

New Zealand Fuel Supply Issue

OPSGROUP Team

7 December, 2022



Update 19 Dec: The fuel shortage at NZAA/Auckland due the contaminated batch has been resolved now (they got more fuel delivered).

New Zealand is facing a (hopefully brief) jet fuel shortage after receiving a batch which failed quality control testing.

What is the current situation?

On December 7, a fuel shipment into the main import terminal on New Zealand's north island **failed a quality check**. The fuel was bound for NZAA/Auckland, the country's main international airport.

The next fuel shipment is expected on December 18 and will hopefully resolve the temporary shortage.

How short is the shortage?

Airlines have been told to **expect rationing at NZAA/Auckland**. Initial reports suggest uplifts will be limited to **75% of an operator's usual allotment**.

However, it is not clear if other airports will receive reduced fuel supplies, with some diverted to support NZAA/Auckland or if the only airport affected is the main international one.

Air Centre One FBO at NZAA/Auckland has told us that World Fuel Services (WFS) has **canceled all releases** due to the current fuel shortage. Uplifts are still available via the FBO's account which will be invoiced with your handling charges, but they are recommending **refueling elsewhere** if possible. WFS releases are apparently still being accepted at other major airports in New Zealand.

Here are the Notams we've spotted so far:

NZAA/Auckland B7158/22 - AIR BP, EXXON MOBIL/CHEVRON AND Z ENERGY JET A1 FUEL RATIONING IN PLACE. CHECK WITH YOUR FUEL SUPPLIER FOR AVAILABILITY.
08 DEC 01:56 2022 UNTIL 17 DEC 10:59 2022.

NZWN/Wellington B7097/22 - Z ENERGY JET A1 FUEL (WESTERN APRON) NOT AVBL.
06 DEC 02:33 2022 UNTIL PERM. CREATED: 06 DEC 02:33 2022

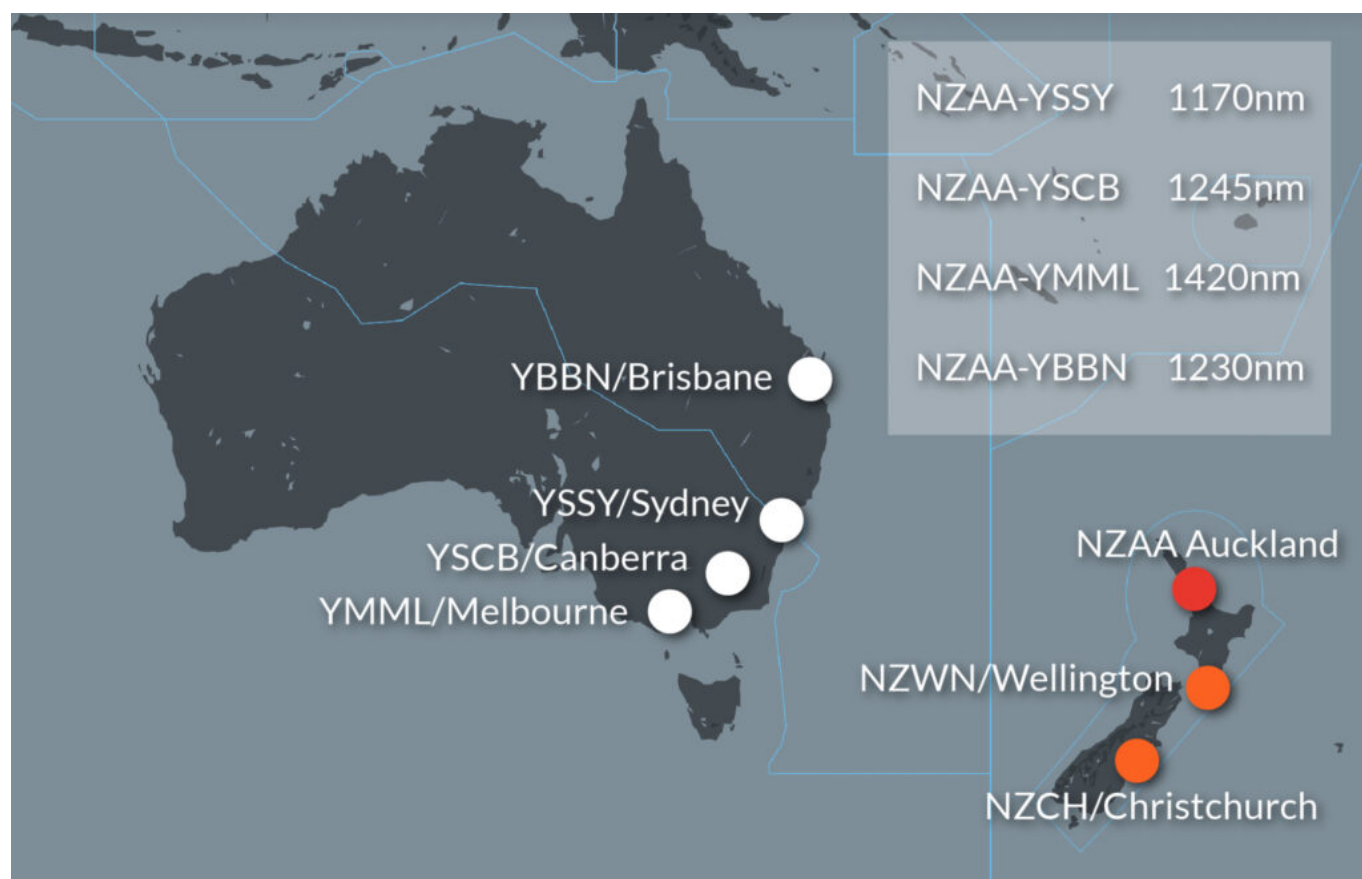
What should you do?

