

Monday Briefing: Georgia joins IFPS, new Mexico APIS requirements

Declan Selleck
13 January, 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.

Llxx/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 announced 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

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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

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Special Report: Operating Internationally

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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/FL260 Northbound 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 the Dakar 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 CFR 122.1(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 Offices http://www.nts.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 at <http://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?

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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 5.5 exempts 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, Section 3, 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. Jeppesen 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 A contains 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, Volume 2. 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 airframes ICAO 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 airspace based on Performance Based Navigation?

RNAV specifies navigation accuracy only. RNP specifies navigation accuracy, alerting and monitoring ICAO 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 required. PBN-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 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".

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 operations. 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, Chapter 15 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 the NAT 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?

Monday Briefing: Europe Big Freeze, Iraq Landing Permits

Declan Selleck
13 January, 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 in the 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 its 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
13 January, 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 occurred 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/24R/23/24R 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

13 January, 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
13 January, 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 accommodate 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 accommodate you.

HEGN/Hurghada, Egypt 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
13 January, 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 report. 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
13 January, 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 aircraft 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 prior permission.

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

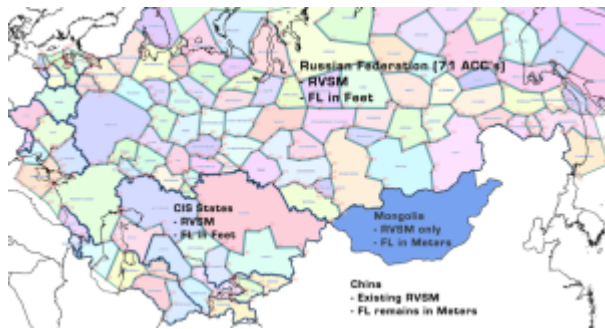
Special Report: Russia transition to ICAO RVSM

Declan Selleck
13 January, 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 meters**". 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 Irkutsk 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.

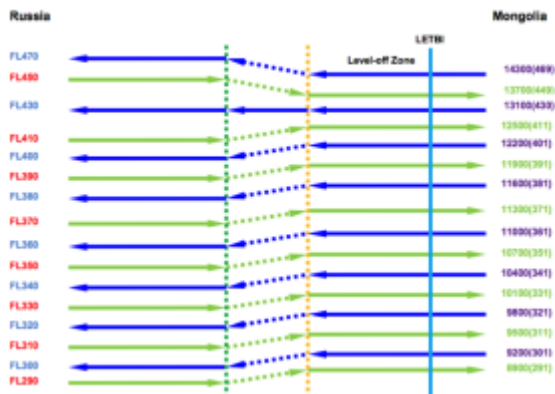
"Irkutsk hello, KLM 801, maintaining Flight Level 11,600 meters"

"KLM 801, Irkutsk, roger, maintain present level"

5 minutes AFTER position LETBI:

"KLM 801, Irkutsk, descend Flight Level 360"

Transition procedure between Ulaanbaatar ACC and Irkutsk ACC (LETB)



Monday Briefing: Africa Hajj Operations, London Airspace restrictions

Declan Selleck
13 January, 2014

Africa: Hajj Operations underway Sep 22nd: The annual Muslim Pilgrimage to Saudi Arabia, known as the Hajj, vastly increases the levels of Africa overflight traffic, as operators around the world dust off their aircraft and put them into operation on the routes to Mecca. Because the predominant Hajj flow is east-west, and the normal African traffic flow is north-south, this creates a need for increased vigilance during this time. Read more below about the Hajj Procedures, effective Sep 22.

London - Airspace Restrictions Sep 20th: The Olympic Games in 2012 will bring a variety of airspace closures and restrictions, as NATS seek to efficiently manage the additional traffic and the increased security risk. There will be two restricted zones during the primary Games period, from 14th July 2012, as well as a variety of additional slot and airport controls. More details and maps below .

HLLL/Libya FIR No fly Zone remains fully in force, despite efforts this week by Turkish Airlines to operate commercial flights between Tripoli and Istanbul. NATO have reminded all operators of the need to obtain clearance to enter the FIR, and this is only available as things stand for humanitarian or diplomatic flights.

LGGG/Greece FIR Delays Due to ATC Staffing issues, airspace disrupted. The Sunday Eurocontrol outlook was as follows: "EXPECT MAJOR DISRUPTION DUE TO STAFFING LIMITATIONS. ANY FLIGHTS ABLE TO RE-ROUTE TO AVOID GREEK AND MACEDONIAN AIRSPACE ARE ADVISED TO DO SO"

EN-ROUTE SECTORS:

LGGG ACC: ONLY 3 EN-ROUTE SECTORS AVAILABLE INSTEAD OF 6 OR 7 // LGMD ACC: ONLY 1 EN-ROUTE SECTOR INSTEAD OF 4 // ATHENS WEST SECTOR AND MAKEDONIA ACC COMPLETE AIRSPACE REGULATED.

AERODROMES:

MODERATE DELAYS CAN BE EXPECTED FOR LGIR, LGRP, LGSR AND LGZA

ARRIVALS IN THE MORNING. THE SAME CAN BE EXPECTED FOR LGIR AND LGRP IN THE AFTERNOON.

US Restrictions

LAX/Los Angeles RWY 6L/24R CLOSED UNTIL 22Z Saturday
MDW/Midway RWY 13L/31R CLOSED UNTIL 10/28
BOS/Boston RWY 15R/33L CLSD UNTIL 11/30
CLT/Charlotte RWY 18C/36C CLSD UNTIL 11/15
DEN/Denver RWY 8/26 CLSD UNTIL 10/12

EHAM/Amsterdam Schiphol will commence a “de-bunching” trial for nighttime arrivals in October. Participating arriving aircraft will be supplied with a Planned Time of Arrival (PTA) than can be accepted or rejected; if the trial is successful a second trial will happen in November to reduce emissions.

BIRK/Reykjavik, Iceland open H24 but Take Off not permitted 2330-0700 weekdays, 2330-0800 weekends.

LTBA/Istanbul Ataturk, Turkey Flight Planning into LTBA: RNAV Stars end at TETSA, PAZAR, ERKAL, PIMAV, DEKEK, TURKO, GELBU and ENESU. The FPL route should show one of these points as the last item in the route field, for example: ... UG80 BIG Y146 TURKO. The same, in reverse, applies to SID's, in that the route should start with the waypoint at the end of the SID, eg. via VADEN – the route field would look like this: 'VADEN UL610 ...'

HKNW/Nairobi Wilson and HKJK/Kenyatta Airports and Airspace, Ground – FL200, will close on Oct 10, 17 and 20th 0800-0900Z.

DGAC/Accra ACC, Ghana have unpacked the CPDLC and ADS-C boxes. Testing the equipment, so traffic overflying is requested to logon to 'DGAC', and indicate ADS-C Capabilities in the Flight Plans.

