

Update on GA/BA flight requirements to the Bahamas

David Mumford
1 September, 2020



With the lockdowns and flight bans in Grand Bahama and New Providence **now at an end**, all islands of the Bahamas with Airports of Entry have re-opened to international private and charter flights. Prior approval is required – send your request to covid19@bcaa.com and COVID19INTLTRAVEL@bahamas.gov.bs.

Here's the lowdown on ops to the Bahamas right now:

Quarantine

Quarantine rules are changing from September 1. A 14-day quarantine will still be mandatory for all travellers, but they are now allowed to spend it in their own accommodation – a private residence, rental property, hotel or private/chartered yacht, all are considered quarantine facilities.

When quarantine is finished, anyone who wishes to stay must agree to be tested again. It is worth noting that you can leave the Bahamas at any point, as long as you notify authorities first.

Covid test

All travellers must obtain a negative RT/PCR Covid that is less than 5 days old before flying and apply for a Travel Health Visa which can take up to three days to process. Once in the country, all arrivals will be monitored by the 'Hubbcab App' on their phone.

Crew arriving to pick up passengers only, cargo and courier flights who are staying with their plane, military and emergency medical flights must obtain the Travel Health Visa.

If crew will be in the country for less than 24hrs, they need to quarantine in the hotel but do not need proof a Covid test.

Some OPSGROUP member reports indicate that the Bahamas Travel Health Visa is not working properly, and will not complete the application process. So expect delays for a Health Visa until their systems are fully functional. Submit the form at least 24-48 hours prior to arrival. An automated response will be provided upon completion, only those who receive a green color-coded response can travel. It is essential that travellers present proof of confirmation upon arrival in their destination.

Hours of operation

Hours of airport operations are reduced, and prior approval for after-hours operations is required. A call before flying is strongly recommended. Fees for after-hours ops, restrictions to curfews, and limited availability of hotel rooms are additional considerations.

Local handling agent Odyssey Aviation are open as follows (requests for after-hours operations will be reviewed on a case by case basis):

MYNN/Nassau

Email: info.mynn@odysseyaviation.com

Opening hours: 0700-1800 local (1100-2200z)

MYEF/Exuma

Email: exuma@odysseyaviation.com

Opening hours: 0800-1700 local (1200-2100z)

MYSM/San Salvador

Email: info.mysm@odysseyaviation.com

Opening hours: 0800-1700 local (1200-2100z)

MYEM/Governor's Harbour

Email: frontdeskeleuthera@odysseyaviation.com

Opening hours: 0800-1700 local (1200-2100z)

MYER/Rock Sound

Email: frontdeskeleuthera@odysseyaviation.com

Opening hours: 0800-1700 local (1200-2100z)

Where to look for latest updates

For updates to the rules, the **Bahamas official page** is here, but it tends not to get updated very quickly after new announcements from the government. **The US Embassy** keep a dedicated page on the Bahamas updated here, but that can sometimes lag behind a bit too. The most up-to-date source seems to be the one published by **the UK FCO**, which you can view here.

Odyssey Aviation also posts the latest updates on requirements and changes for Private Aviation on their Facebook page, and check out the **Association of Bahamas Marinas** website too – they work closely with the authorities and are often faster at getting their info out than other government entities!

Oh, and **OPSGROUP** too ☐ – the quickest way to get all the latest info we know on something is to head over to the **#george** channel in Slack. George is our friendly Ops-Bot. Ask him something, and he'll dig into the OPSGROUP vault to see what the group knows. He understands a whole load of commands: permits, weather, ICAO codes, airport names, countries, keyword searches. If you're still stuck for an answer, ask other members in the group in the **#questions** channel, or shoot us an email and we'll see what we can dig up.