Speak to your agent or supplier at NZAA/Auckland and **confirm what the allocation will be** for you prior to operating in so you can plan accordingly.

Check with other New Zealand airport agents in advance if you plan to make fuel stops at them, since the **fuel availability is not currently clear**.

Look at fuel tech stop options if you are operating long haul, or consider payload adjustments to manage the reduced fuel uplift.

Tanker fuel if you are able to.



Iridium fault prompts ban by Oceanic ATC

Declan Selleck
7 December, 2022



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

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

Here's what happened:

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

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

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

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

OpsGroup members will be updated directly on further news.

Notam copies below:

ANCHORAGE PAZA A0626/17 - USE OF CPDLC AND ADS-C VIA IRIDIUM SATCOM IS PROHIBITED WITHIN THE ANCHORAGE OCEANIC, DOMESTIC AND ARCTIC FLIGHT INFORMATION REGIONS (FIRS). SFC - UNL, 13 OCT 19:40 2017 UNTIL 13 NOV 00:00 2017 ESTIMATED.
CREATED: 13 OCT 19:35 2017

NEW ZEALAND AUCKLAND NZZO B4985/17 - USE OF CPDLC (DATALINK) VIA IRIDIUM SATCOM IS PROHIBITED WI NZZO FIR. COMMUNICATION WI NZZO FIR IS TO BE VIA HF RDO ON THE APPROPRIATE SP6 FREQ. OPERATORS USING IRIDIUM SATCOM MAY CONTINUE TO USE ADS-C FOR POSITION REPORTING WI NZZO FIR. HF VOICE POSITION REPORTS ARE NOT REQUIRED UNLESS SPECIFICALLY REQUESTED. 08 OCT 21:56 2017 UNTIL 08 JAN 21:00 2018 ESTIMATED.
CREATED: 08 OCT 21:56 2017

OAKLAND KZAK A4306/17 - FOR ACFT EQUIPPED WITH IRIDIUM SATCOM, USE OF CPDLC AND ADS-C VIA IRIDIUM SATCOM IS PROHIBITED WITHIN OAKLAND CENTER OCEANIC AIRSPACE. COMMUNICATION WITH KZAK MUST BE VIA HF FOR IRIDIUM USERS. 13 OCT 19:49 2017 UNTIL 31 DEC 23:59 2017. CREATED: 13 OCT 19:54 2017

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

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

BRAZIL ATLANTICO SBAO N0095/17 - FOR ACFT EQUIPPED WITH IRIDIUM SATCOM, USE OF CPDLC IS PROHIBITED WITHIN ATLANTICO CENTER OCEANIC AIRSPACE. FLIGHT CREWS CAN LOG ON SBAO TO ALLOW THE USE OF ADS-C FOR POSITION REPORTING. COMMUNICATION WITH SBAO MUST BE VIA HF. IF USING ADS-C POSITION REPORTING, HF VOICE POSITION REPORTS ARE NOT REQUIRED UNLESS SPECIFICALLY REQUESTED. 15 OCT 12:00 2017 UNTIL 13 JAN 12:00 2018. CREATED: 15 OCT 01:22 2017