Africa Hajj Procedures In effect from 22 Sept. Bulk of traffic will operate via ALGIERS, ACCRA, BRAZZAVILLE, DAKAR, JEDDAH, KANO, KHARTOUM, N'DJAMENA, NIAMEY & ROBERTS FIR's. Airspace procedures divided into four regions, as follows:

- a) West WA West West of Africa aerodromes are those located along the western part of West Africa. These include Dakar, Bamako, Banjul, Conakry, Bobo-Dioulasso, Nouakchott, FreeTown, Ouagadougou and Niamey.
- b) Coast WA West Coast of Africa aerodromes are those located on the coastal regions of West Africa, namely Abidjan, Accra, Cotonou and Lagos.
- c) Central WA Central West of Africa aerodromes are those located mainly in Nigeria, Chad and the northern part of Cameroun. These are Kano, Abuja, Sokoto, Kaduna, Garoua, Maiduguri and N'Djamena.
- d) South West WA South West of Africa aerodromes are as follows; Libreville, Brazzaville, Douala and Bangui

Flight Planning information and Procedures are contained in AIP Supps – Hajj. For any visiting traffic operating in these regions over the next few months – expect a significant increase in traffic, monitor 126.9 carefully, squawk 2000, lights on, and bear in mind once again that normally Africa operates North-South. Hajj Seasonal Pilgrimage traffic is oriented on the East/West axis. Generally, statistics have shown that North-South traffic operates in the late evening or early morning hours, while the East-West Hajj traffic is concentrated mainly in the daylight hours. This characteristic creates a natural segregation between these two flows thus reducing the opportunity for conflict. Nevertheless, it is possible that during certain peak demand periods, aircraft using the North-South RNAV routes would have to operate at less than optimum flight levels due to the Hajj traffic.

Eurocontrol The Daily online Centra D-1 news conference for ATC and AO's is now taking place at 1600 CET.

Spain

Nationals of the following countries require a visa to transit Spanish Airports – regardless of onward destination or stopover time: Afghanistan, Angola, Bangladesh, Costa de Marfil, Ethiopia, Ghana, Guinea Bissau, India, Iraq, Iran, Liberia, Mali, Nigeria, Pakistan, Senegal, Sierra Leone, Somalia, Sri Lanka, Togo and Zaire.

London Olympics – Slots All aircraft arriving or departing from the coordinated UK airports during the period 21st of July 2012 to the 15th of August 2012, inclusive and using controlled airspace will be required to have an arrival and/or departure slot.

Slots will be available to be booked with airports for non-scheduled operations during this period from the following dates:

5 September 2011: Biggin Hill, Blackbushe, Cambridge, Chalgrove, Coventry, Cranfield, Damyns Hall, Denham, Dunsfold, Duxford, Elstree, Fairoaks, Farnborough, Goodwood, Lee-on-Solent, Leicester, Lydd (London Ashford), London Oxford, Manston, Northampton, Northolt, North Weald, Old Sarum, Peterborough (Conington), Redhill, Rochester, Shoreham, Southend, Stapleford, Thruxton, White Waltham, Wycombe.

30 November 2011: Stansted, Birmingham, Luton and Bournemouth NB: Stansted, Luton and Birmingham will be open for provisional bookings from 1 September 2011.

1 February 2012: Southampton and London City At Gatwick booking for ad hoc flights will remain as per UK AIP (AD2.20 1h), i.e. not more than 10 days and preferably not less than 24hrs before the intended movement.

Heathrow is likely to declare reduced capacity at certain times during the Olympics period due to peak demand, and are unlikely to be available for ad hoc flights during this period.

How to arrange: Slot booking instructions for Operators 1. Review slot availability of the airport on-line at www.online-coordination.com 2. Contact the Airport/Handling Agent as appropriate. 3. Airport uses www.online-coordination.com website to obtain slots. 4. For General and Business Aviation the Airport receive back a unique slot ID for use with confirmed slots, the slot ID is entered by the operator in field 18 of the flight plan, with the prefix of RMK/ASL: i.e RMK/ASLGBXXAPVT554300

5. For operations into the airfields listed below, the flight plan must include the address EGGOLYMI: Biggin Hill, Blackbushe, Damyns Hall, Denham, Dunsfold, Duxford, Elstree, Fairoaks, Farnborough, NorthWeald, Redhill, Rochester, Stapleford, White Waltham, Wycombe Air Park (Booker). Submitting a flight plan without a valid slot ID will ultimately result in the flight plan being cancelled on the day. Full info at <http://olympics.airspacesafety.com/>

Monday Briefing: Libya FIR, South America RNP5

Declan Selleck
13 January, 2014

Libya FIR: No quick change Sep 17th: NATO confirmed this week that despite the recent events on the ground in Libya, there will be no immediate change to the current arrangements in the Libya FIR. In discussions with NATO's Strategic Operations Center, we have been advised that the No Fly Zone (NFZ) remains in place and commercial operations into Libya are exceptionally limited. As the situation permits, more diplomatic and economic related flights may be added to the existing list of approved Humanitarian Flights.

South America - RNP 5 airways Sep 17th: On October 20th, a number of South American countries will implement RNP5 routes across their airspace. A number of new procedures and requirements are introduced, and national AIC's should be consulted for the most relevant information. Among others, Chile will introduce RNP5 in Antofagasta, Santiago, Puerto Montt, and Punta Arenas FIRs, and Colombia will do the same in Bogota and Barranquilla FIRs.

US Restrictions

MDW/Midway RWY 31C/13C CLOSED UNTIL 9/19
LGA/La Guardia RWY 4/22 CLOSED 17/04Z-18/00Z
IAH/Houston RWY 8R GS OTS
BOS/Boston RWY 15R/33L CLSD UNTIL 11/30
CLT/Charlotte RWY 18C/36C CLSD UNTIL 11/15
DEN/Denver RWY 8/26 CLSD UNTIL 10/12

NEW YORK area on September 19-21 2011, due to the United Nations General Assembly. NOTAM 1/0652 covers the restrictions to the New York City area.

GA operations are prohibited at the following airports during the specified times.

LGA from 1645 local (2045z) on September 19, 2011 until 2200 local (22/0200z) on September 21, 2011.
JFK from 1630 local (2030z) until 1730 local (2130z) on September 19, 2011.

SAEF/Ezeiza Radar, Argentina The Ezeiza Control Area has been divided into two sectors - North and South, with associated new frequencies and procedures.

SCxx/Chile FIRs Introduction of RNAV 5 routes on October 20th will occur in Antofagasta, Santiago, Puerto Montt, and Punta Arenas FIRs. Aircraft unable to meet the specification, put RMK/NONRNAV5 in Field 18 of the ATC plan, and use phraseology "Negative RNAV". For enroute failure: "Unable RNAV due equipment". Chile also recognises these exemption/special treatment codes: STATE, HUM, SAR, MAINT, DELIVERY as RMK/'s.

SKxx/Colombia FIRs RNAV 5 routes also being introduced in Colombia - SKED and SKEC FIR's on Oct 20th.

