonstrated that the presence of sophisticated navigational equipment on board an aircraft does not, by itself, ensure that a high level of performance will be achieved.

It is essential that operators provide adequate training for the personnel operating or maintaining the equipment, and that operating drills and procedures are included in crew training.” At a minimum, private operators are expected to “Be Familiar” with the Oceanic/Remote operation intended. Commercial operators usually need to satisfy a crew training requirement by completing an operator’s FAA approved oceanic operations training program or by completing a commercial provider’s oceanic operations training. Military training records indicating prior oceanic operations experience may be use as proof of training also.

48. Where do I Find This Definition of “Special Use Airspace”?
From the FAA aviation safety inspector’s (ASI) Handbook, (FAA Order 8900.1, VOL.4, Chapter 1).

Examples of special areas of operation include the following:
Areas of Magnetic Unreliability (AMU) and Polar operations
North Atlantic Minimum Navigation Performance Specification (NAT/MNPS) airspace
Central East Pacific (CEPAC) airspace
North Pacific (NOPAC) airspace
Pacific Organized Track System (PACOTS)
West Atlantic Route System (WATRS) and the Caribbean Sea
Gulf of Mexico control areas (Gulf routes)
Reduced Vertical Separation Minimum (RVSM)
Required Navigation Performance (RNP)-10,4 ect.

Examples of special Navigation Equipment include the following:
Area Navigation (RNAV)
Inertial navigation or reference systems INS, IRS or GPS

49. What are the recurrent training requirements for European RVSM?
Europe does mandate RVSM training for crews operating there. But, they do not specify initial, recurrent or mandate a frequency of training. If you have been trained at some point in the past that would be accepted as sufficient. During a SAFA check as long as one can show they have been trained it is sufficient. Joint Aviation Authorities Administrative and Guidance Material, Section One, General Part 3, Temporary Guidance Leaflet No. 6, Revision 1, Appendix 4″

50. Many Jepp charts have TERPS or PANS-OPS notated in the lower left margin. Many have nothing notated (e.g.: Canada, Mexico, Panama). If there is no criteria notated does the pilot assume it is under PANS-OPS or assume it is an unspecified criteria specific to that country?
If not annotated on the chart look in the Air Traffic Control section of the Jeppesen Airway Manual and look up the country rules and procedures for the country you operating in. Specifically, look in the Procedure Limitations and Options section of the countries rules and procedures to determine what criteria they use in the development of procedures. The source document of course is the countries Aeronautical Information Publication.

51. Is MNPS required for the ‘Blue Spruce’ Routes, or more specifically, what operational approvals would be required for those routes, and to fly within Europe, for a small Citation under 12,500#?
MNPS approval for the navigation system is required under this condition. The relief from full MNPS requirement is that only one LRNS is required vice, the two normally. The weight/FAR Part 23/25 certification has no part in this. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter1, Paragraph 1.4.1 and FAR 91.511

52. Are SAFA checks applicable to all aircraft, or only aircraft under 12,500#?
“Safety Assessment of Foreign Aircraft” is a EU check of compliance for all aircraft operating in EU countries. ICAO says any country has the right to do this, (FAA has the same authority here). The weight is not a deciding factor in who gets inspected, just what is inspected or expected. Some items like TCAS or GPWS may not be required for aircraft below a 5,700KG/12,500Lbs weight.
http://www.easa.europa.eu/approvals-and-standardisation/safety-assessment-of-foreign-aircraft-SAFA.php”

53. In regards to IRS time limitations for navigation. Where do I find the reference for this limitation?
Time limits on IRS’s are associated with operating in RNAV 10 airspace. Those limitations are published in FAA Order 8400.12B.

54. Where do I find the requirement to add country of manufacture and N# to the aircraft data plates?
What we are referring to is an “Identification Plate” not the “Data Plate”. The a/c data plate can only be issued/changed by the manufacturer. From ICAO Annex 7: “”8. IDENTIFICATION PLATE”

55. Am I required to have a NAT Track Message onboard for the crossing?
Copies must be available on-board the aircraft. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter4, Paragraph 4.1.1

56. When London Control asks me “What services are we requesting”. What are they asking for?
“Basic Service”, relies on the pilot avoiding other traffic, unaided by controllers/ FISOs. Pilots should not expect any form of traffic information from a controller/FISO. Traffic Service is a surveillance based ATS, where in addition to the provisions of Basic Service, the controller provides specific surveillance-derived traffic information to assist the pilot in avoiding other traffic.
“Deconfliction Service” is a surveillance based ATS where, in addition to the provisions of a Basic Service, the controller provides specific surveillance-derived traffic information and issues headings and/or levels aimed at achieving planned deconfliction minima, or for positioning and/or sequencing.
“Procedural Service” the controller provides restrictions, instructions, and approach clearances, which if complied with, shall achieve deconfliction minima against other aircraft participating in the Procedural Service.
CAP 774 UK Flight Information Services”

57. What document defines “Class Two Navigation” for the FAA?
Any navigation that is not Class One.
FAA Order 8900.1 Volume 4, Chapter 1, Section 4, Paragraph 4-76B.

58. What is a “Minor Repair” to a SAFA inspector in the UK?
A minor repair or modification means one which has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, noise, fuel venting, exhaust emission or other characteristics affecting the airworthiness of the aircraft, part or equipment. UK’s CAP 393, Air Navigation the order and procedures, Section3, Item #30

59. If SELCAL isn’t functioning in Oceanic/Remote airspace. Can I continue the flight?
Yes, SELCAL meets the “Continuous listening watch” requirement of 14 CFR 91.511. If SELCAL is inoperative one of the pilots must listen on the appropriate enroute frequency for calls.

60. What document can pilots refer to find “Country or Region specific” information?
That country’s Aeronautical Information Publication is the source.Jeppeson reprints some of this information in the ATC Section of their publications. ICAO Document #7030 and FAA AC 90-70A are additional resources

61. Where would you find intercept procedures?
ICAO Annex 2, chapter 3, paragraph 3.8, and attachment Acontains guidance for international interception procedures. Appendix 1 of Annex 2 contains international interception signals. Further information is found in ICAO Document #4444, Section 15, Paragraph 15.5.1 and 15.5.2.