Call for volunteers from OPSGROUP: We need flight ops people

Chris Shieff

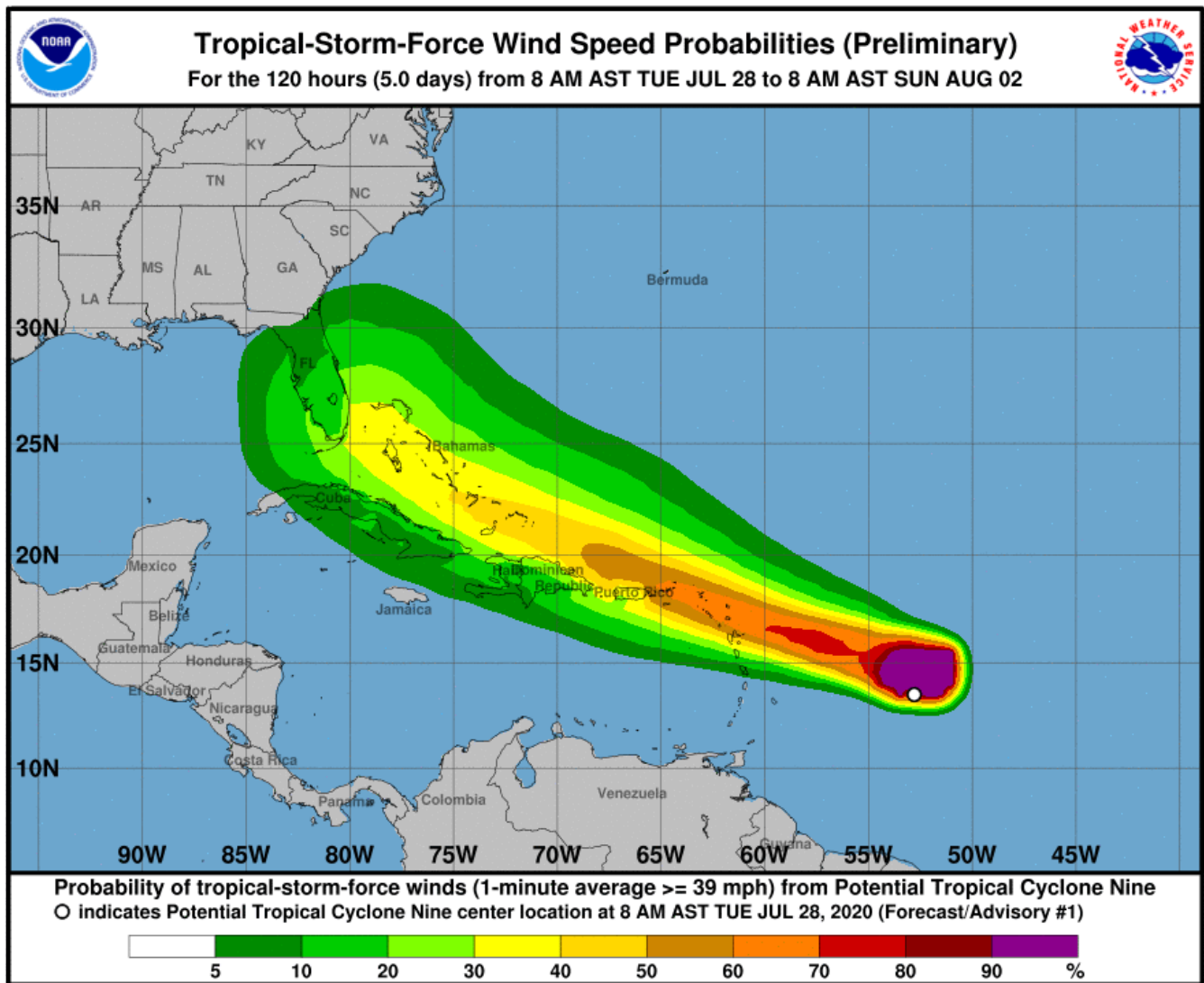
1 September, 2020



We're tracking this developing storm in the eastern Atlantic, which is forecast to become a tropical storm (named Isaias) in the next 24 hours – and quite possibly develop into **Hurricane Isaias**.

There is a huge problem this year in relief efforts: Covid. It will mean that as little as 20% of the normal relief resources are available. We want to help, and we have a request...

If you are willing to **share your expertise as a volunteer**, we're looking for flight planners, dispatchers, schedulers, pilots, ops specialists, and anyone that can offer a small amount of time to help out. Very simply, **there's stuff you are good at, and it can be extremely useful in a hurricane relief situation.**



Relief Air Wing: OPSGROUP helping in disaster relief

We're making a very specific plea for help today. OPSGROUP is capable of great things, and we are focusing on how we can assist families and individuals affected by major hurricanes in the Caribbean and the Atlantic seaboard this season.

It might be next week, it might be in a month, or two – but this is already an extremely active season. Sea temperatures are extremely high – and this is the fuel for hurricanes. **2020 is already setting records**, but the worst is yet to come.

The depth of knowledge, experience, wisdom, and compassion in this group is huge. I think we all want to help, if only we knew how. So that's what we're working on.

This year more than ever, the Caribbean and the Atlantic seaboard will need real help. Covid is changing the relief landscape. **Relief workers will have a tough time getting in to affected countries.** Many may simply not be able to travel. Priorities have shifted. For families and individuals hit by a hurricane, help will not come as easily and quickly as normal.

So, we have set up a dedicated relief organization called Relief Air Wing. Why?

Because in Hurricane Dorian, as you might remember, OPSGROUP got involved in a big way. We were able to help, but we also saw a lot of big problems how aviation worked. **It was a dangerous, chaotic mess.** Airspace became saturated, and there was little ATC (pilots called it the "Wild West"). Rogue pilots flew

dark. Little information was known about airports. Permits were hard to get. There were streams of small aircraft, individually helpful, but overall contributing to bottlenecks and preventing larger aircraft and the USCG from doing their work. Few knew how best to help, and many just flew in based on their own assessment. There was little communication between different agencies.

The simple net result: Relief flows far more slowly than it needs to. Supplies are wasted. People devastated by the hurricane suffer longer than they need to. Pilots and aircraft are put at risk.

So, how can I help?

Please **sign up with Relief Air Wing** and volunteer your time and expertise.