EPWA/Warsaw, Poland WIP until Sept 26th causing delays, Rwy 15/33 closed intermittently, see Notams.

LGGG/Athens FIR, Greece Major weekend disruption continues due to ATC staffing issues. Delays running as high as three - four hours at peak.

LTAA/Ankara FIR, Turkey LTAI, LTFY, LTBA all subject to moderate delays this weekend and coming week due to ATC arrival regulation.

OB BB/Bahrain FIR New list of required routings within the Bahrain FIR published in AIP Supp 07/11

NZZO/Auckland Oceanic FIR Met Data - change to procedure. Put simply, if you make a report on HF, no need to send a met report. If you are doing it via CPDLC, send it (at designated MET reporting points).

NZNS/Nelson, New Zealand Aircraft parking space is very limited and must be requested at least 2 days in advance from the NAL airport company. Tel +64 3 547 3199 or email office@nelsonairport.co.nz. Auckland (NZAA) has a similar situation due to the Rugby World Cup - GA/Business Aviation operations must be planned well in advance and may not be approved for peak times or days until end Oct 2011.

YPPH/Perth, Australia Commonwealth Heads of Government (CHOGM) meeting 28-30 Oct 2011. Major event affecting all airspace SFC-FL600 and ops within 90nm of Perth Airport. Special ADIZ activated 26-31 Oct. Pay close attention to Notams closer to activity date.

OPKR/ Karachi FIR, Pakistan Radar services not avail within 200nm of Karachi Sept 20th (0430-0530) due to maint. Procedural control in effect.

UHMA/Anadyr, Russia ILS Rwy 19 is withdrawn from service until 18 Oct, to repair lighting on Rwy 01. Available with 1 hour Prior Notice.

VOxx/India Various changes to airspace structure in India occurred in early August, affecting Chennai, Kolkata and Mumbai FIRs. Multiple boundary and entry point changes.

ZYSH/Shenyang ACC, China WGS-84 has been implemented in the Guanzhou FIR, Wuhan FIR and Sanya

FIRs. A new enroute chart was published on August 15th. See AisChina.com for more details.

EGCC/Manchester, UK Recent reports of false LOC captures onto Rwy23R when approaching from the North and South, caution.

LFMN/Nice, France Operating at reduced capacity due to closure of Runway 04L/22R until 24 Sept. Tactical regulation anticipated with occasional arrival delays at peak times.

Central America – COCESNA, the centralised ATC agency for Central America, which incorporates the states of Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua, has revised the structure of its Navigation fees; heavy category aircraft are now 77T and above, and will pay 0.60 USD per nm flown. **A CENAMER Notification should be made prior to airspace entry.**

Caribbean CARICOM API Trinidad and Tobago have issued a reminder that Advance Passenger Information (API) data must be sent in a timely fashion by aircraft operators. Advance Passenger Information (API) is data provided to the Joint Regional Communications Centre (JRCC) in Barbados prior to the arrival and departure of an aircraft or vessel at each port of entry in participating Member States. The participating states in CARICOM are: 1. Antigua and Barbuda, 2. Barbados, 3. Dominica, 4. Grenada, 5. Guyana, 6. Jamaica, 7. St. Kitts and Nevis, 8. St. Lucia, 9. St. Vincent and the Grenadines, 10. Trinidad and Tobago. Commercial Air Carriers are expected to transmit the data 15 minutes after departure. Private aircraft should transmit the data 30 minutes before departure.

El Salvador (MSLP) 'Regional Flights' are no longer permitted. All international flights must arrive through MSLP or Ilopango/MSSS, and present a domestic flight plan in the AIS/ARO Office.

Iraq

Iraq CAA has requested carriers to note the following: 1. File ICAO standard FPL minimum 1 hour prior departure. 2. At ORBI/Baghdad Int'l, there is a new briefing office in the Ops Room, airside in terminal. 3. For overflight permits, use new ICAA form 7.1

Iraq has also published a comprehensive list of banned air carriers and countries which are subject to additional safety assessment, available from the CAA.

Eurocontrol

Will deploy CFMU version 15.5 in late Sept/early Oct. IFPUV (Flight Plan Validation System) will be unavailable 2130-2330Z on 03 Oct.

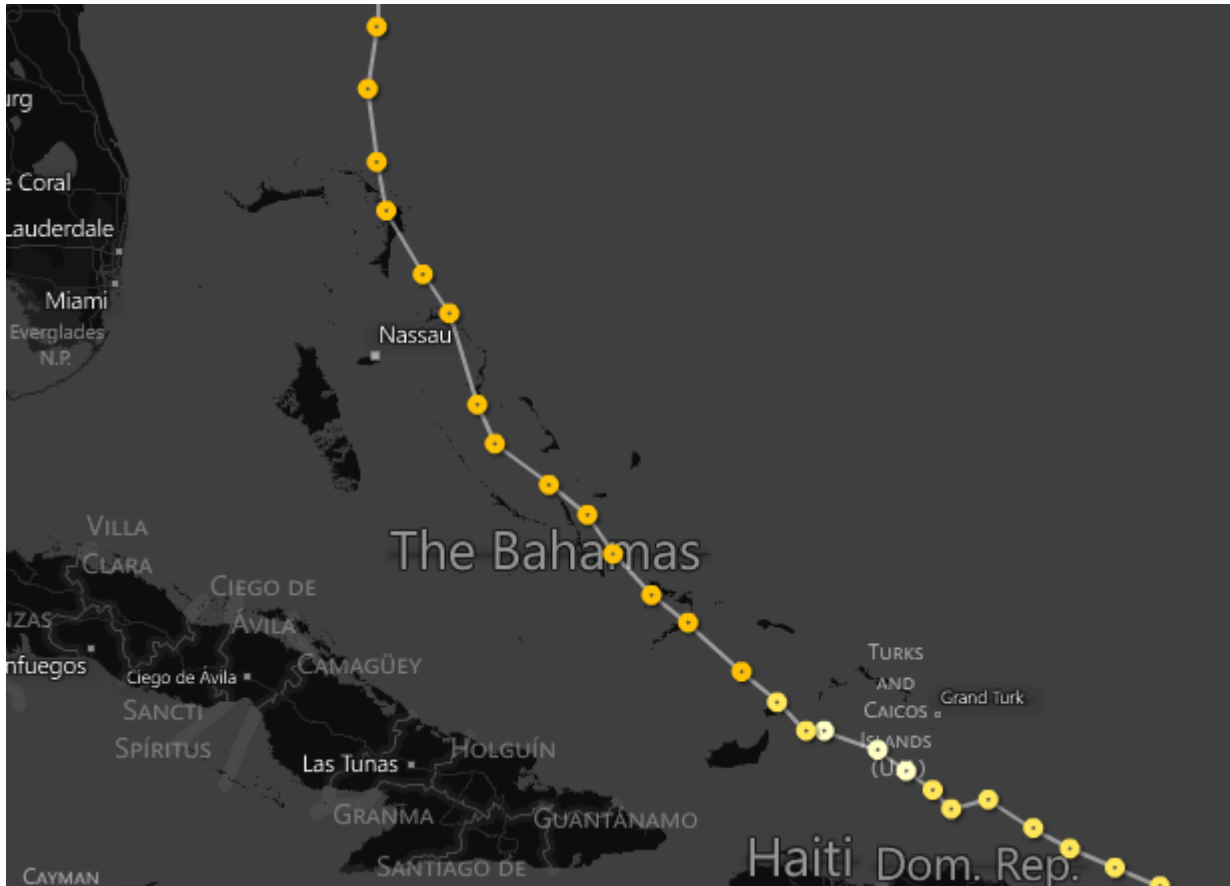
Special Report: Post Hurricane Irene update

Declan Selleck
13 January, 2014

Post-Irene Hurricane Update

As Irene tracks away north-east over Canada, we have the following information from Airports in the path of the Hurricane.