62. Is specific training required to be conducted in the area of Foreign ATC terminology and verbiage?
No. Recommended reading on this subject: ICAO Annex 10, Volume2. ICAO Document 9432, UK’s CAP 413 and the FAA’s Pilot/Controller Glossary

63. Define “Loop Error” and describe how you will guard against this risk.
Misunderstanding of clearance details between the pilot and the controller. This is one of the reasons that in the NAT pilots are required to report before leaving any altitude and upon reaching a new cruising altitude. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter 9, Paragraph 9.1.15

64. What should you consider doing when overtaking another aircraft that is 1000 feet below your altitude directly underneath your flight track?
An aircraft overtaking another aircraft should offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken. NAT Document #007,

Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter 8, Paragraph 8.5.3

65. Briefly describe MNPS dimensions
“The vertical dimension of MNPS Airspace is between FL285 and FL420 (i.e. in terms of normally used cruising levels, from FL290 to FL410 inclusive). The lateral dimensions include the following Control Areas (CTAs): REYKJAVIK, SHANWICK, GANDER and SANTA MARIA OCEANIC plus the portion of NEW YORK OCEANIC which is North of 27°N but excluding the area which is west of 60°W & south of 38°30’N NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Foreword

66. When should we squawk 2000?
When reaching oceanic airspace, squawk 2000 and monitor VHF 121.5 and the air-to-air frequency 123.45. FAA AC 90-70A Chapter 5, Paragraph 5.5

67. Briefly describe the cockpit set-up for VHF radios (121.5, 123.45) in Oceanic/Remote airspace.
When reaching oceanic airspace, squawk 2000 and monitor VHF 121.5 and the air-to-air frequency 123.45. FAA AC 90-70A Chapter 5, Paragraph 5.5

68. Is a master clock required to be designated in Oceanic/Remote airspace?
Yes. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter 8, Paragraph 8.2.2 FAA AC 90-70A Appendix 2 Paragraph 2

69. What is the allowable Track and Distance difference, from each waypoint displayed in the FMS vs. Master Document?
2-3 degrees and 1-2 NM. These small differences are there due to the individual FMS calculations of track and distances vs. flight planning computers calculation. Larger differences need to be investigated and resolved. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter 8, Paragraph 8.3.18

70. When should we give a new ETA?
Time Error. Occurs when an aircraft’s reported actual time of arrival (ATA) is more than 3 minutes before or after the estimated time of arrival (ETA). (For North Atlantic (NAT) the criteria are 3 minutes or more.) FAA ORDER 7110.82D Effective Date: 06/03/09

71. Generally speaking, how many minutes prior to entering Oceanic/Remote airspace, should you have the Oceanic Clearance?
It is recommended that pilots should request their Oceanic Clearance at least 40 minutes prior to the Oceanic entry point ETA except when entering the Reykjavik area from the Scottish or Stavanger areas, then the clearance should be requested 20 minutes before the Oceanic entry point ETA. NAT Document #007, Guidance Concerning Air Navigation in and above the NAT MNPSA Chapter 5, Paragraph 5.1

72. What defines a Gross Navigation Error GNE?
GNE. Lateral errors of 25 nautical miles (NM) or more from the aircraft’s cleared route. FAA ORDER 7110.82D Effective Date: 06/03/09

73. What defines a Large Height Error?
Height Error. Errors of 300 feet or more from a clearance altitude. FAA ORDER 7110.82D Effective Date: 06/03/09

74. What defines a Time Error?
Time Error. Occurs when an aircraft’s reported actual time of arrival (ATA) is more than 3 minutes before or after the estimated time of arrival (ETA). (For North Atlantic (NAT) the criterion is 3 minutes or more.) FAA ORDER 7110.82D Effective Date: 06/03/09

75. Briefly describe 14 CFR 91.703
When over the high seas, comply with annex 2 (Rules of the Air) to the Convention on International Civil

Aviation and with 91.117(c), 91.127, 91.129, and 91.131; When within a foreign country, comply with the regulations relating to the flight and maneuver of aircraft there in force.

76. Do I need a French Crew visa?
Travel to France on the continent of Europe does not require an Schengen visa for crewmembers. France also has 4 overseas departments that are wholly integral parts of France and considered equally among the country's 28 regions. The Overseas Departments (département d'outre-mer, or DOM) include Guadeloupe (Le Raizet- TFFR), Guyane (Cayenne-Rochambeau- SOCA), Martinique (Le Lamentin- TFFF) and Reunion (Saint Denis- FMEE). However, the Schengen visa does not apply to the Overseas Departments. There is a specific visa for visits to DOM. Details regarding all French visas can be found @ the French Embassy website.
http://www.consulfrance-washington.org/spip.php?rubrique98

77. Explain the term "SLOP" the procedure for applying it.
Strategic Lateral Offset Procedure. Aircraft can fly in automatic mode 1 or 2 N.M. to the right of centerline of the cleared course. Position reports are given as if you are crossing the actual waypoint. When entering and exiting oceanic airspace you must cross the actual waypoint.ICAO Doc#4444, Chapter 16, Paragraph 16.5″

78. If an aircraft is required to deviate from track to avoid adverse meteorological conditions and a prior clearance cannot be obtained, what are the PIC responsibilities?
Alert other near by aircraft, turn on exterior lights, if more than 10 N.M. off course and flying eastbound then descend 300' if north of course or climb 300' if south of course; if westbound then climb 300' if south of course and descend 300' if north of course. ICAO Doc#4444, Chapter 15, Paragraph 15.2.3

79. How do I locate RVSM monitoring flight information on the FAA web site?
The FAA RVSM Approvals page link is:
http://www.faa.gov/air_traffic/separation_standards/naarmo/rvsm_approvals/Look under International General Aviation "IGA"

80. What are the requirements for carrying and using an oceanic plotting chart?
There is no specific regulatory requirement for plotting charts. Check your specific operations approval documents for details on your operation. The requirement is to be able to reliably fix your position and cross-check navigation information. AC 91-70A Para 3.6

81. How many aircraft within a fleet must have completed a RVSM monitoring flight to satisfy the European requirement?
Group approved and indicates data indicates RVSM compliant, 2 Aircraft per fleet. Group approved with insufficient data or Revs compliance, 60% or airframes Non group aircraft, 100% of airframesICAO Annex 6, Part I, Para. 7.2.7, Part II Para. 2.5.2.7 http://www.ecacnav.com/content.asp?PageID=65

82. What is a Journey Log Book?
A Journey Log Book shall be maintained in respect of every aircraft engaged in international navigation. In this log shall be entered particulars of the aircraft, crew and each journey. Recommended items are aeroplane nationality, registration, date, crew names and duty assignments, departure and arrival times and points, purpose and observations of the flight, PIC signature.ICAO Article 29, 34, ICAO Annex 6, Part 1, Paragraph 11.4
ICAO Annex 6, Part 2, Paragraph 2.8.2