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

Ops normal at NZAA/Auckland

Declan Selleck
7 December, 2022



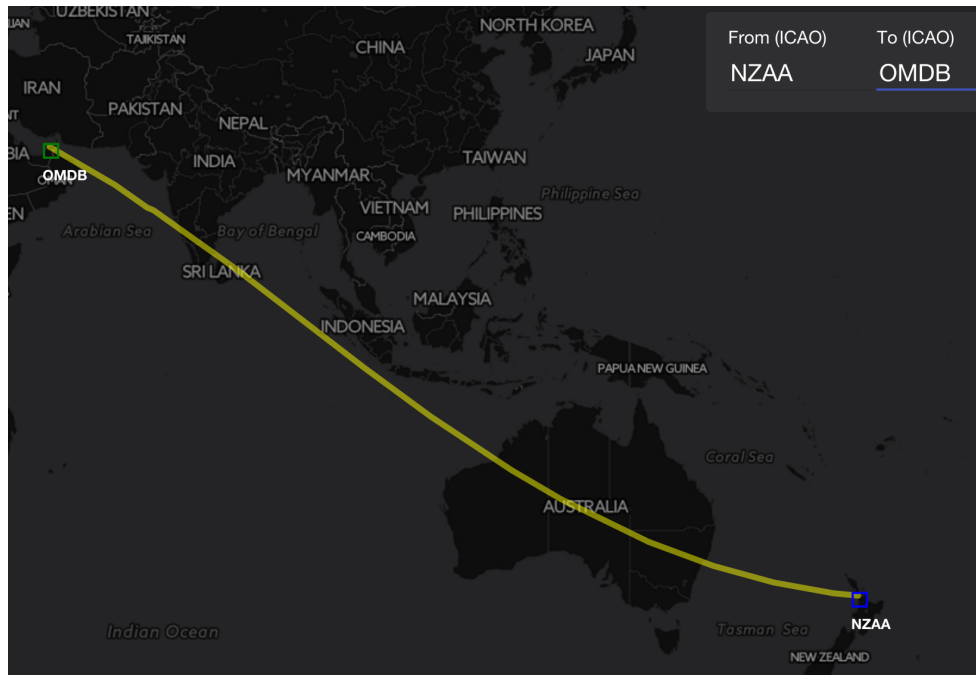
The fuel issue that has been affecting flights out of Auckland has been rectified and it's back to business as usual.

NCRG/Rarotonga and **NFFN/Fiji**, which had also been rationing fuel have also resumed normal ops.

Hopefully that is the last that we will hear on fuel issues out of Auckland.

World's longest flight? That's about to change ...

Mark Zee
7 December, 2022



So what is the longest scheduled air route in the world at the moment? If you said Panama-Dubai, you'd be right – but only for a few more days. As things stand, the PTY-DXB route, all 7463nm of it, takes on average 17 hrs 30.

With the introduction of the Boeing 787, the number of routes around the 7000nm mark is steadily increasing, to the point that we're probably going to have to stop calling them "Ultra Long Haul Routes". They are becoming the new norm. United are operating a SFO-SIN route with the 787-9 at 7339nm, and LAX-MEL at 6905nm.

From March 1st, the longest route in the world will become **Auckland-Dubai**, operated by Emirates with a B777-200LR. The leg distance is **7668nm**, and westbound this will be around 17 hrs 15. Use of the AUSOTS Track System and extension of UPR's (User Preferred Routes) into the New Zealand FIR has allowed this route to work, so that UAE can select the optimum wind routing for much more of the flight.

Midweek Briefing: Residual Disinsection for Italy, New Moscow Airport

Cynthia Claros
7 December, 2022

INTERNATIONAL BULLETIN

ISSUED BY FLIGHT SERVICE BUREAU

SITA HNLFSXH AKLFSXH AFTN KMCOXAAL

EMAIL INTL.DESK@FSBUREAU.ORG



Italy now requiring Residual Disinsection 17FEB In light of the spreading global coverage of Zika Virus cases, countries are rapidly changing rules related to Quarantine and Health. Italy is now requiring residual aircraft disinsection for every aircraft coming from any area, not only Zika affected ones.