Bahamas



Irene's path across the Bahamas

Following its track across the Turks, Irene hit the southern Bahamas early on Thursday with winds reaching 100 knots+. The eastern side of the island chain was worst hit, with Cat Island and Abaco suffering perhaps the worst structural damage.

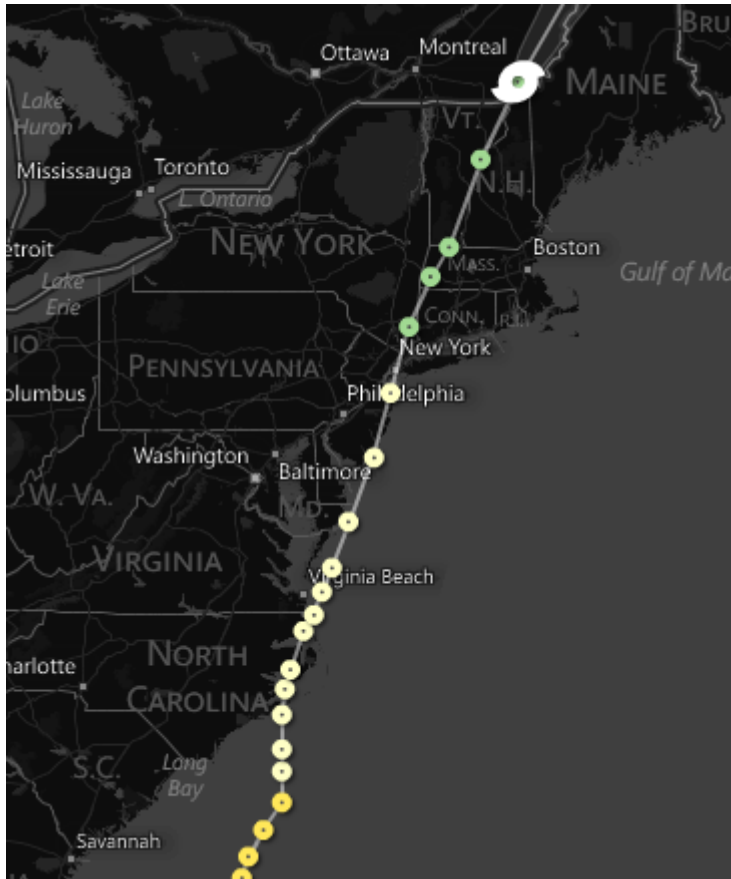
MYGF/Freeport was initially flooded and remained closed on Friday, it is now open again.

MYNN/Nassau suffered power outages, and Friday morning's traffic was restricted by the lack of a radar service. This was re-instated by 12pm and delays reduced to minimal.

MYES/Staniel Cay was flooded but also opened again on Friday morning.

Nassau Flight Service have confirmed that all airports, both major and smaller outlying airports, are now open again. However, we would recommend confirming before undertaking any ops to the more remote islands.

US East Coast



The track across the US over the weekend

As of Monday afternoon, we have the following information from Airports affected by the hurricane.

KEWR/Newark - reopened to arrivals at 6am and departures from 12pm today.

KJFK/Kennedy - as per EWR, open to arrivals at 6am and departures from 12pm.

KLGA/La Guardia - resumed a normal operating schedule at 7am today.

KMMU/Morristown, NJ - Airport is open with some areas still flooded. One taxiway is still underwater but re-routes using a runway are available. The Signature ramp is completely flooded and unavailable. Lighting is not yet restored and may not be until tomorrow, so daytime operations only.

KCDW/Essex County, NJ - Airport is open and ops normal.

KSWF/Stewart, NJ - Airport is reopened and running at normal capacity on the GA side, there may be some airline delays.

KFOK/Westhampton Beach - Airport running with no issues.

KBTV/Burlington, Vermont - The state has been badly hit by flooding and many major roads are out of service. The Airport itself however is OK, and no damage or flooding occurred. All ops normal.

KMGJ/Orange County, NY - Airport is **closed** to all traffic except heli ops. Both runways 3/21 and 8/26 are flooded. Runway 8/26 is expected to open around 2000LT tonight if clean up is successful.

KHPN/White Plains, NY - Airport fully operational but with **delays**. Some flooding on roads around the airport may delay ground transport. **Ground Stops** are creating delays Monday afternoon, likely due increased traffic due TEB's closure. Possibility of these delays continuing into the evening. Average delay 30 mins, maximum 1 hour.

KTEB/Teterboro, NJ - Airport **closed**. Significant flooding of runways and taxiways, and ramps. Flood

waters are receding since yesterday but only slowly. An Airport lighting systems check will take place between 1700-1800 this evening, after which a more definite opening time can be given by the Airport Authority. Anticipated reopening is Tuesday am.





Teterboro Airport, NJ, pictured on Monday morning. Thanks to Meridian FBO TEB for these pictures.

Atlantic / NAT Tracks

All airports in the New York area were closed from 1200LT on Saturday until Monday morning. Further, as a result of Irene's tracking, most NAT flights to eastern seaboard airports were cancelled for Sunday night. As a result, NAT Traffic on Sunday was exceptionally light. Monday night's NAT Tracks, which are 5 tracks from STEAM to CYMON, are expected to be at normal levels, if not busier as some additional flights may be expected following the schedule upset.

No compounding ATC or Weather issues in Europe for Tuesday am.