83. How does a U.S. operator satisfy the requirement for a Journey Log Book according to the FAA?
The term logbook in this context means a navigation log and/or plotting chart that may be kept in the form of electronic data. This record should be maintained for 6 calendar months following the flight.FAA Order 8900.1 Volume 4, Chapter 12, Paragraph 4-1299 c

84. How do I determine if a country is WGS 84 compliant?

The specific country's Aeronautical Information Publication, AIP will list this information. An FAA approved source for this information may be found at: http://www.jeppesen.com/company/publications/wgs-84.jsp"

85. What is the difference between the RNAV Specification and the RNP Specification for airspaces based on Performance Based Navigation?
RNAV specifies navigation accuracy only. RNP specifies navigation accuracy, alerting and monitoringICAO Doc# 9613, "Executive Summary"

86. Is it legal to carry fireworks onboard a part 91 flight?
They are a HAZMAT, Class 1.3 or 1.4 explosive ground transport only. 49 CFR 172.101

87.When are passengers entering the United States on a Part 91 flight required to have a visa?
US Citizens do not require a visa. Non-US citizens require a visa if; they are not a citizen of a country that the US permits a waiver from. The Visa Waiver Program (VWP) and The Electronic System for Travel Authorization (ESTA) is what we are speaking of here. Frequently Asked Questions about the Visa Waiver Program and the Electronic System for Travel Authorization
http://www.cbp.gov/xp/cgov/travel/id_visa/business_pleasure/vwp/"

89. What is the meaning of listing airport elevation in hPa on some Jeppesen approach plates?
It is the difference between field elevation and the altitude. Another way of stating this; this is the Barometric pressure equivalent for QFE at airports with altimeter setting in hPa or Mb.Jeppesen Introduction Section, Page #103″

90. Are there fuel remaining requirements from and Equal Time Point to the diversion airport?
For private operators, there are no regulatory requirements for fuel remaining at ETP of oceanic/remote diversion airports. Commercial operations or Extended Range (ETOPS) do have specific planning requirements.AC 91-70a and AC 120-42b, UK CAP 513″

91. What are the requirements to become approved for RNP-4?
Long-range navigation systems capable of RNP-4 navigation are required for the LOA/OpSpec to be issued. To use RNP-4 in a 30/30NM separation standard ADS-C and CPDLC will be requiredPBN-BASED RNP 4 JOB AID, 5/6/09 FAA Order 8400.33, 9/15/05″

92. I've recently heard a pilot mentioning a requirement for ""Aircraft operating certificate in Europe" For Part 91 Operations, do we need to compile with this regulation to operate in Europe?
An AOC is not a requirement for an FAA Part 91 General Aviation operation. A change to ICAO Annex 6 in 2010 requires an AOC be in a standardized format and Certified True Copy for commercial operations. This may be part of the confusion.There is an FAA Info to Operators that describes this in detail. InFo#09019 dated 12/1/09. The key is to prove to a foreign inspector that your operation is GA vice commercial. There is an AC that helps. AC 120-12A dated 4/24/86 describes what defines ""Commercial Operations".

93. I thought that with ADS-C the aircraft was sending position reports to a ground station (once logged on) Why do I have to make HF radio calls?
HF radios would be used to voice report position, maintain a back-up to CPDLC. SELCAL would also have to be checked for functionality.Global Operational Data Link Document (GOLD) Chapter 5, Paragraph 5.1.3.7
140. Where in the world does RNP 4 airspace exist?
RNP-4 is used in support of 30/30NM separation in the SOPAC.FAA Order 8400.33, 9/15/05

94. Does a Part 91 operator require a LOA or specific training to conduct operations in the Polar region?
No LOA nor specific training is required for a Part 91 operator to conduct Polar operators. However, specific navigation authorization is required for commercial operators.FAA Order 8900.1 Vol.4, Chap.1, Sec.2, Para 4-24″

95. Where in Annex 6 does it state that an ELT must operate on 406 MHz?
ICAO does not have a requirement for a specific ELT transmitter. Annex 6 describes how many and if

automatic or not, Annex 10 describes specifications for the actual transmitter. An individual country's Aeronautical Information Publication, AIP will state the requirement for Either 121.5 or 406MHz transmitters.ICAO Annex 6, Part I, Para. 2.4.12 ICAO Annex 10 Volume III, Part II, Chapter 5."

96. Do the North Atlantic Region lost communications procedures apply in the WATRS Plus airspace?
No, the Western Atlantic Area is a different designation than NAT/MNPS. You are expected to comply with ICAO Doc#4444, Chapter15 while in the WATERS Plus area.The US NOTAMS, International section describes this in detail and can be found at: http://www.faa.gov/air_traffic/publications/notices/"

97. Where would you look for the route information if cleared on the following clearance in Canadian Airspace, FOXXE N26A SPOTE N28A MT N32A SSM?
This is a combination of three different North American Routes. These routes are described in general terms in theNAT Document #007 and in detail in the FAA's Northeastern Facilities Directory or the Canadian Flight Supplement.

98. Is it possible to do CPDLC with AFIS?
No. These are two separate and distinct communication protocols.Global Operational Datalink Document, GOLD Chapter 3, Paragraph 3.1

99. Can I pass position reports via AFIS?
No. But, FMS Waypoint Position Reporting (FMS WPR) is available in the NAT with approval from the specific OCA.Nat DOC#007, Paragraph 6.1.20

100. When accomplishing a position accuracy check, the FMS position should be checked against what navigation sources?
A ground based NAVID such as a VOR/DME or a RADAR position plot from ATC.AC91-70a, Chap.10 and NAT Doc. 007 Para. 8.4.9

Monday Briefing: Europe Big Freeze, Iraq Landing Permits

Declan Selleck
25 June, 2014

Europe – Big Freeze Feb 11: Exceptionally low temperatures continue across Europe, causing not just Airport delays but also significant road closures, and public transport delays and cancellations. There are numerous flooding areas in Bulgaria, Albania, Greece, and Hungary. Ice has halted shipping on the Danube. Temperatures have reached as low as -36 Celcius in parts that would normally not see much below -10. Met forecasters expect the temperatures to continue below normal for the rest of the month.

Iraq – Landing Permits Feb 11: The Iraq Civil Aviation Authority (ICAA) has ended a monopoly situation in the country, where the granting of exclusive rights to a private company to manage landing permits resulted in a reported increase in cost from $200 to $6-$8,000 per flight. As of Feb 1st, applications can now be made directly to the ICAA or to Iraqi Airways. **See our "Permits" section below for more details.**

EGSC/Cambridge, UK Execujet has opened it's first FBO inthe UK at Cambridge, near London.