We thought of some basic ways that OPSGROUP members can help, and these are below, but you may have ideas too, and we would love to hear them. Here's what we've got so far:

Overflight and Landing Permits

Make a list of the most overflown countries and FIR's inbound to the hurricane area. For example, if it's Dominica, relief operators from the US might need to overfly Cuba, Jamaica, Dominican Republic, Puerto Rico. What are the rules? What are the current contacts? What documents are needed? Aim: create a briefing sheet for overflight and landing permits to get in.

Operating permission

The local CAA will set up rules around what's required for a permit to operate in the affected area. Get this information, prepare a briefing, so that crews know how to get a permit.

Security risks

Assess the situation on the ground. What risks – new or existing – exist for relief operators. Are airports secure? What is happening locally? Aim: A set of notes highlighting risks for relief operators.

Flight Planning routes

Build flight-plannable routes to and from affected countries and airports. Look at airway restrictions, talk to ATC create routes that can be used by relief aircraft to get in and out. From this we can publish clear lists of how to flight plan in and out. This saves time and effort, and means relief can come faster.

Travel restrictions

Once it becomes clear what country is affected, we need to act quickly to create a clear briefing on how to get in. The more we can do before the storm, the better. What are the Covid entry rules? Are there exceptions for relief workers? Can you make contact with the Ministry of Health, Foreign Affairs? The CAA?

Listen in on Hurricane Telcons

The FAA and other agencies often have hurricane telcons a few times a day when big storms are approaching, and we need someone to join those calls and make notes of pertinent info to share.

Hunt down airport situation updates

Call the airport, email them, fax them, AFTN them. Try ATC. Find the airport manager on LinkedIn. Look through twitter hashtags. Ask a friend. Ask a friend to ask a friend. Whatever it takes.

Analyse situation PIREPS

Best info comes from those that have flown in. Use your network to ask crews for PIREPs, so we can tell other relief agencies what the picture at the airport is. We have a standard PIREP form for relief operations, you can help by analysing those pireps, fact check as much as possible, and add the report to the list.

Weather analysis

Track potential hurricanes, monitor their progress, alert the group when you think it might be a big one that will hit land. Monitor for further bad weather post-hurricane.

Use Tech

Maybe you know places we don't. Secret satellite feeds. Apps, tools ... wherever you think tech can help, suggest it and work on it.

Offer an Aircraft

Your owner, company, or operation may have an aircraft that you wish to offer for relief operations. Especially useful are freighters, large capacity aircraft, helicopters, and floatplanes.

Coordinate

Help to manage the relief efforts in Relief Air Wing. Take charge of specific items, and direct and guide volunteers.

Contactors

Reach out to people on our list of relief organizations. Find out who is responding. What flights are planned. What they know. What their needs are.

Local Networks

Lead a WhatsApp group of local people. We're setting up small local networks, connecting ATC, Airports, FBO's, Fuellers. The aim: Get the information on the local situation out Help them to report on critical info: is the airport open, what are the runways like, is there fuel, is there ATC, what are traffic levels like, what frequencies are working. More about Local Networks [here](#).

Administration

Keep the info documents, maps, spreadsheets up to date. Add new information as it comes in. Filter and remove information that is not useful. Keep things simple.

What else?

You might have ideas of other ways that our OPSGROUP community can help. There are 7,000 of us. 75% are pilots. Even with a low average of 2,000 flying hours TT, that means **we have a minimum of 10.5 million flight hours of experience in the group**. How do we leverage that? We also have dispatchers, flight planners, ATCO's, tech gurus, agencies, organizations. How else can we provide support? Ideas please!

How will it work?

1. We have a dedicated **Slack group** for Relief Air Wing. Here, we can all talk to each other, discuss, share information. This is the hub of our work. Specific channels for flight planning, permits, weather, airport status.
2. We set up **international groups** to coordinate with relief agencies responding (WhatsApp)
3. We set up **local networks** to bring aviation contacts together on the ground (WhatsApp)
4. We will prepare **simple briefings** for relief operators flying in.
5. We will **coordinate** between relief organizations, host nation government, CAA, and the relief operators to determine where help is needed.
6. We will help to **match** empty seats, capacity, and offers of aircraft with relief organizations that need it.

How do I sign up and get involved?

1. Start by reading Lessons from Dorian: aviation problems in relief, and read the story of Relief Air Wing
2. Sign up to volunteer here, and your details will be added to our list of volunteers.
3. You'll get an invite to join the Relief Air Wing slack group. Post a quick intro.

4. **When a storm looks like it will hit, we'll contact you.**

5. If you're free and available, jump in and take part. Choose the area you can help in best, and get stuck in. We'll guide you on how to best help.

In advance, **thank you for your kindness, help, and generosity.** There's no obligation to take part when the time comes if you're not able to, but if you are able to help at all in any way, we will be very grateful to get your volunteer registration.

Also, if you know of someone that might like to get involved, it doesn't matter if they aren't an OPSGROUP member - the more hands we have on deck, the better. **Please share, or forward this post.**

A review of aviation in Hurricane Dorian relief efforts

Mark Zee

1 September, 2020



The response to Hurricane Dorian was overwhelming - likely the single greatest aviation response to a natural disaster in history. Without these flights, supplies and relief would not have reached so many, so quickly.