Special Report: Oceanic Errors in the North Atlantic

Declan Selleck
13 January, 2014

Oceanic Errors in the North Atlantic/NAT Region

ICAO oversees a number of North Atlantic Working Groups comprised of industry, ATC and state regulators. These working groups regularly review the most 'popular' Oceanic Errors:

- **Large Height Deviations (300 feet or more)**
- **Gross Navigation Errors (25 NM or more)**
- **Loss of Longitudinal Separation.**

ICAO has published the following recommendations to reduce oceanic errors, that should be addressed in initial and recurrent ground training:

LARGE HEIGHT DEVIATIONS

1. Conditional clearances require special attention. A Conditional Clearance is an ATC clearance given to an aircraft with certain conditions or restrictions such as changing a flight level based on a UTC time or a specific geographic position. The following is an example of a conditional clearance given to a crew: Maintain FL330. After passing 20W climb to FL350. Cross 25W level. Report leaving. Report reaching. NOTE – in this example, FL330 is the present FL. The main part of this clearance is that after 20W the aircraft starts the climb and is maintaining the cleared level prior to 25W.
2. In oceanic, non radar RVSM airspace, during a climb or descent, crews **must** advise ATC when leaving and reaching a flight level.
3. Each flight level change must be specifically approved by ATC. A filed flight plan with a requested change in flight level (step climb) is not a clearance to initiate the change in altitude.
4. Crews must ensure a CORRECT understanding of when a climb or descent should be initiated or completed.
5. Crews must exercise caution and ensure a clear understanding when ATC uses the terms “by” or “at” when referring to a longitude crossing (for example when to make a flight level change). This applies whether the clearance is given via voice or data link.
- 5.1. The following are examples of conditions or restrictions given to crews when the terms AT or BY are used in a conditional clearance.
6. Crews must be diligent in reviewing performance data for their particular aircraft, so as to avoid either requesting or accepting clearance to unrealistic flight levels which are outside of the performance envelope of the aircraft.
NOTE: Crews must carefully consider in their performance planning the significant temperature inversions that can frequently occur over the Atlantic Ocean. This is particularly important when aircraft are near to maximum gross weight and when attempting to comply with flight levels dictated at oceanic entry points.
7. **Crews should be aware that requesting unrealistic flight levels can seriously impact separation between their aircraft and other NAT traffic.** NOTE: If there has been a significant change affecting the aircraft weight after the flight plan has been computed, request a new flight plan. An example would be if you add a considerable amount of fuel to tanker through a location where the fuel cost is high.
8. If a crew finds itself at a flight level that becomes unsustainable due to degrading performance, it is imperative that they communicate immediately with ATC in order to coordinate a flight level change as soon as possible.
9. Crews must be alert for situations when ATC issues clearances that have only a longitude rather than a latitude and longitude. The clearance should be clearly understood as to when to make a flight level change.
10. Crews must ensure they are following the correct contingency procedure in case of lost communications. Unlike other oceans, the NAT lost communications procedure is to maintain the last assigned flight level. ATC approval is required for all flight level changes.
11. Crews must ensure they obtain an OCEANIC clearance level prior to oceanic entry, enter the ocean at the cleared flight level and establish a post entry point altitude check.
NOTE: Crews must be proactive to ensure that they are maintaining their cleared oceanic flight level prior to the oceanic entry point.

GROSS NAVIGATION ERRORS (GNES)

1. **Fly the route received in the OCEANIC clearance - not the filed flight plan.**

2. A reclearance scenario is the prime cause for most navigational errors. Crews must ensure they correctly copy the RECLEARANCE, reprogram (and execute) the FMS (or Long Range Navigation System, LRNS), update the Master Computer Flight Plan (CFP) and update the plotting chart. The FMS crosschecks for the clearance should include distance and track checks between the new waypoints.
NOTE: Track and distance tables are available commercially for every ten degrees of longitude.
3. Crews must follow a RECLEARANCE (and not the filed flight plan). The captain should ensure that all flight crew members are aware of the details of the RECLEARANCE by briefing all non-flying crew members.
4. Ground crosschecks of the Long Range Navigation System (LRNS) should include distance and track checks between waypoints. Enroute procedures must also include distance and track checks when passing a waypoint.
5. The crosscheck of the FMS coordinates should include comparing the expanded coordinates against the flight plan.
6. It is strongly recommended that a plotting chart be used and procedures include a position plot 10 minutes after each waypoint annotated with the coordinates and time of the plot. Compare all oceanic waypoints on the chart against the Master Computer Flight Plan (CFP).
7. Standard Operating Procedures (SOPs) for LRNS must include independent clearance copy, data entry (Coordinates and/or waypoints), and independent crosschecks to verify that the clearance is correctly programmed. These procedures must also be used when enroute changes are entered. This task cannot be delegated.
8. There should only be one CFP on the flight deck. It should be labeled the Master and should reflect the current cleared route of flight.
9. Crews must be alert for similar sounding named oceanic boundary waypoints (e.g. PITAX versus BERUX) when receiving the ATC clearance.

EROSION OF LONGITUDINAL SEPARATION

1. Crews must communicate to ATC any ETAs that change by 3 minutes or more. This is an ICAO requirement and the information is used to modify ground-based ATC flight tracking systems.
2. Crews must adhere to the assigned (True) Mach. Operators flying Long Range Cruise or ECON to conserve fuel are having a negative impact on the strict tolerance required for ATCs longitudinal separation.
3. Crews should verify the accuracy of ETAs or ATAs (particularly the hour) forwarded to ATC to prevent an error of one hour.
4. Crews must ensure they advise ATC in a timely manner of any change in their ETA for the oceanic entry point.
5. Crews must ensure that the aircraft master clock (typically the FMS) is set using an approved calibrated time source to be used for all ETAs and ATAs.

FLIGHT PLANNING

1. Dispatchers and Flight Planners must ensure the filed routes around the oceanic boundary do not include crossing multiple oceanic entry/exit points.
2. Pilots must ensure they know current conditions to include NOTAMS (e.g. forecast turbulence in RVSM airspace) and weather documents (e.g. ETPs and alternate airports). In addition, pilots must be knowledgeable in the information on the computer flight plans and do basic crosschecks of fuel, winds and groundspeeds.

CONTROLLER PILOT DATA LINK COMMUNICATIONS (CPDLC)

1. Conditional clearances require special attention. A conditional clearance is an ATC clearance given to an aircraft with certain conditions or restrictions such as changing a flight level based on a UTC time or a specific geographic position. The following is an example of a scenario where a CPDLC conditional clearance was given to a crew. The crew subsequently failed to comply with the time restriction, but reported leaving its flight level, thereby enabling the controller to catch the error.