OLBB/Beirut FIR Minimum separation between radar identified traffic on same track and level is now set at

20nm.

LCLK/Larnaca, Cyprus will be closed 15-26 February on Wednesdays and Saturdays from 2200-0225.

LEMG/Malaga, Spain Airspace structure changes introduced on Feb9th, reduction in capacity 09FEB-15FEB. ATC Procedures have also changed.

LLBG/Tel Aviv, Israel will be closed: Every Friday between 1600-2055 through 23 March, and Daily for takeoff due to noise abatement between 2200-2300 through 29 March for aircraft with a maximum take-off weight of 300,000 KGs and above and whose destination is the Far East.

VABB/ Mumbai, India will be closed daily between 0600-1100 on 25 February and 3, 10, and 17 March.

TKPN/Nevis has no fuel available.

EDMM/Munich ACC Changing to a paperless strip system in the East sector. Operational Trials with capacity reduction of 20% will happen in the early hours of Feb 11, 21 and 28. Go live date is March 3rd.

SPIM/Lima, Peru Operators take note of this message from the Airport Company "NON SCHEDULE FLIGHTS (CARGO, CIVIL OR MILITARY) OPERATORS MUST COORDINATE FLIGHT PLANS 24 HOURS BEFORE ETA SPIM WITH AIRPORT ADMINISTRATION (LAP) EMAIL COORDINACIONESFPL@LIMA-AIRPORT.COM"

ITALY – 11FEB Tax Update

By now, if you operate a Private Jet, you will have read with concern the situation with the new tax in Italy. We did publish in our Int'l ops bulletin late January that it was unlikely to be an issue for some time – in the last 10 days or so we've revised our stance on that and are recommending to reposition out of Italy to avoid staying longer than the 48 hours mentioned. We recommend a reposition to Croatia – LDZR, LDDU, LDSP or Greece – LGKR, and then come back to collect pax/owners after their stay in Italy.

There is an unverified rumour as of Friday 10th Feb that Foreign Operators are going to be exempt from the tax, and that it will apply to Italian operators only. This is only a rumour, so stay tuned for further updates – we expect some more clarifications next week, as the NBAA, EBAA and AOPA are all involved in seeking a clearer picture.

IRAQ – Change to process for Landing Permits (Thanks to Ian Sheppard [AIN Online])

Last week, the Iraqi Civil Aviation Authority (ICAA) dissolved an exclusive flight permit contract enjoyed by Palm Jet, following protests from the Middle East Business Aviation Association (MEBAA) that the agreement made operating business flights into Iraq prohibitively expensive. The contract had been in place since 2010 and meant Palm Jet had a monopoly, for a proposed 12-year term, over all rights to fly in and out of the country. After Palm Jet took over, the permit cost rose from $200 to $6,000 for aircraft with fewer than 10 seats and $8,000 for those with 10 seats or more.

Working with the International Business Aviation Council (IBAC), MEBAA raised the issue with ICAO–a tactic that apparently worked. Iraq's Ministry of Transport is now advising that operators that want to fly into the country apply through normal channels: the ICAA or Iraqi Airways. "This puts Iraq into the scale of normal operations," said MEBAA founding chairman Ali Al Naqbi. "Business aviation is an important component in the development of the Iraqi economy, but it would not work if extortionate charges were being applied by a single company. It had to stop."

LIBYA – Overflights – from our Special Bulletin on 01FEB

LIBYA Weds 01FEB – After several months of discussions, Libya has reopened it's airspace to overflights. This will come as major relief to operators flying North/South routes across Northern Africa, as the Tripoli FIR represents one of the largest pieces of airspace in the region, and having to avoid it since February last year has meant significantly increased track miles and fuel costs.

A joint NOTAM issued by Malta and Libya, A0058/12, clears the way for flights on seven specific routes in each direction, North and South. It is important when flight planning to note that only these seven routes are available, as there are still a number of CNS/ATM limitations facing the Libyan controllers.

The airspace is open with effect 0001Z on February 1st.

Requirements are as follows:

– An overflight permit is required with 72 hours prior notice to the Libyan CAA
– Flight Plan filed via one of the routes listed below
– Use the IATA IFPB 126.9 in addition to comms with Tripoli or Benghazi control

Southbound Routes | entry via ABRAM, LOTIN, ELIMO or BONAR
1. VIA ABRAM M727 ZAW UM77 HAMRA UG655 SEB
2. VIA ABRAM M727 GRT A403 SEB
3. VIA ABRAM M727 ZAW UM77 DEKIL
4. VIA LOTIN UL12 DHR UM215 TONBA
5. VIA ELIMO M732 DOLFI UM732 DITAR
6. VIA BONAR M620 BNA R2 DITAR
7. VIA BONAR UN99 DAYFA B21F ORNAT

Northbound Routes | via GARIN, TUMMO, DITAR or ORNAT
1. GARIN UP126 LUMED
2. GARIN UM214 SEB A403 KDR M740 SARKI
3. TUMMO A403 KDR M740 SARKI
4. DITAR R2 BNA M621 OLMAX
5. DITAR R2 BNA M622 INDOT
6. ORNAT B21F DAYFA B21 INDOT
7. ORNAT B21F MB N68 OLMAX

FAQ | Libya FIR changes
When does this go into effect?
The airspace is technically already open, but you need minimum 72 hours advance notice to obtain the **Overflight Permit**. So on paper, the first overflight could be made on 04FEB at 0000Z.

Does this apply to all traffic?
Yes, whether commercial or private flight, these routes are available to all traffic overflying Libya.

What if I want a route that isn't published?
It's not available. You must file and fly via the routes that are listed above.

What about flights crossing east/west across Africa?
The vast majority of traffic, particularly outside the Hajj season, is North/South over Libya. Taking into account the equipment and manning limitations that ATC has in Tripoli, these routes have been published to allow this bulk of traffic access to Libyan airspace. By keeping traffic to these routes, it will allow controllers to apply the separation standards required. Traffic routing east west would complicate this at the moment.

Are the frequencies the same as before?
To a large extent yes, but there is the additional recommendation that you monitor 126.9 and make position reports using the IATA In Flight Broadcast Procedure.

When are further routes likely to be available?
Probably not for some time. Although Libyan Airspace reopened in October to landing traffic, it has taken 4-5 months to reach this point where overflights are permitted.

Are there any time restrictions?
No, the routes published today are available H24 from this point onwards.