And yet, there are **many lessons to learn.** We saw a lot of things that went right, and a lot of things that went wrong. And we'd like to ensure that we have a full picture of events so that we can learn those lessons. We'll share the review with you, just tick the box on the survey.

Hence, this little survey. It's anonymous. Just say what you saw. About 10 questions - 5 minutes of your time. To jog your memory of what happened, have a look at our Operational Summary from those first days of the relief efforts.

We would especially like input from:

- NGO's and relief organizations involved in Dorian (whether aviation focused or not)
- Pilots that flew during Dorian
- Flight ops people – ATC, Dispatch, Coordinator, Scheduler
- Aircraft operators (Civil/Mil/Govt)
- Anyone that was part of the aviation response

Thank you for your help! With a better process, we can save lives and get relief flowing more quickly in future disasters.

Answer the survey below, or open in a new window. When you're done, please share the link to this page!

Bahamas Relief Flights - here's what happened in the first five days

Mark Zee

1 September, 2020



Hello all,

We're standing down. The purpose of our involvement in the Bahamas Relief effort was twofold – to provide an accurate information flow from an aviation perspective, and to help coordinate in some way the massive amount of civil aircraft that started taking part last Thursday.

Once the winds had died down on Thursday morning, and it became safe for aircraft to start operations,

what we initially saw was a void of information on the situation – which airports were available, and what the approval process from Bahamas CAA/NEMA was and how that worked. Nobody was quite sure. But hundreds wanted to help. So, we made contact with many of the pilots and operators, and Bahamas ATC, to get accurate status reports from Nassau, Freeport, Treasure Cay, Marsh Harbour, and Sandy Point – the five locations where the relief efforts were focused at the end of last week, and got that information out in a twice daily briefing. We also worked with the Bahamas CAA approvals team to get word out on how to apply, and what that process looked like.

The response from Business and General Aviation was overwhelming to say the least. Hundreds of flights were flown on Thursday and Friday bringing in much needed first-response supplies. The initial situation was challenging – airports had not been secured and there was a rush to get relief items arriving, creating an unsafe security situation for crews in some locations. Nonetheless, efforts continued. It quickly reached a saturation point. There was no ATC, and the entire Abaco area was on one Unicom frequency. Airports that normally have a few movements per hour were seeing in excess of 60 aircraft per hour at times. Some were operating without transponder and radio calls.

On Friday evening, it showed no sign of abating, and airspace safety was now the primary concern. We worked with AOPA and NBAA ATS in an effort to reduce the level of GA traffic, especially as larger aircraft were now coming on scene and could do more to help. Saturday proved to be another exceptionally busy day, and we coordinated with Miami Center to get routes in place to manage that flow of traffic, and get word out to use those routes. Freeport opened up, with limited ATC.

Finally, by Sunday afternoon, there was some respite in the traffic, and the picture of airport status was clear, but there was still a need for coordination among the many separate organizations, and individual operators, conducting relief flights. We worked with Odyssey, Aerobridge, Operation Airdrop, Banyan, numerous FBO's, the US Coast Guard, and probably 150 individual pilots, all part of the flotilla of floatplanes, helicopters, business jets, and private aircraft helping to bring relief. At the same time, airlines and military were now providing larger aircraft for the mass evacuations from Abaco that we saw Sunday and Monday. The marine relief effort was even bigger.

Throughout, we were in contact with the NEMA coordinator, UN OCHA, Bahamas CAA and ATC – and later, NGO's – who all did an exceptional job given the extreme circumstances. The geography of the Bahamas was the biggest challenge – scores of tiny Cay's, and with bridges out and roads washed away, there were – and still are – many pockets of cut-off communities, all needing help.

On Thursday night I started a Facebook group to bring as much information into one place for the operators and pilots involved as we could. It's been a tremendous success. Thanks to all the volunteers participating, we've had a steady stream of updated information on airports and airspace, and more importantly, we've been able to coordinate everything from Search and Rescue helilifts, flights for teams of Doctors, medication transport, evacuation flights, and determine very specific locations to bring aid to.

And now? The presence of the UN, the USAF, International Navy vessels, and upwards of 50 NGO's, all at full tilt, means that the vast majority of relief efforts are being taken care of on a larger scale.

Make no mistake. The situation is still dire. People still need help, in a massive way. Whole towns are gone. The death toll is much higher than the small numbers first reported. Individual flights can and will continue to make a difference. We'll keep this group open and running, so you can post and share info. I and the OPSGROUP team will get back to work on what we normally do, but we'll keep an eye here to help out where we can.

So – a big THANK YOU to every single one of you that has been part of this effort. None of us have slept much in the last five days, and it's been heartwarming to see the massive generosity of time, effort, aircraft, pilots, and supplies, and help. Simply amazing. Much love to you all!

Mark.

Operational Summary - Relief flights to the Bahamas

Mark Zee

1 September, 2020



Bahamas Relief Flights - Operational Summary

Updated Tuesday 9.30am ET

SITUATION UPDATE - 0930 ET Tuesday

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Mark.

