Monday Briefing: Africa Hajj Operations, London Airspace restrictions

Declan Selleck
20 September, 2011

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 Kno, Abuja, Sokoto, Kaduna, Garoua, Maiduguri and N'Djamena.
d) South West WA South West of Africa aerodromes are as follows; Libreville, Brazzaville, Doula 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: Afganistan, 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
20 September, 2011

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 specidfication, 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, Rway 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.

OBBB/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 will 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 occured 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.

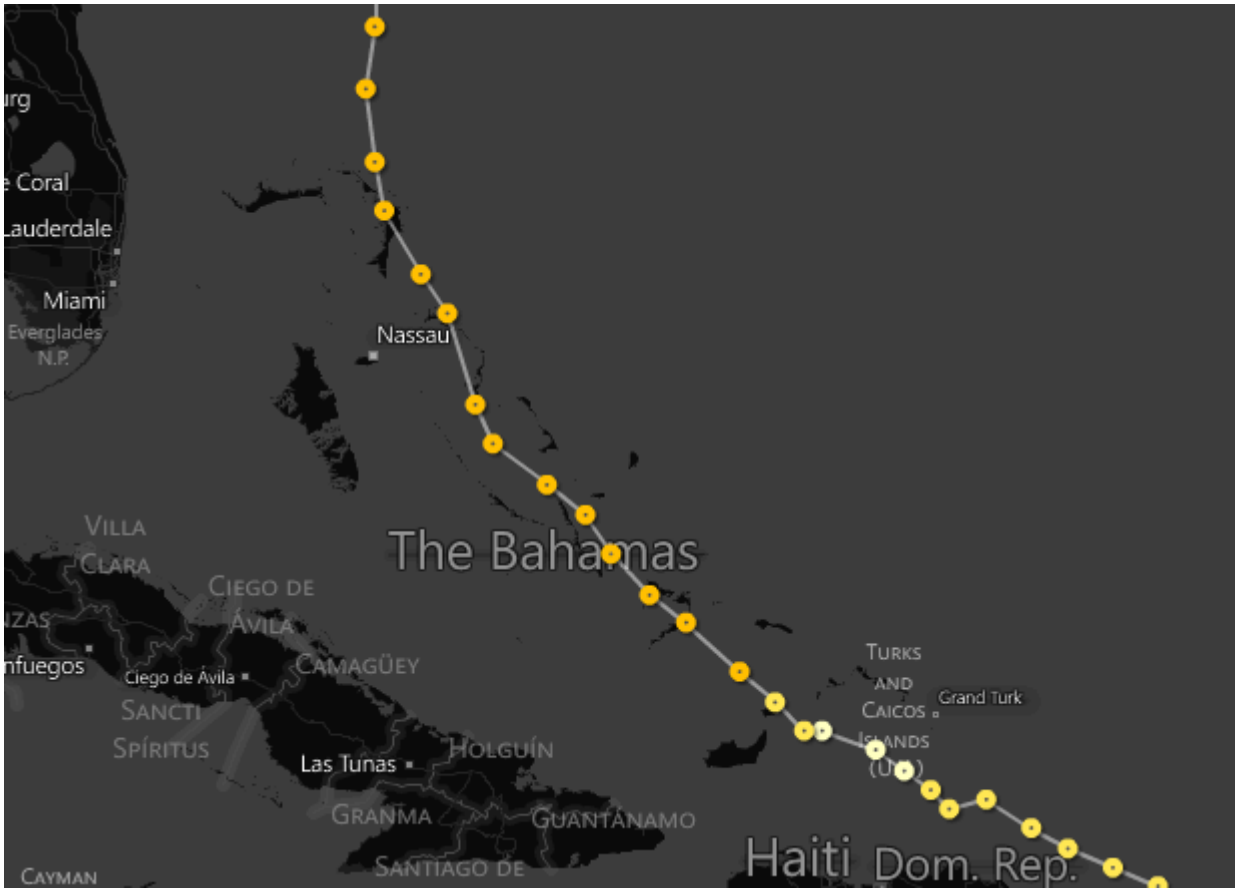
Special Report: Post Hurricane Irene update