Monday Briefing: Colombia Radar issues, new International Date Line

Declan Selleck
25 June, 2014

Colombia Radar Issues Continue Jan 5: En route traffic via Colombia – SKED/Bogota FIR and SKEC/Barranquilla FIR should continue to anticipate delays. In the Bogota FIR, radar is limited to 150nm range, and North/South Aircraft via Panama and Ecuador are separated by 10 minutes at same level on UG439, UL780, and others. Terminal traffic also has similar radar restrictions.

A new International Date Line Jan 1: Samoa skipped Friday December 30th entirely, and moved from being UTC-11 to UTC+13, thereby moving the International Date line to put NSFA/Apia one hour ahead of Auckland, instead of a day behind. American Samoa – to the east – remains on the old UTC-11 line. Tokelau, a smaller territory of New Zealand to the north of Samoa, joins its neighbours on the new side of the line. The last Dateline change occured in 1995 in Kiribati.

Europe Volcanic Ash. ETNA volcano has erupted. The following 2 NOTAMs refer: M0069/12 and A0047/12. There are no AFTM measures required for the time being, but some tactical re-routing will take place to avoid the ash cloud.

UK/Netherlands Deep low pressure system moving east across Europe, causing 3000′ winds of up to 70 knots – and therefore arrival and departure delays at major airports.

Malmo ACC, Sweden Implementing a new ATC System from 04 January, initial drop in capacity around 30%, slowly improving towards 25th Jan

SAEF/Ezeiza FIR, Argentina ADS-C implemented for a pre-operational Trial with effect Dec 29th in the Oceanico sector

SPIM/Lima, Peru – The ATC Tower has moved to a new position until March. Some reduced visibility of the stands.

Libya Earlier reports of the UIR being opened to overflying traffic appear to have been prematurely optimistic. The date when the airspace will reopen is now uncertain. Malta Notam A1142/11 has details of the procedures to be followed to arrive or depart HLLB/HLLM/HLMS and additionally HLLT (as per Notam HLLL A0072/11). Operators dest/dep HLLT are reminded to file appropriate STAR via ABRAM/VARIG and SID via SARKI.

UHMA/Anadyr, Russia – Airport closed until 8th January. Anadyr, Markovo ACC is also closed during the same period.

UKDD/Dnipropetrovsk has issued advice to check fuel availability on day of flight due to very limited supplies

Shanwick VHF Clearance Delivery problem – 05JAN

From Shanwick:
DUE TO VHF CLEARANCE DELIVERY PROBLEMS TODAY, OPERATORS INTENDING TO FLY NATC TO NATG INCLUSIVE ARE REQUESTED TO MAKE REQUESTS FOR OCEANIC CLEARANCE VIA DATALINK OR HF ONLY. RANDOM FLIGHTS SHOULD CONTINUE TO USE VHF.

OPERATORS ARE REMINDED, THAT OCEANIC CLEARANCE REQUESTS ARE TO BE MADE BETWEEN 30 MINUTES AND 90 MINUTES BEFORE ETA FOR OCEANIC ENTRY POINT AND ALL REQUESTS MUST INCLUDE A MAXIMUM ACHIEVABLE FL BY THE SHANWICK BOUNDARY.

REQUESTS ON HF SHOULD BE SENT AS EARLY AS POSSIBLE.
Current | Operational Info 05JAN 1100Z

CANADA
Airport / Arr Rwy / Dep Rwy / Arrival Rate / Details
CYUL 24R/24L 24L/24R/28 40
CYYZ 23/24L/24R23/24R 60
CYYC MIDS
CYVR MIDS

USA
Restrictions – Airport / Start / End
KEWR/KJFK Wind Routes
KEWR Ground Delay Program possible this afternoon

EUROPE
HEGN arrivals – a reduced rate regulation has been applied due to ATC capacity (7/60), The regulation is running until 1400 UTC with significant delays. No improvement is possible.
EHAM arrivals – a reduced rate regulation has been applied for flights with destination Amsterdam due to weather conditions (strong winds). The regulation is running until 1400 UTC, delays are up to 100 minutes .
EGLL arrivals – an arrival regulation has been applied for flights with destination London due to weather conditions (strong winds). The regulation has been extended until 1800 UTC, delays are up to 100 minutes.
EDDF arrivals – an arrival regulation has been applied for flights with destination Frankfurt due to strong winds.The regulation is running until 1600 UTC with low delays.
CYPRUS- due to ATC capacity problems, three different regulations have been applied – LCE2S05A, LCSWN05 and LCWN05A. Delays are for many flights exceeding 90 minutes.

AFRICA
Lusaka FIR, Zambia – 120.5 is U/S today, traffic on UM731 requested to broadcast blind or relay through HF, or FLLI Approach. Fix expected by 1600Z

ASIA
China – Lanzhou ACC – V16 and B215 airways closed today at 8400M and below

AUSTRALIA/NZ
Airport/Restrictions
NO DELAYS
YPPH/Perth – Potential travel delays due to fire on Airport Road

Monday Briefing: Belgium strike, Italy Private Aircraft tax

Declan Selleck
25 June, 2014

Belgium closed today Jan 30: A strike today is creating travel chaos across Belgium, focused primarily on transport sector areas, and brought by workers in protest at EU austerity measures. EBCI/Charleroi is closed until 0530Z tomorrow. EBBR/Brussels is not as badly affected air traffic wise as expected – but departures are likely to be delayed due to pax and crew transport issues in actually getting to the Airport. EBAW/Antwerp and EBOS/Ostend are both operating OK. EBLG/Liege may have some delays this evening. See more below …

Italy Private Aircraft Tax – update Jan 30: Just before Christmas, Italy published plans to tax all visiting Private aircraft that stayed longer than 48 hours. The figures were astonishingly high – for a private Gulfstream G-IV the annual tax would be about $320,000 USD. Don't panic yet. The law is still not in effect, this cannot happen before March 1st – but even at that point, there will be a significant amount of judicial challenges that will likely delay it for a long time, or better still, reject it altogether. Stay tuned.

HAAA/Addis Ababa FIR, Ethiopia ATC reporting that conflicting traffic is still being encountered at MANDA and PARIM, due to poor ATS coordination. Advice to crews – to avoid these issues, do not use UA451 or W180.

LPPO/Santa Maria FIR Flores Island radar frequency 129.4 will remain out of service for the longer term

EDDF/Frankfurt, Germany The new overnight curfew 2300-0500 remains in place for all aircraft using Frankfurt International.

OPPS/Pakistan The name of Peshawar International Airport has been changed to Bacha Khan International Airport.

FCCC/Brazzaville, Congo ADS-C and CPDLC installed and on test.

OOMM/Muscar FIR, Oman Due to high traffic density, flow control has been established for UAE Departures. Between 0630-0730, all departures entering via LABRI or TARDI, will have 7 minutes between them. Between 1700-2359Z, 20 miles between traffic entering via LALDO or GOMTA.