Moscow Ramenskoye opens to civil traffic 17FEB UUBW/Moscow Ramenskoye, which previously served as a military airfield, is scheduled to open to civil traffic as an International Airport on 16MAR, becoming the fourth Moscow Airport. **Read more ...**

UUBW/Moscow Ramenskoye, which previously served as a military airfield, is scheduled to open to civilians as an International Airport on 15MAR2016. The airport will be Moscow's fourth largest and is expected to serve approximately 1.9 million passengers per year. Russian Railways is planning on constructing a direct rail link between the facility and Moscow. Read the full article.

Worldwide As the mosquito-borne Zika virus spreads worldwide, some health and aviation authorities have begun targeting business aircraft to be treated with insecticide – similar to requirements that have been in place for commercial aircraft arriving from certain points of origin. The most prominent to date is Italy, which has reported several recent cases of the Zika virus affecting people who returned from trips to South America and the Caribbean. A "Certificate of Residual Disinsection" is now required for all aircraft operating in Italy, following recommended WHO and International Civil Aviation Organization Annex 9 procedures. Italy had originally limited the certificate requirement to aircraft arriving from Zika-affected countries, but "within 36 hours that changed" to all countries. Authorities in Costa Rica are requiring that aircraft arriving from affected countries be sprayed on arrival – with crew, passengers and luggage aboard – with an insecticide provided by the local agriculture department.

UADD/Taraz, Kazakhstan has been upgraded to RFF/Rescue Fire CAT9, and with regular international flights starting in June, should have customs available. Maybe become a useful Central Asian en-route

alternate.

UKLV/Lviv FIR, Ukraine A new Notam (A0193/16) is issued to extend the ban in Ukrainian Airspace of any aircraft operator registered in the Russian Federation until 09MAY.

NWWW/Noumea has multiple runway (and therefore airport) closures until 25FEB, check Notams carefully if operating.

NZAA/Auckland Work is currently in progress on the threshold of RWY 23L with the threshold inset 2,270m. The information is contained within AIP updates and not via NOTAM. Operators should note there is are no ILS approaches available at Auckland until 30MAR. While weather is usually very good during February and March operators can expect delays in poor wx.

NZQN/Queenstown is closed from 1800 each day until 31MAR for runway widening works.

AYPY/Port Moresby Telecoms outage continues. To contact ATC Centre use (675) 325 8704 instead of published numbers. Multiple VHF freqs out of service, use HF 5565 as alternate.

RPHI/Manila has a radar outage on 18-19FEB meaning procedural control will affect the Luzon island area within the FIR, 10/15 minute enroute separation as standard.

Somalia A local terrorist organisation claimed responsibility for the bombing of a Daallo Airlines passenger aircraft on 02FEB shortly after it took off from Mogadishu's Aden Adde International Airport (HCMM/MGO). The bombing forced the Airbus A321-111 to make an emergency landing at Mogadishu's airport.

South Africa Refurbishment will affect Johannesburg's OR Tambo International Airport (FAOR/JNB) beginning 13FEB when security and immigration will move from Terminal A to the Central Terminal. Slow processing expected until end March.

US and Cuba advance Air Service agreement US officials will travel to Havana to officially sign the agreement that will make the two countries a step closer for its first commercial flights. Once the US-Cuba air travel pact that was agreed upon on 16DEC2015 will be finalized, airlines will have about two weeks to submit applications for US-Cuba routes with the US Department of Transport and get approval from Cuban authorities to obtain space at Cuban airports. Industry experts expect that the first Cuba-bound flights will be in the air sometime in 2016.

View the full International Bulletin 17FEB2016

Monday Briefing: Russian overflights of Ukraine now prohibited, EUR: TCAS 7.1 Compulsary

Cynthia Claros
7 December, 2022

INTERNATIONAL BULLETIN	ISSUED BY FLIGHT SERVICE BUREAU
	SITA HNLFSXH AKLFSXH AFTN KMCOXAAL EMAIL INTL.DESK@FSBUREAU.ORG



All Russian overflights of Ukraine now prohibited 29NOV In a development of the dispute between Russia and Ukraine regarding traffic between the two countries, Ukraine has extended the original ban (which affected specific Russian Airline only) to all Russian registered Aircraft Operators. Notam 2604/15 issued last Wednesday has the specifics.