Earlier updates

Hello all,

If you are involved in the relief effort, planning to fly, or have information to share, please join:

FB group: Bahamas Relief Air Coordination



Much of the evacuation effort has been completed. Airports and airspace is now less crowded. SAR efforts continue. The flight of 'general' supplies in from GA is winding down. Some communities have made the decision not to be evacuated, and these will need resources. There is still an unfolding humanitarian crisis. We know that the death toll will rise significantly.

We now move to more specific tasked requests for aviation help. There are swarms of NGO and Relief Agencies in Nassau and the islands. Many need very specific help with things, and it's clear from this evenings NEMA meeting and NGO coordination meetings, that support from the GA community, and private operators, will continue to be extremely useful.

It's been a real challenge here for us to strike a balance between getting help where it's needed, and not having too many respond to the same airports, which created the unsafe airspace situation we saw over the weekend.

We'll continue to work on getting latest info out, so that from an air ops perspective you have the current status. With that, we'll also continue to work with the NGO's and NEMA to bring in private air support wherever we can. Please continue the great work here! Well done everyone.

A new TFR has been issued Sunday morning restricting flights – see below.

There is very clear risk in too many aircraft operating here. Please share this, and get the word out as best you can. This is an exceptional situation, and if you can get this message to anyone thinking of flying, please do.

The operational situation in the northern Bahamas is still **complex and changing continuously**.

We've monitored the situation continuously, and have discussed with and received intel from many agencies including Bahamas and US ATC, FAA, BCAA, NEMA, USCG, Military, the NBAA, as well as a number of pilots that are currently operating there in a government and recon capacity.

New TFR for the Bahamas - Sunday

There is a new TFR (Restricted Airspace) issued early Sunday morning for the Bahamas, valid through until 1st Oct.

Key points:

- New TFR issued Sunday am
- Restricted area boundaries changes
- Surface to 6000 feet.
- Daytime VFR ops allowed only, no night ops or IFR.



Full Text – original TFR here

Overall picture

There are two primary areas where relief operations are currently happening – **Abaco** and **Grand Bahama**. Large parts of the islands have been wiped out, much flooding remains, roads are out, and the situation on the ground is very challenging. **The focus at the moment is on evacuation** – getting people out. The airspace picture is worrying. We’ve received reports of aircraft operating at low level without transponder (presumably because they don’t have approval to be there), creating a collision concern. There are many more aircraft than usual in Abaco, meaning the airspace is crowded in places, and there is no ATC. There is a TFR active, approval is required from NEMA, see below.

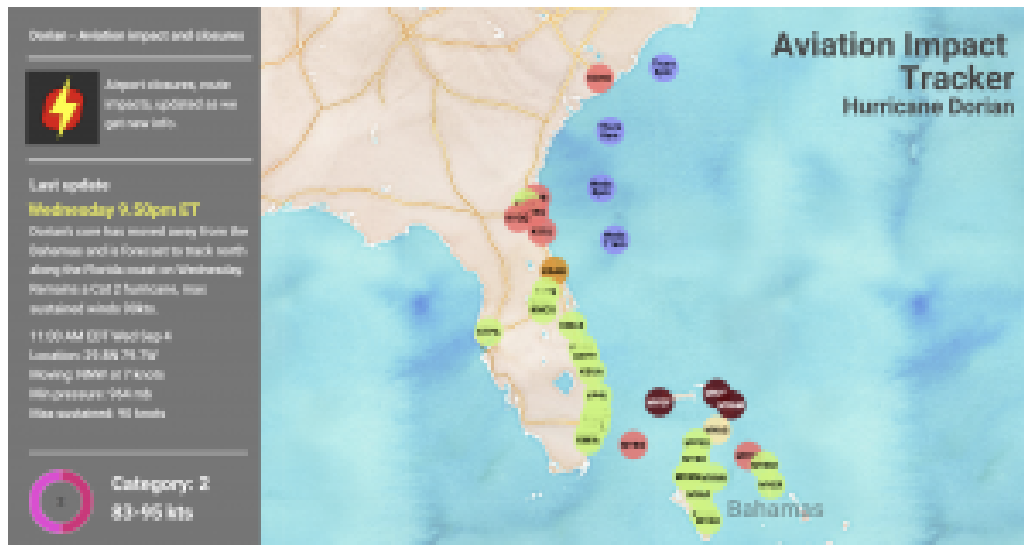
Before you go

Please consider the following carefully:

1. **The airspace in Abaco is already overcrowded.** The US Coast Guard, government aircraft, and approved relief flights are all operating to, from, and over the island. There are many more helicopters and fixed wing aircraft here than usual.
2. **Some aircraft are operating without transponders**, and may not be making radio calls, to avoid being pinged for operating without approvals.
3. Help is needed, but it **has to be delivered sensibly**. If you are going to go, you must request permission from NEMA/The Bahamas CAA. See below for contact details. Consider the safety of your own aircraft and pilots first, then others, and only operate with permission – or you are likely to jeopardize the relief effort as a whole.
4. **There is a TFR for the entire Northern Bahamas.** All aircraft require approval from NEMA. See below.
5. **The situation changes hour by hour.**
6. **Miami ATC have published very specific preferred VFR and IFR routes.** Check them carefully. See below for details. Especially if you are IFR, make sure to file the correct route – not doing so is creating issues for Miami.
7. **Read** these tips on Relief flying from the NBAA, and if you haven’t already, sign up for the Hero Database. Better to work with a larger organisation with coordinated relief efforts than trying to fly a single mission on your own.