OMAE/Emirates FIR, UAE Due To Changes In The Tehran FIR, severs ATS routes are closed: L519 between LUDER and KUMAN, and P574 between TUKLA and KUMAN, and all SIDs exiting OMAE FIR via PAPAR.

RPHI/Manila FIR Manila Radio on the SEA-2 grouping Freq 13309 is U/S for the foreseeable future.

Moldova (Chisinau) FIR From 01JAN 2012, all flights performed in the airspace of the Chisinau FIR are subject to Eurocontrol conditions of application of the route charges system and conditions of payment. The value of the route air navigation charges including the administrative unit rate established for Moldova amounts to EUR 41.09 (excluding vat) from 01 January 2012 per service unit. The rate of interest on late payment of route charges is 11.57 per cent pa.
FIJI Permits Slight amendment to **Fiji Permit requirements** for Non-Scheduled Commercial Flight In transit across, or making stops In the territory of Fiji. Prior Permission Is required to be obtained from the Permanent Secretary for Civil Aviation at least 14 Days prior to Departure from the last Port Of Call before Fiji.
The following Information must be submitted with the Application for Approval. 1) Aircraft Type And Registration 2) Operators Name And Address 3) Charterers Name And Address 4) Name And Agent In Fiji 5)

Purpose Of Flight 6) Details Of Traffic To Be Set Down And To Be Picked From Fiji 7) Proposed Fares For Passengers Originating In Fiji 8) Time And Date Of Proposed Flight 9) Aircraft Take-Off Weight And Tyre Presurre 10) Details Of Third Party Insurance Cover For Flight Over Or Within Fiji 11) Number Of Passengers On Board

Italy Private Aircraft Tax Update

In December, Italy's emergency budget introduced a tax on Italian registered private aircraft and on non Italian registered private aircraft that spent more than 48 consecutive hours on Italian territory.

Private aircraft are defined to include all aircraft other than State aircraft, aircraft dedicated to commercial flights, air work aircraft, FTO's aircraft, aero clubs aircraft, newly built aircraft until sold and rescue aircraft. Non Italian corporate aircraft operated privately would – for example – be affected, with the tax escalating to over euro 300,000 annually for large corporate jets. The tax is to be charged at the following annual rates (by reference to MTOW): 1) up to 1.000 kg., euro 1,50 per kg; 2) up to 2.000 kg., euro 2,45 per kg; 3) up to 4.000 kg., euro 4,25 per kg; 4) up to 6.000 kg., euro 5,75 per kg; 5) up to 8.000 kg., euro 6,65 per kg; 6) up to 10.000 kg., euro 7,10 per kg; 7) above 10.000 kg., euro 7,55 per kg; For helicopters, the tax is doubled per Kg. The tax is due by the registered owner, the beneficiary or the lessee.

At things stand, the legislation cannot come into effect before March 1st at the absolute earliest. However, the probability of this actually coming into effect remain significantly slim. To begin with, the proposed law will be subject to many judicial challenges nationally and at EU level.

Monday Briefing:

Declan Selleck
25 June, 2014

LLBG/Tel Aviv, Israel closures – January Dec 29: WIP continues at LLBG/Tel Aviv, Israel, which has now announced a series of January closures. All longer closures will occur on Fridays – Jan 6, 13, 20, and 27, between 1600 and 2055Z. There is also a daily closure 2300-0005Z, where LLBG is closed to landing traffic for one hour. There is a comforting note that if you are enroute to LLBG and running late approaching a closure period, ATC will do everything they can to accomodate you.

Ops on Dec 31/Jan 1 Dec 31st: We recommend taking extra care when flight planning for overnight flights on New Year's Eve, or for flights planned to arrive/depart after 6pm on DEC31. Many of your regular airports may be closed. A good number of enroute alternates will also be closed overnight, particularly in Europe and Russia. FBO's may also be closed – so check carefully in advance. And if you are working – enjoy the evening nonetheless!

Europe 30th December will be the peak travel day of the Christmas period, with significant delays expected en-route and at major airports.

Worldwide 31 Dec/01 Jan – check overnight (Z) alternate availability carefully. Many airports and FBO's will be closed for New Year's eve, even the ones you might expect to be open! We recommend you reconfirm with your Ground Handler service availability.

SPIM/LIma, Peru Intermittent VHF comms issues in eastern sectors (Cuzco), 10 mins separation being applied between traffic on same airway exiting/entering Lima FIR. Try HF 10024 if no contact on VHF. New NOTAM issued for the Lima airport Runway 15/33 closed 0600-1200, and no pushback will be accepted after 0540Z.

SEUO/Montevideo FIR, Uruguay Notice given of ATC Staffing issues, during period of reduced staff availability, flow control will be applied.

TJSJ/San Juan, Puerto Rico TFR's and airspace restrictions due VIP movements 27DEC – 02 JAN, see NOTAMs.

UHPP/Petropavlovsk, Russia Customs staff are not in attendance 0800-2000Z, therefore Airport is not available as alternate without prior arrangement. Emergency Landing is available H24 without restriction.

LLBG/Tel Aviv, Israel January closures – Fridays Jan 6,13,20,27 1600-2055Z – Airport closed due to WIP. Daily 2300-0005 closed to landing traffic for one hour. There is a comforting note that if you are enroute to LLBG and running late approaching a closure period, ATC will do everything they can to accomodate you.

HEGN/Hurghada, Egpyt Arrivals regulated due to reduced capacity, 29DEC, mid morning to early afternoon, heavy delays predicted.

GCCC/Canarias ACC CPDLC and ADS-C out of service 29DEC between 0900-1500Z

OOMM/Muscat FIR Qaroon Haritti SSR will be out of service on 31DEC 0430-1730Z

SCEZ/Santiago ACC New RNAV 5 Route available TCO-PUREN-CAR-TILKO-AMB with effect 23DEC

Monday Briefing: Europe Free Route Airspace, ATC Strikes Peru and Algeria

Declan Selleck
25 June, 2014

Europe opens up more Free Route Airspace Dec 12th: Ireland was first in 2009 with the Shannon UIR, now more of Europe is moving towards this concept, the key principle of which is that you can flight plan from Entry point to Exit point in any FIR without using airways. Applies above FL245 and 24 hours a day. Read more and see a larger map below.