At approximately 1133Z a CPDLC message composed of the following uplink message elements (UM) was

sent to the flight:

UM19 - MAINTAIN F370

UM21 - AT 1205 CLIMB TO AND MAINTAIN F380

UM128 - REPORT LEAVING F370

UM129 - REPORT LEVEL F380

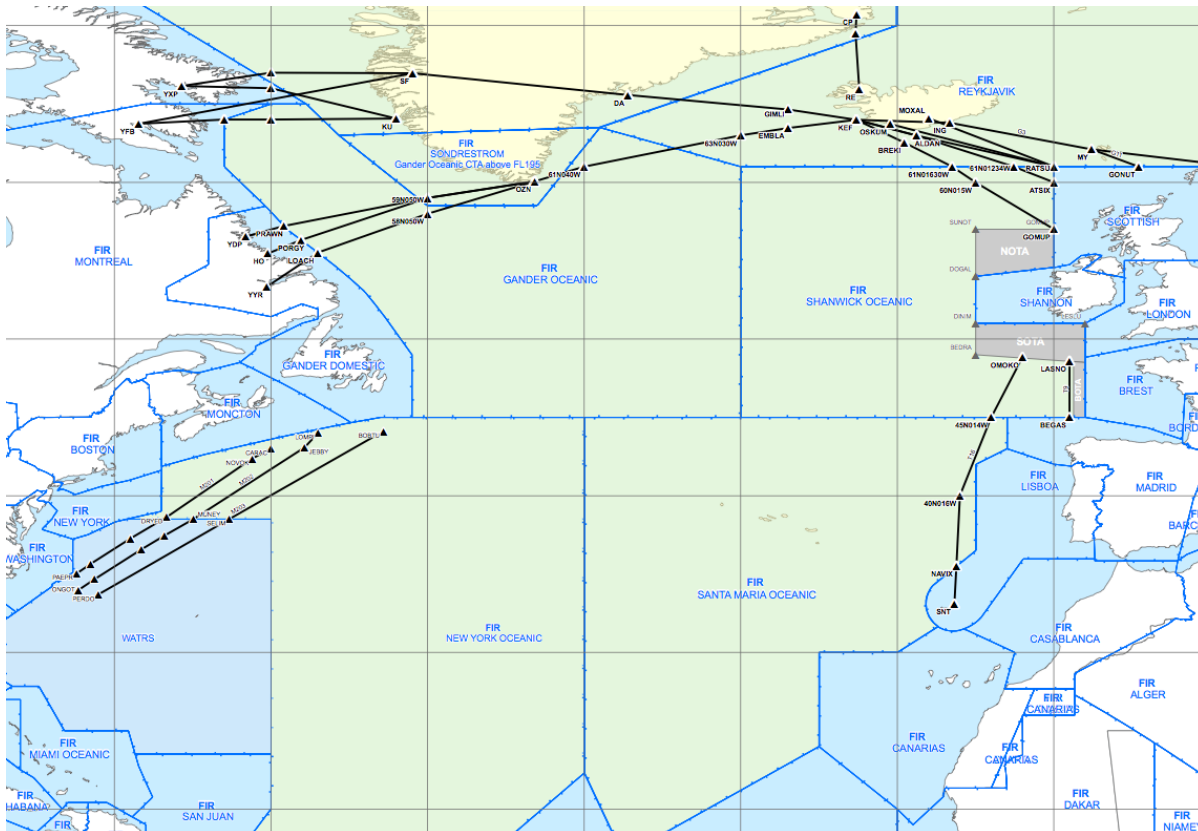
The expected WILCO response was received by the Oceanic Controller. At approximately 1134Z (ie. 31 minutes before it should have started the climb), a CPDLC message composed of the following downlink message element (DM) from the aircraft was received by the OAC:

DM28 - LEAVING F370.

The air traffic controller took immediate action to confirm the flight level and to issue a clearance via voice for the flight to expedite climb to a flight level that ensured vertical separation.

NOTE: The receipt of the LEAVING F370 message enabled prompt action to correct this error.

2. Upon receipt of a CPDLC uplink message, it is important for both pilots to independently and silently read and verify the clearance.
3. It is important to note that the CPDLC uplink message may be more than 1 page in length. Review the entire message carefully, in the correct order, before taking any action. It may be helpful to print the message.
4. Both pilots should resolve any questions that they may have regarding the clearance with each other and if necessary with ATC prior to initiating any action. If unable to fully understand the CPDLC clearance, pilots should revert to backup voice communication.
5. Pilots should not use voice to verify that an up-linked CPDLC message has been received or to inquire if a down-linked datalink message has been received by the ATS provider.
6. Crews should be cautious with CPDLC clearances (message sets) that are delayed.
7. Crews should be cautious with clearances when communicating via CPDLC and HF radio simultaneously. CPDLC is the primary communication means when it is operating. The clearance is received from that [CPDLC] source only.
8. Crews should avoid using the free-text method.
9. Crews should be sure that HF SELCAL is working even when CPDLC is functioning properly - do a SELCAL check prior to oceanic entry and at each Oceanic Control Area (OCA) boundary.



GENERAL

1. Dual checking of oceanic clearance **MUST** be SOP (avoid physiological breaks or distractions near the oceanic boundary or when copying and reprogramming enroute reclearances). Changes must be communicated clearly to non-flying flight crew members so that they understand **RECLEARANCES** when they relieve flying flight crew members.
2. Radio operators relay for/to controllers. The majority of oceanic communications such as position reports or crew requests go through a radio operator. The radio operator is not an air traffic controller. Radio operators must relay all reports and requests to ATC for approval and processing.
3. The use of the terms “expect” or “able” by ATC is **NOT** a clearance. Typical phraseology is to use, “ATC clears....”
4. Relays of ATC instructions between aircraft **MUST** be accurate. Ensure a correct read back is received from every communication link in the relay.
5. Always read the LRNS or the plotting chart first and then compare it to the master source (i.e. CFP). This is a human factor’s practice that could prevent the pilot from seeing what he/she expects to see.
6. Crews must immediately clarify any confusion about the clearance.

SLOP - STRATEGIC LATERAL OFFSET PROCEDURES (RIGHT offsets only)

1. Crews should be aware of this procedure for use in oceanic and remote airspace. SLOP should be a SOP, not a contingency, and operators should be endorsing the use of lateral offsets for safety reasons on all oceanic and remote airspace flights.
2. Crews should be aware of the “coast-out to coast-in” operational use of the procedure.
3. Crews should be aware of the three SLOP options: centerline, 1 NM RIGHT offset or 2 NM RIGHT offset. NOTE: Operators are reminded that the current SLOP was created to reduce the risk of collision. It was also designed to incorporate wake turbulence avoidance. SLOP enhances flight safety by reducing the risk not only from operational errors but also crews executing a contingency with a highly accurate LRNS.
4. Offsets to the left of centerline are **NOT** authorized under SLOP and should not be flown.

CONTINGENCIES

1. The 15 NM lateral offset contingency procedure is now universal for ALL oceanic areas (formerly 30 NM in the NAT and 25 NM in the Pacific). Operators should update their ground training and manuals to reflect this change. Details of the 15 NM contingency procedure can be viewed in the NAT Doc 007.
2. The published Weather Deviation Procedure is now universal in all oceanic areas. It is important for pilots to understand that the ICAO published Weather Deviation Procedure is a contingency and should only be flown when an ATC clearance cannot be obtained. Details of the weather deviation procedure can be viewed in the NAT Doc 007. (please refer to Section “Deviation Around Severe Weather”).
Note: If the aircraft is required to deviate from track to avoid weather (e.g. thunderstorms), the pilot must request a revised clearance from ATC prior to deviating. Crews must not deviate laterally or vertically without attempting to obtain an ATC Clearance. However, if such prior ATC clearance cannot be obtained, pilots must follow published ICAO Weather Deviation Procedures
3. Crews are reminded to execute the correct contingency procedure in case of an emergency descent, turbulence, etc. It is important to minimize the risk to you and other aircraft.
4. Crews should be aware that there is more than one contingency maneuver and should be familiar with the recommended procedure for each in-flight occurrence typee.