Declan Selleck
20 September, 2011

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



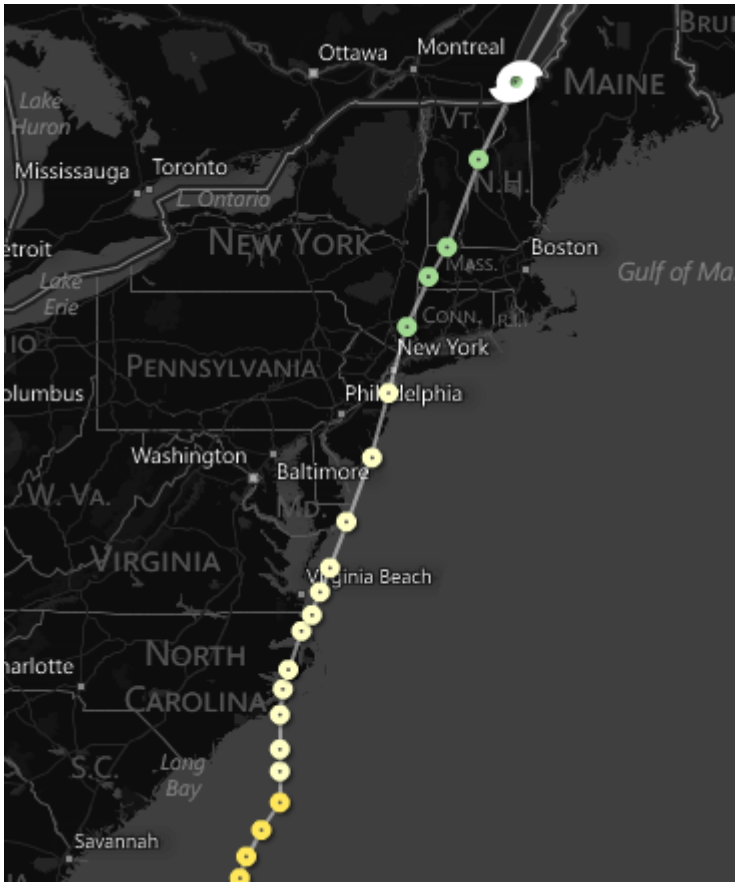
Irene’s path across the Bahamas

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 occured. 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
20 September, 2011

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.

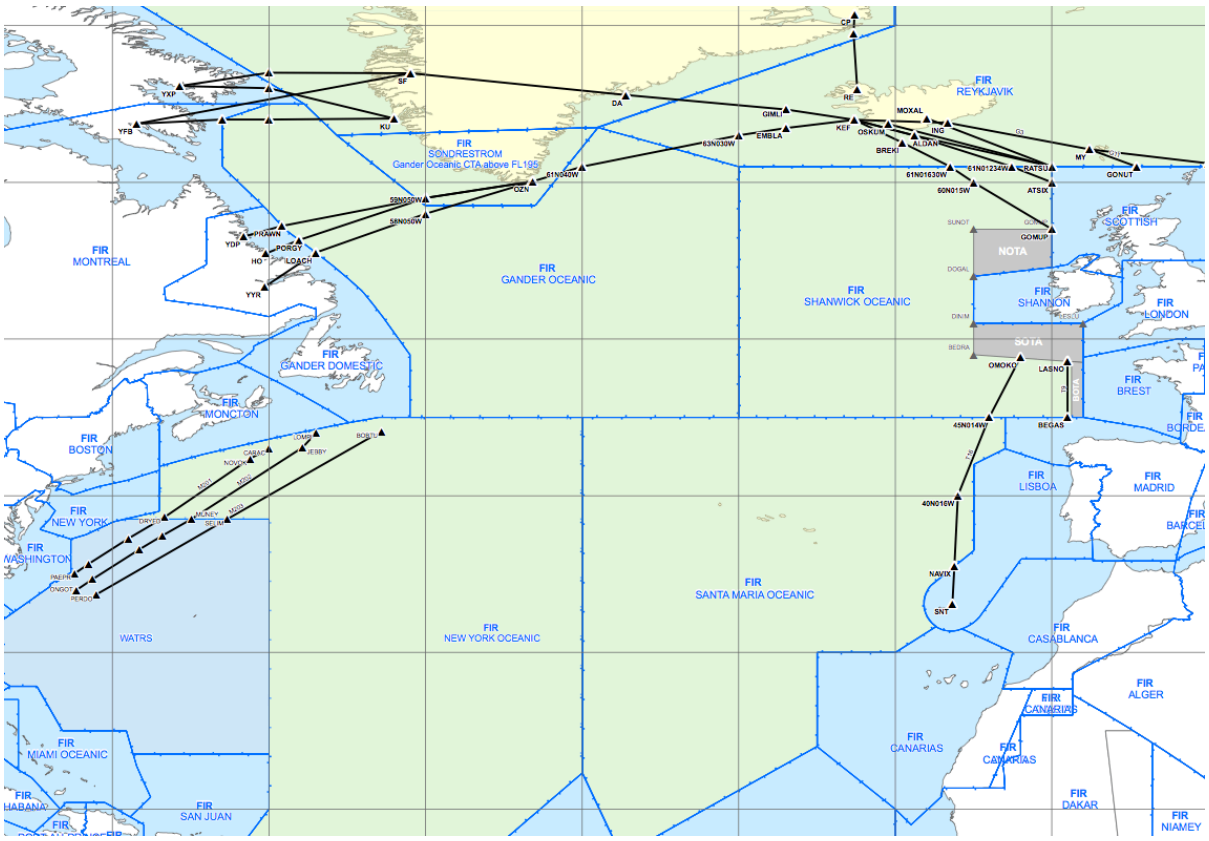
CONTROLLER PILOT DATA LINK COMMUNICATIONS (CPDLC)