ATC Strikes – Peru and Algeria Dec 12th: Controllers at Lima Tower (above) and Area Control Centre were on strike from Friday (9th) 0700LT to Sunday (11th) 0700LT. In addition to the current restrictions at Lima for GA aircraft, this makes Peru one keep a cautious eye on over the next few weeks. Controllers in Algeria are also protesting conditions and sporadic strikes are expected throughout December. This will have a greater effect on landing than overflying traffic.

ULLI/St. Petersburg, Russia – Parking restrictions in effect this week, non-sched flights may be restricted to stays of 36 hours or less.

HKNA/Nairobi FIR, Kenya – Some ongoing comms issues on VHF Area frequencies – make position reports on HF 11300 or 8879 instead.

SKEC/Barranquilla FIR, Colombia – Procedural Flow Control in effect. Separation 10 mins between aircraft same level and 5 mins at different levels. Delays/reroutes possible. Similar restrictions in Bogota FIR as well, all due to SAN radar being out of service.

UKOO, Odesa, Ukraine – Radar will be released for maintenance on 14 December, procedural control in

effect.

VABF/Mumbai FIR, India – just in case you were thinking of going to visit the Taliban, read this re-issued NOTAM from the Indian authorities. “UNLESS SPECIFICALLY PERMITTED BY DGCA, NO ACFT IS PERMITTED TO ENTER INDIAN AIR SPACE IF DURING THE COURSE OF ITS FLIGHT, IT HAS MADE A LANDING OR IS GOING TO MAKE A LANDING AT ANY PLACE IN THE TALIBAN CONTROLLED AREAS OF AFGHANISTAN. THIS IS IN PURSUANCE OF OPERATIVE PARAGRAPH 11 OF UN SECURITY COUNCIL RESOLUTION 1333. ANY VIOLATION OF THIS PART OF THE RESOLUTION WOULD LEAD TO DENIAL OF FUTURE PERMISSION TO FLY INTO INDIAN AIR SPACE”

VDPP/Phnom Penh, Cambodia – change to operating hours – with effect 09 December the aerodrome will be open from 2300Z-1900Z daily.

OSDI/Damascus, Syria – an unusual one, but important to repot. Syria has banned the use of iPhones – don’t take yours off the airplane – it will be confiscated.

Italy Various public transport strikes planned for 15 and 16 December. Check with local handler for details.

Russia
As part of the massive AIRAC cycle of changes for 17NOV, one item not noticed by many was the supposed removal of the requirement for GA traffic overflying Russia to **obtain a permit**. According to the AIC, international traffic overflying or landing using international routes and airports would need FPL notification only, and once no rejection message was received within 2 hours, the flight was good to go. We have continued to obtain permits for our customers as there have been numerous rejections without a permit number. What’s your experience?

Monday Briefing: UK Delays, Libya overflights

Declan Selleck
25 June, 2014

UK Prepares for day of delays Nov 30th: Immigration officials in the UK will be on strike today across the country, giving potential to some significant delays at major airports where passenger numbers are high. NATS have recommended carrying sufficient fuel for diversion to Europe, and Eurocontrol have published a list of diversion airfield availability for Wednesday’s action – see the Ops Notices below for further.

Libya overflights possible this week Nov 30th: Following the reopening of airports in Libya, the airspace above the country remains closed to overflights. That situation could change this week, however, as the Libyan CAA and interested parties work through the details of arrangements to reopen several routes overflying the country – allowing airlines in particular a shorter route to and from other African countries. Although no details have been confirmed, it seems we are in the final stages before HLLL FIR is open once again.

EGxx/UK AIrports – Immigration services on strike today; delays are expected, some major. EGLL Management suggesting up to 6 hours delay for arriving pax, meaning aircraft will be held on arrival, and hence ATC delays anticipated.

Eurocontrol have published a list of diversion airfields available:

EGLL/KK/SS/CC/PD – No Diversions to these airports – file another alternate.
EGGD/PF/PH/FF – Diversions accepted
EGBB/GW/HI – Diversions PPR only

EINN Diversions accepted (6 wide, 4 med)
EIDW Diversions accepted
EHAM Limited number of diversions accepted
EBOS Diversions accepted (5 wide, 9 med)
EBBR Diversions accepted (10 to 15 depending on type)
EDDF Diversions accepted (5 all types)

Westbound NAT Tracks 30NOV

KZNY/New York Center have requested operators file the following arrival routes:

KJFK – DOVEY SAILE PLYMM PARCH1.
KEWR and KTEB – DOVEY SAILE BOS BAF SHAFF6 OR BOS BAF FLOSI1
KIAD – BOS BAF HYPER3, OR ZIBUT ORF FKN FAK BARIN1, OR BOJAN SIE ENO V268 BAL V44 MRB AML
KPHL – BOJAN WICKE SIE VCN JIMGE2, OR ACK HTO J121 BRIGS VCN8, OR LINND OWENZ DRIFT BRIGS VCN JIMGE2

LPFR/Faro Reduced capacity due to airfield damage from storm last month – arrival restrictions continue until 04DEC est.

LDZO/Zagreb FIR ATC System upgrade tonight, No Air Traffic Service will be provided by Zagreb ACC from 2000Z until 0500Z tomorrow. LDZA Approach and Tower closed during the same period.

LIMC/Milan Malpensa ILS Check today, arrivals regulated 1200-1500, HIGH delays predicted.

Russia and CIS FIRs Change to RVSM and ICAO standard FL allocation. We produced a guide last month – if you're still confused – ask us for a copy!

Kabul FIR, Afghanistan Reduced Horizontal Separation will apply from 15 December to aircraft which are approved for RNP-10 operation on ATS routes: N636 (SERKA-PAROD), UL333 (SERKA-SOKAM), P628 (ASLUM-CHARN). With effect from 12 January 2012, route: L750 (ROSIE-RANAH), N644 (PAVLO-LEMOD), A466 (SITAX-AMDAR), G796 (LAJAK- MURAD), M881 (LAJAK-EGPAN) are included. The reduction is from ICAO standard 80nm/10 mins down to 50nm/7 mins.

DNKK/Kano FIR, Nigeria All locator based Instrument approaches withdrawn with effect 17NOV11.

FABL/Bloemfontein Slots required for ops 05-09 January. Fuelling restrictions also.

OEJD/Jeddah FIR Saudi Authorities have issued a statement via their AIP that all the Aircraft Registration must be included in Field 18 of the ATC Plan or overflight will be refused.

TTZP/Piarco FIR No radar service available from ATC above FL135 between 28Nov – 04Dec due to software upgrade.

UKDD/Dnipropetrovsk Fuel supply is limited, check supply available before departure.

UTTT/SS/Tashkent and Samarkand Authorities have published several NOTAMs warning operators to essentially not use the airports as fuel stops. NOTAMs dictate that all aircraft must have sufficient fuel to fly to next destination onboard.