Recommended Reading!

- Your primary source document for NAT Ops is “**NAT Doc 007: Guidance in and above the NAT/MNPS Airspace**”

Monday Briefing: Ukraine JetA1 drought, German ATC strike averted

Declan Selleck
13 January, 2014

Ukraine experiences Jet A1 fuel drought Aug 9th: A reduced level of domestic jet fuel production has created a supply shortage in the Ukraine this month. UKOO/Odessa, UKDD/Dnipro, and UKLL/L'viv currently have no fuel available. UKBB/Kiev, and UKCC/Donetsk have limited supplies. An import quantity has been ordered to resolve the issue, but this will take time to arrive. For a full list of Airports and current stocks, see the Ops notices below.

German ATC strike averted Aug 9th: For a second time, a last-minute cancellation the day before a planned strike by ATC was announced in the early hours of August 9th. The strike had threatened to disrupt European Airspace significantly today. Controllers have agreed to revert to a reconciliation process instead, with the chance of future strike action reduced as controllers enter a one month no-strike period. Only airspace operated by DFS (and therefore not Maastricht UAC) would have been affected.

HSSJ/Juba, Sudan New Approach Unit open since August 1st and operational on frequency 123.9 on a trial basis as directed.

ORBB/Baghdad FIR, Iraq List of banned aircraft types extended to the following with effect 01 August: B737-200, B727-100, R721, B722, R722, AN26, AN24, AN12, Tu 154.

EDxx/German Airspace A second cancellation the day before a planned strike by ATC was announced in the early hours of August 9th. Controllers have agreed to revert to a reconciliation process instead. Chance of future strike reduced as controllers enter a one month no-strike period. For info, the advisory before the cancellation read " ALL AIRSPACE AND AIRFIELDS THAT ARE UNDER THE JURISDICTION OF THE DFS WILL BE SUBJECT TO INDUSTRIAL ACTION FROM 0400-1000 UTC. FLIGHTS THAT ARE ALREADY WITHIN DFS AIRSPACE FROM OUTSIDE GERMANY AT THE COMENCEMENT OF THE STRIKE WILL BE GIVEN AN ATC SERVICE TO DESTINATION IN GERMANY OR TO THE DFS CONTROLLED FIR/UIR BOUNDARY AS APPROPRIATE. DEPARTURES FROM GERMANY THAT PLAN TO ENTER DFS CONTROLLED AIRSPACE DURING THE STRIKE PERIOD WILL NOT BE ALLOWED TO DEPART. ZERO RATE REGULATIONS HAVE BEEN APPLIED ACCORDINGLY BY CFMU. FOLLOWING FLIGHTS ARE EXEMPTED: - EMERGENCY, SAR AND HUMANITARIAN FLIGHTS - GOVERNMENT FLIGHTS - MILITARY FLIGHTS"

Exxx/Europe The FABEC Trial (where the daily planning for airspace in Netherlands, Belgium, France, Switzerland and Germany was conducted as one operation) ended on July 31st. Planning reverts to the individual FMP's in each country.

NZAA/Auckland and NZWN/Wellington will see restrictions on non-scheduled operations due to the Rugby World cup. Prior approval will be required from 1 September for most non-scheduled ops at these airports, so advance notice is highly recommended.

EGTT/London FIR A conference will be held in Cambridge on Sept 20th to discuss Air Operations during the London Olympics in 2012. Current plans call for all take off and departure slots to be allocated, with slots at peak times expected to be in heavy demand. The 14 principal business airports in the UK are expected to handle more than 110,000 movements in addition to their normal traffic during the 31-day peak period.

FAPE/Port Elizabeth, South Africa SIDs and STARs will be suspended on August 17th due to a Radar outage. Delays are expected by ATNS.

RJCC/Sendai, Japan Still restricted to operations by relief flights only. Approval required 3 days in advance

from Airport Authority.

HHAS/Asmara, Eritrea Jet A1 Fuel stocks limited, check with supplier day before flight for fuel availability.

PKMJ/Majuro Fuel shortage notified by ExxonMobil. 3 days advance notice of flight recommended and pre-flight check to confirm if not tankering.

Lxxx/Adriatic Airports, Europe Parking space continues to be a major issue for many Airports along the Adriatic coastline – Italy, Croatia, and Montenegro. Flights intending to remain on the ground through any Saturday in Summer should request well in advance, and even then stays are not guaranteed. Worst affected are LYTV/Tivat, LDSP/Split, LIPZ/Venice, and LDDU/Dubrovnik.

UKxx/Ukraine Full list of Airports affected by the August supply issue listed below:

(UKLL) L'viv has no fuel available.

(UKDD) Dnipropetrovs'k has no fuel available.

(UKOO) Odessa has no fuel available.

(UKFF) Simferopol has no fuel available.

(UKBB) Kiev has fuel; must be ordered in advance.

(UKCC) Donetsk has limited fuel availability.

(UKCM) Mariupol has limited fuel available, confirm in advance.

(UKDE) Zaporizhzhia has limited fuel availability – allow at least three days prior notice to confirm in advance.

(UKHH) Kharkov has very limited fuel availability; confirm in advance.

(UKLU) Uzhgorod has limited fuel available, confirm in advance.

HSSS/Khartoum will close daily 11-17 August from 0600-0900Z to allow rubber removal from the runway.

ZGZU/Guangzhou FIR “Special Ops” on August 12th, flights routing Hong Kong – Guangzhou can expect reroutes via CH BEKOL IDUMA, ATS Route W68 is affected.

VIDP/Delhi, India Airport restrictions on August 15th 0030-0430Z and 1030-1330Z, non-scheduled flights will not be permitted to land/take off, or fly within 160nm of Delhi during these times (VIP flight restrictions)

EHAM/Amsterdam A reminder of the Geese risk particularly around dusk/dawn near Schiphol, several strikes reported.

Ramadan The holiest month in the Islamic calendar, began on August 1st. During this time Muslims abstain from eating, drinking and smoking from sunrise until sunset. As a result, hours of operation for Permit departments in CAA's and DGAC's across Muslim countries are reduced, and the processing time is increased. Early requests well in advance of flight date are recommended, and changes may cause delays.

Afghanistan From the Afghan MoTCA – PPR times are not ATC flow times. They are based on ground handling capability only. Issuance of a PPR does not encompass any aircraft servicing, ground handling, or other aircrew requirements, nor does it imply air traffic control separation, weather conditions or threat assessment. A PPR is valid for +/-30 minutes from scheduled time. All flights shall have sufficient fuel and maintenance support to meet their scheduled arrival and departures times and be prepared for minimum ground times. Military and civilian aircraft supporting ISAF shall obtain PPRs (and slot times for non PPR airfields) by submitting a MRF to the Allied Movements Coordination Centre (AMCC ISAF). Exception: rotary wing, Theatre based (ISAF CJSOR) and US aircraft. These aircraft should obtain PPRs through their C2 organization or directly from the airfield. If unable to coordinate via C2 or airfield directly, any transport aircraft supporting ISAF may coordinate for PPRs through AMCC ISAF.