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
20 September, 2011

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) Donets'k 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
20 September, 2011

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 consquently 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/Guayquil, 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
20 September, 2011

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
20 September, 2011

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

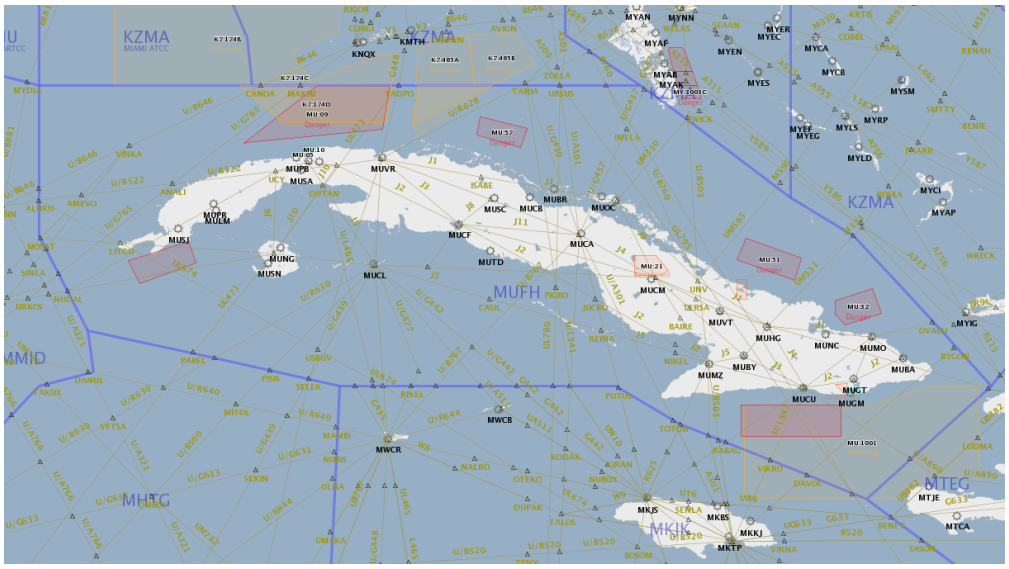
Data needed:

– 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.

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

The permit can be ordered **online here**.



Monday Briefing: Chilean Volcano update, Frankfurt ATC delays

Declan Selleck
20 September, 2011

Chilean Volcano update June 21st: Australia will see significant disruption from midnight zulu tonight, as an ash cloud FL200-400 moves northeast towards Melbourne. The June 4th eruption has to date affected airspace in South America, South Africa and Namibia, and New Zealand.

Frankfurt ATC delays EDDF/New control Tower: Controllers have moved across the airfield to a new tower on the south side of 25L/07R, meaning their view is now ‘reversed’. Therefore, significant ATC flow control has been applied and will continue to cause delays this week. Slots remain difficult to obtain, EDFH/Hahn is a good alternative.

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).