VLVT/Wattay Intl Vientiane Radar (Both PSR and SSR) is u/s until 24Dec. Approach on 119.7 will be using procedural control.

Somalia If you're brave enough to send an aicraft there, bear in mind that all airports except for the following, are closed to non-humanitarian traffic: Airports in Somaliland, Puntland, Beletuen, Dussa mareb, Adado and Guryael. All ops require prioir permission.

Sudan The Sudan CAA has appointed a new department to handle the carriage of Dangerous Goods by air, based in Khartoum.

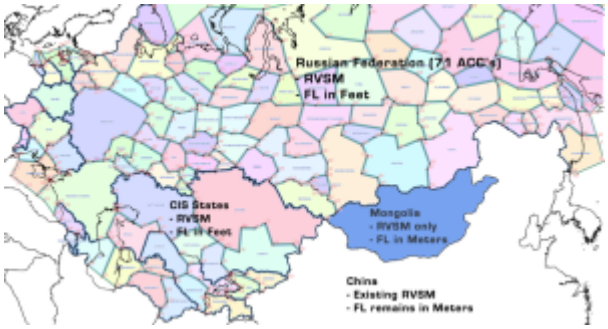
Special Report: Russia transition to ICAO RVSM

Declan Selleck
25 June, 2014

Big Changes in Russia

Last month's change by Russia and CIS States created the single biggest revision print in the history of Jeppesen – that's quite an update! Here's a summary of those changes and how it affects you on your next international flight crossing these countries.

Transition to ICAO "Vertical Separation System" and RVSM on 17th November, 2011.



This is a big, significant change, to flying in Russia and the CIS. The AIC's issued by the member states are particularly vague and uninformative, so here's some plain English explanations that will hopefully help understanding of the change. If you have more questions, just ask us …

Where?
Russia
Mongolia
Kazakhstan
Kyrgyzstan
Tajikistan
Uzbekistan
Afghanistan.

What's happening?
There are two things being brought in here –

1. RVSM, which is happening in all countries, and
2. Standard ICAO Flight Levels in feet, that we are used to in the rest of the world – which is happening everywhere except Mongolia.

When?
One minute past midnight, UTC, on the 17th of November, 2011.

RVSM
Standard meter separation at the moment is 600 meters above 8,900 meters. From Nov 17th, that will change to 300 meters – or 1,000 feet, up to FL410/FL411.

Flight Levels
At the moment, you'll get a clearance from a Russian controller to "**Climb Flight Level 8,900 meter**s". You will jot this down, get out your conversion card, and run your finger down to 8,900 meters, to read off the Feet equivalent – FL 291. Dial 291 on the MCP, or fiddle with the FMS, and away you go.

After the change, your new clearance will be "**Climb Flight Level 290**". No different to what you're used to at home now.

What altitudes are affected?

Above the **transition level**, all levels will be FL, allocated in feet.

Below the transition level, altitudes will be in meters, for example, 1850 metres, 1500 metres, etc.. This is how things work in Belarus at the moment, for example, if you've ever been to Minsk.

Implementation
If you're flying on the night of 16th November, here's what you'll hear.

2300Z "Attention all aircraft, RVSM Operations will begin in 1 hour
2340Z"Attention all aircraft, RVSM Operations will begin at 0001 UTC"

From 2300 only RVSM aircraft will be accepted in RVSM airspace (as opposed to sorting it all out at midnight Z)

Some exceptions:

AFGHANISTAN

A sign of the times – Afghanistan is implementing RVSM but is keeping three levels for military aircraft only. FL300 and FL310 will only be available to MIL aircraft, as will FL350.

MONGOLIA

Mongolia thought about it, but didn't join in the change completely. They're just doing RVSM, so the Meter allocation scheme will change to 300 meter instead of 600 meter separation, but that's it.

ATC will issue the Flight Level clearance in meters. Pilots shall use the Mongolia RVSM FLAS Diagram (same as your existing China RVSM document) to determine the corresponding flight level in feet. The aircraft shall be flown using the flight level in FEET.

The request metric flight level within Mongolia RVSM airspace in Flight Plan shall be expressed as S followed by 4 figures (such as S1250, S1220 and S1190 represent 12500m, 12200m and 11900m respectively).

Eastbound Levels example

– ATC will say “KLM 802, Climb Flight Level 8,900 meters”
– Feet equivalent is FL 291 per your on-board conversion table
– Set FL 291 on your altimeter

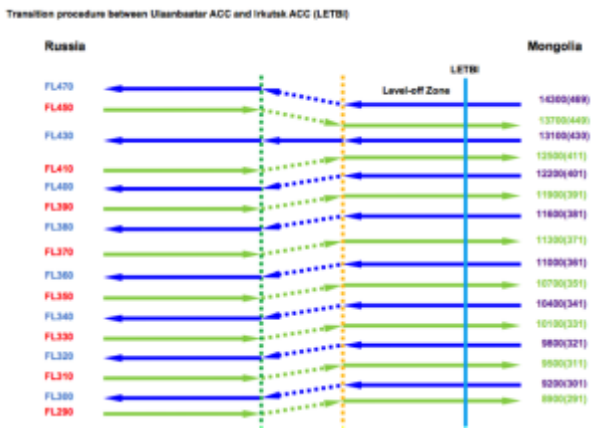
Transition Zone
Because Mongolia is working in Meters and Russia will now work in feet, there will be a small altitude adjustment near the ACC boundary.

Each ACC will have a different arrangement, some will do the transition on the Russian side and some on the Mongolian side – but each will have a “Level Off Zone” – 5 minutes of level flight, before or after which the climb/descent will take place.

Example 1
Let’s look briefly at position LETBI – the boundary between Ulaanbaatar ACC (Mongolia) and Irkustsk ACC (Russia). The transition zone here is on the Russian side.

An ***eastbound*** aircraft heading for Mongolia will be at FL370. Around 10 minutes prior to LETBI, the Russian controller will climb the aircraft to FL371 (11,300 meters) so that the aircraft is level at the new meter level for 5 minutes. Transfer of communications and control at LETBI will have the aircraft level at the correct meter level for Mongolia.

Example 2
A ***westbound*** aircraft along the same route, will maintain 11,600 meters (FL381). The Mongolian controllers will transfer comms and control at LETBI to the Russians.

“Irkustsk hello, KLM 801, maintaining Flight Level 11,600 meters”
“KLM 801, Irkustsk, roger, maintain present level”

5 minutes AFTER position LETBI:
“KLM 801, Irkustsk, descend Flight Level 360”