Cuba A reminder of the permit requirements

- Minimum 3 working days advance notice of flight intending to cross Cuba

Your permit number will be sent to you by via email by return and should be inserted in Field 18 (RMK/) of your ATC flight plan, for example: RMK/PERMIT CUBA 6821

- **Permit can be ordered online**

Monday Briefing: Adriatic Airports, Ramadan

Declan Selleck

13 January, 2014

Popularity exceeds supply at Adriatic Airports July 26th: Parking space continues to be a major issue for many Airports along the Adriatic coastline - Italy, Croatia, and Montenegro. Flights intending to remain on the ground through any Saturday in Summer should request well in advance, and even then stays are not guaranteed. Worst affected are LYTV/Tivat, LDSP/Split, LIPZ/Venice, and LDDU/Dubrovnik.

Ramadan starts August 1st July 26th: The first day of Ramadan has been confirmed as August 1st, and will last until August 29th. During this period, allow extra time for operations in Muslim countries. For permit applications, avoid, if possible, schedule changes and last minute applications. For flight and ground operations, expect a slower pace of work and consequently higher potential for delays.

Lxx/Zambia From July 1st, IATA is now responsible for collecting all Airport Charges on behalf of the National Airports Corp of Zambia (NACL) - billing through IATA Geneva/GVAGIXB.

FQBE/Beira FIR, Mozambique HF power reduced on AFI freq's 5493, 5634, 6586, meaning more limited range to be expected.

SEGU/Guayaquil, Equador Airport Closed for Runway Maint Daily 0530-1030Z 26-30 July

UHPU/Ust-Khayruzovo FIR will have no radar control available 28-30 July due to maint.

ULMM/Murmansk FIR Additional levels available to westbound traffic with effect 22 July - on R360, FL10,100M and FL11,100M now avail daily 0700-1300Z westbound.

EHAM/Amsterdam A new Business Aviation terminal will open for operations in early August. Located at SPL East, it is operated by Aviapartner.

LGGG/Greece FIR Athens ATC staffing problems continue with large delays forecast across the FIR for evening periods this week.

USA - DEN-RWY 17L/35R CLSD UNTIL 08/01/11, LAS-RWY 01L/19R CLSD UNTIL 08/14/11, BOS-RWY 15R/33L CLSD UNTIL 10/01/11

Monday Briefing: Ethiopian airspace concern, South Sudan

Declan Selleck
13 January, 2014

Ethiopian Airspace concern July 1st: Addis Ababa ACC has issued a number of NOTAMs this week in an effort to reduce the number of conflicts in their airspace. Exercise caution at MANAD and PARIM due poor coordination with adjacent ACCs, and note that airway UA451 is withdrawn with immediate effect.

A new country: South Sudan July 9th: The Republic of South Sudan will become an independent country, with a capital city of Juba. The CAA in Khartoum has confirmed that existing arrangements for **Overflight permits** will remain in place, in the interim. Landing permits will be available through the new government in Juba. No airspace changes are anticipated initially, with Khartoum ACC retaining responsibility.

VABB/Mumbai Changing to new radar system since July 3rd, some software issues causing occasional delays.

EFHK/Helsinki Combination of Runway works and ATC capacity mean a 30% capacity reduction until July 17th.

KBOS/Boston RWY 15R/33L CLSD UNTIL 10/01/11

KLAS/Las Vegas RWY 01L/19R CLSD UNTIL 08/14/11

HAAA/Addis FIR Ethiopia Airways W16-20 are now restricted to traffic landing at Bahirdar and Mekele only. International overflights should not use these routes.

HUEN/Entebbe is upgrading their ILS between July 18 – 25th – therefore unavailable in this period.

OOMS/Muscat ACC – Re-Sectorisation Trials taking place WEF 03 July until end of August, affecting traffic via RASKI, PARAR, TOTOX and REXOD. No delay impact.

LTAA/Ankara FIR, Turkey Frequency problems in the South East sector are ongoing, meaning a capacity reduction of around 25-50%. If possible, reroute via Iran – KUGOS-TBN-ARI-AGINA

FAJS/Johannesburg FIR 4 new AORRA (Atlantic Ocean Random Routing Area) gates established on the border with Windhoek FIR wef 02 June – NEVEP, ETUDU, ANTEP and DULGO. All traffic entering the area must route via an AORRA gate.

Permit News: Cuba Permit requirements

Declan Selleck
13 January, 2014

– Minimum 3 working days advance notice of flight intending to cross Cuba

- Operator name and address
- Departure and Destination airports, and times
- Aircraft type, and registration
- Please note no requirement for airspace entry points/times, pilots licenses/medicals, C of A/R, or other documentation.

RMK/PERMIT CUBA 6821

KDTW/Detroit Wayne Construction work completed yesterday (June 19), 22R/04L is returned to operational service.

ORBB/Baghdad FIR With effect June 13th, aircraft types B732, B721, R721, AN26, AN24, AN12, and T154 are not allowed to operate within the Baghdad FIR.

RCAA/Taiwan FIR Moving to new ATM system June 15-30, flow control applied at intermittent periods, separation increased to 3 mins, 20nm between aircraft, delays likely.

LPPR/Porto, Portugal Radar out for maintenance Monday afternoon June 20th, with Eurocontrol predicting high delays for arriving traffic.

EDDF/Frankfurt, Germany Arrival regulations continue due to ATC move to new tower, delays of 30-60 mins daily average at the moment, until June 23.

ZSHA/Shanghai ACC Flight plans for aircraft planning to enter Jinan ACC should be addressed to ZBAAZBZX, ZBAAZRZX AND ZBACZQZX

LCCC/Nicosia FIR New procedure with effect Jun 16; traffic inbound Tel Aviv should plan to cross LEDRA at or below FL290

UMMM/Minsk1 Airport, Belarus (Downtown) will be closed June 26th due to a motorsport event being held there.

PERMITS

June 23 (Thursday) is a public holiday in many countries for Corpus Christi. CAA's and HQ Permit departments will be closed in Bolivia, Brazil, Chile, Colombia, Costa Rica, Dominican Republic, Equatorial Guinea, Mexico, Poland and Venezuela.

UTAA/Ashgabat, Turkmenistan

Aerodrome requires 72 hours prior notice to US Mil as well as Civil Authorities. Crew should wait for approval from Ground Crew that Turkmenistan customs are ready, before opening any aircraft door. Limited ramp space.

UTDD/Dushanbe FIR, Tadjikistan

The English names of three airports in Tadjikistan have been changed – Kurgan-Tyube is now Qurgonteppa (UTDT), Khudzhand is changed to Khujand (UTDL), and Kulyab is now Kulob (UTDK).