Current Operational Information

All the information that we have on Bahamas airfield status, permissions, fuel, customs, and general situation is at the Aviation Impact Tracker.



Getting permission to go

NEMA approval is necessary for operations to Abaco and Grand Bahama. It's being managed by the Bahamas CAA.

Situation:

- The CAA and NEMA Teams are still at capacity trying to handle relief flights, but the essential ones are getting approvals. There is a team of 3 working right now through all requests.
- The airspace, particularly GB and Abaco area, is very busy. There are many aircraft operating on humanitarian relief missions.
- They ask that we get the word out that following the procedure, step by step, is the best way to help right now.

Procedure:

- **All relief flights must request approval**
- If you are planning a flight to the Bahamas, plan to fly to Nassau first. Clear customs there. If you are given approval to fly onwards, then do so from there. Only exceptional cases will be allowed to operate direct to GB and Abaco from outside the country.
- Complete the TFR Emergency Approval form, with the requested attachments (Pilot license, medical, insurance)
- Use email as the first method of communication, rather than phoning them. Email the form to them with the first request.

tamiko.johnson@bcaa.gov.bs, Ladario.Brown@bcaa.gov.bs, Juliea.Brathwaite@bcaa.gov.bs

- **If approved, you will get a TFR Number.** Put this in your Flight Plan.
- Bahamas CAA are present at the out islands. Do not try to fly direct without authorization, do not operate without a transponder, or without radio calls. This seems obvious but some are doing this.

Reminders:

- There are MANY relief operations happening right now. Before adding your aircraft to this, consider

whether it may be more helpful to send your load via a larger operation, or boat. Each additional aircraft increases the complexity.

Bahamas airports - current status

MYNN/Nassau is operational, but seeing increased traffic from the relief operation, including a lot of helicopters – not the norm for the Bahamas. Bear that in mind. Coordinate with the airport before you depart.

For the current status of Abaco and Grand Bahama airports, please check the Impact Tracker.

Most of the other unaffected airports are now operational, with the exception of Bimini, which is, we believe, planning to open Thursday morning.

See the latest on the Impact Tracker.

Routes to the Bahamas

Miami ATC are very up to speed on the whole situation, and have published some Preferred Routes (including which way to fly around the islands), as per the map here. The routes are being issued by Notam (KZMA is the identifier), and although the current set have been issued through to 4th Dec, these may change – so keep an eye on the Notams.

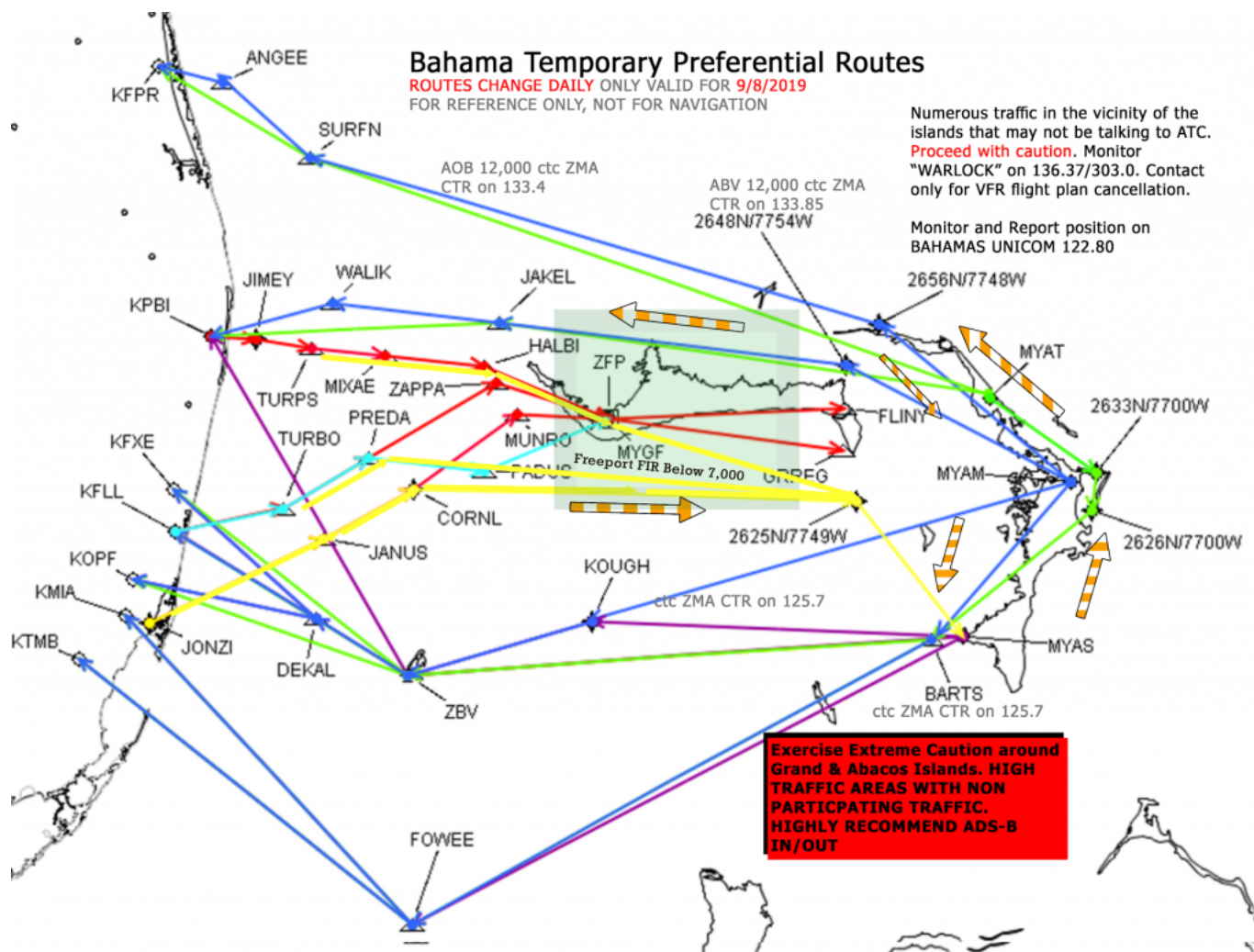
Please get the word out to IFR departures from Florida **FILE AND FLY THE CORRECT ROUTE** out to the Bahamas. There is a large volume of traffic and not filing/flying the correct route is creating a big issue.