EUR: TCAS 7.1 Compulsary 01DEC The EASA Mandate for compulsory carriage of TCAS version 7.1 (with changes to "Adjust Vertical Speed" RA and resolution of "Reversal RA" problems) is 01DEC. All operators must have 7.1 on board. Note that this applies also to EU Territories abroad, eg. New Caledonia, Tahiti.

OYSC/Sanaa FIR We've received input from a number of US Airlines that although Yemeni landmass airspace is prohibited, operations through the OYSC/Sanaa FIR Oceanic portion are available in accordance with FDC5/5575.

NZAA/Auckland is closed every Monday morning 0130-0430LT for runway maintenance. However, Robin Leach at Air Centre One notes that several aircraft have departed for Auckland with an arrival time during this period resulting in airborne holding. Part of the issue is that a NOTAM is only issued if the work is cancelled; otherwise the (hard to spot) AIP/IFG notes for Auckland apply.

ZBAA/Beijing Chinese Authorities have issued an 'orange level' alert for smog on Sunday, with reports that visibility in places is down to a few hundred feet. This alert requires industrial plants to reduce or shut down production. With the current temperatures, Freezing Fog is affecting operations at Beijing Airports.

North Atlantic First day with the new NAT Tracks structure will be 01DEC per advice from NATS and Nav Canada, reporting that previous IT issues with the new tracks have been resolved.

Spain The National AFTN COM Centre is out of action for a few hours on Monday night (after 2100Z), meaning that FPL filing and other AFTN based messaging will be affected for Airports in Spain and the Canary Islands.

Bermuda Transatlantic Operators should note in addition to the new track structure on 01DEC, that Bermuda will be without radar coverage for the afternoon (1200Z-1600Z), and the National Authority there is recommending to avoid Bermuda airspace. A limited non-radar service will be provided, and only airways L459, 461, and 462 are useable if you do overfly. Refer to KZWY A0461/15 for more.

EINN/Shannon is again closed for maintenance this Monday night 01DEC, 2145Z-0500Z; use alternate diversion alternates!

EGLL/London Heathrow has a high risk of regulation for Mon, Nov 30th from 0540-2200Z due to strong winds. Please plan fuel accordingly for possible airborne delays.

HLLL/Libya FIR Due to the recent escalation of the Libyan Crisis all Italian aircraft operators have been prohibited from flying through HLLL FIR. Prior Permission to operate into HL available aerodromes also requires Prior Permission by the Libyan CAA. REF NOTAM A8382/15 which replaced A5637/15.

LFRR/Brest FIR Training and stepped implementation of the ERATO paperless strip system in Brest FIR commenced on 24NOV and will last until 18DEC with significant capacity reductions. A transition period with capacity reductions will follow from 19DEC; this may potentially extend into Summer 2016. Moderate and (in some case) high delays may be expected daily, depending on the sector configuration provided.

LTxx/Turkey In response to the downing of a Russian Fighter Jet, Russia will be suspending the Visa-Free Travel program between the countries effective 01JAN2016.

VICG/Changigarh The new Chandigarh international airport which was originally scheduled to close for runway resurfacing which was estimated to take approx a year will in fact now remain open during the construction. Work to resurface the runway will take place without disturbing the flight operations there.

EIDW/Dublin The DAA and IAA are currently exploring a further reduction in SID separation to 75 seconds (following aircraft given take-off clearance when preceding aircraft reaches 1NM past DER). Ongoing AIM is to reduce further to 60 seconds if possible.

MKJS/Montego Bay The operator of Sangster International Airport, MBJ Airports Limited, Announced that, effective 24NOV, electronic boarding passes will be accepted as part of the security screening process.

DNxx/Nigeria The Nigerian Civil Aviation Authority, NCAA, suspended some oil marketers from supplying Jet A1 to airlines due to a lack of depot facilities. The affected marketing companies include Jushad Oil and Gas Limited, Lubcon Limited, Ascon Oil Company Limited, Acon Petroleum Limited and Star Orient Aviation Limited.

FQNC/Nacala, Mozambique Mozambique's airport management company AdM stated on 24 November 2015 that Nacala Airport is expected to receive the proper certification to service international flights by December 2015. International airlines can begin using the facility by March or April 2016. Nacala Airport was a former military airbase and it opened as a civilian facility in December 2014. However, to date, the airport has only been permitted to service domestic flights.

View the full International Operations Bulletin for 30NOV2015