From Miami Center: All aircraft arriving Bahamas must be at or above 7,000 FT. VFR aircraft should be +500 feet and proper altitude for direction of flight. If an aircraft cannot climb above 7,000 ft, they will be asked to hold and for pilot's intentions prior to entering MYGF approach. Due to limited radar coverage northeast of ZFP ALL MYAT/MYAS/MYAM bound aircraft must be above 9,000 until clear of Freeport FIR.

Aircraft unable to maintain 9,000 can expect 7,000 feet will be terminated and handed off to Freeport approach, traffic permitting. Limited radio and radar coverage North and East of Freeport. Limited radio and radar coverage over Abaco Islands.

Aircraft may be instructed to monitor "WARLOCK" frequencies 136.37/303.0. Contact only for cancellation of VFR flight plan. The Bahamas Unicom frequency is 122.80, monitor this frequency and report positions.

This is the map for routes on Sunday Sept 8th. Routes for Monday and the week may be different, so check that Notam carefully!



Inaccurate CNN Reports

Many of you will have seen the reports from CNN, which have now been spread widely on Social Media, declaring that Freeport Airport is "gone". **This is not true.** The CNN report was filmed in the Western Air terminal, not the main airport. The damage shown was to that facility. Although the airport terminal has been partly damaged, runways are OK, and the airport is open.

If we can help

Please just email us at team@ops.group and we'll do our best to answer questions or point you in the right direction. There are **a lot** of relief efforts happening, and we're doing our best to provide coordinated, useful, and accurate information for you.

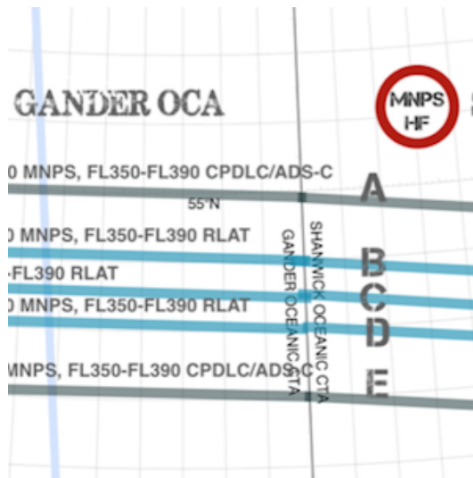
Midweek Briefing: NAT changes postponed, Matthew Airport Update

Cynthia Claros
 1 September, 2020

INTERNATIONAL BULLETIN

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NAT changes postponed 05OCT Phase 2 of Reduced Separation on the North Atlantic NAT Tracks will not go ahead as planned, slowing down the rate of change in the NAT region. Read the article.

Matthew: Airport Update 05OCT The next 24 hours will dictate the impact that Hurricane Matthew will have on Florida, as it leaves Cuba and begins to track north through the Bahamas. Airports Update: for Haiti, MTPP/Port-au-Prince ... Read the article.

DGAA/Accra, Ghana has a radar outage until Oct 19th in the southern area.

EGKK/London Gatwick has a Runway Occupancy Trial starting on 08OCT, all medium and large aircraft (A319 upwards) should plan to vacate at FR. Smaller aircraft vacate at E.

ENGM/Oslo has a fueller strike – plan to carry return fuel to avoid issues, until 10OCT at least.

OAZZ/Afghanistan Security reminder from Kabul: serious threats to safety and security exist in the city of Kabul and throughout Afghanistan. The threat of kidnapping is high. The potential also exists for protests to occur in Afghan cities at short notice. Militant groups usually plan attacks against locations and individuals with potential American connections, including: Afghan and U.S. government facilities, foreign embassies, military installations, commercial entities, non-governmental organization offices, restaurants, hotels, airports, and educational centers. Travel to all areas of Afghanistan remains unsafe due to the ongoing risk of kidnapping, hostage taking, military combat operations, landmines, banditry, armed rivalry between political and tribal groups, militant attacks, direct and indirect fire, suicide bombings, and insurgent attacks, including attacks using vehicle-borne or other improvised explosive devices.

MYZZ/Bahamas all Airports closed due to Hurricane Matthew with effect today until 1900Z on 07OCT.

YMHB/Hobart is extending the 12/30 runway, see AIC H30/16 for impact information.

FEFF/Bangui has an overnight airport curfew from 2200-0500Z until the end of the year.

DIAP/Ivory Coast It's now possible to apply for a visa online; after registering and paying online, you can collect the visa on arrival at Abidjan airport.

LTZZ/Turkey The state of emergency will officially be extended until January 2017. The announcement

came after a Cabinet meeting; President Recep Tayyip Erdogan has also supported the extension. The state of emergency was put in place on 20 July following the 15 July attempted coup.

Typhoon Chaba While many eyes are on Hurricane Matthew, on the other side of the world Chaba is tracking north towards Japan after strongly impacting South Korea, however the system is weakening.

BIZZ/Iceland Volcano Katla downgraded to colour code Green, after last weeks concerns of elevated activity.

HAAB/Addis Ababa There are reports of anti-government protests taking place on the outskirts of Addis Ababa on Oct 4th. Unconfirmed reports indicate that protesters are attacking government property in the Akaki, Alem Gena, Burayu, Sebeta, Keta and Ayer Tena areas and that police officers have been deployed to the affected locations. Meanwhile, in the city center, shops have reportedly closed and there have been isolated reports of gunfire. Transportation to and from the affected areas has shut down.

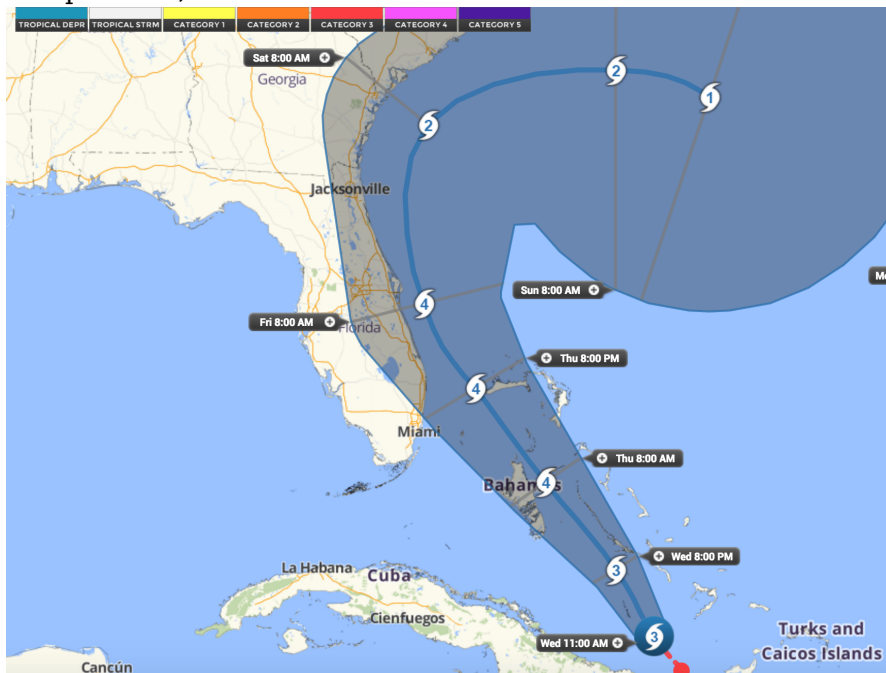
LGZZ/Greece Greek trade unions have announced strike action that is expected to cause disruption to a number of domestic flights between 4 October and 8 October.

FVZZ/Zimbabwe The UNIVISA system has been suspended. If travelling between Zimbabwe and Zambia more than once either way, you should get a double entry visa; due to the ongoing cash liquidity crisis, authorities have announced a series of measures designed to stem the flow of US dollars out of the country; take sufficient cash to cover your needs for the duration of your travel.

View full International Bulletin 05OCT2016

Matthew - Airports update 1400LT Wednesday

Declan Selleck
1 September, 2020



The next 24 hours will dictate the impact that Hurricane Matthew will have on Florida, as it leaves Cuba and begins to track north through the Bahamas.

Airports Update: for **Haiti**, MTPP/Toussaint L'Ouverture International and MTCH/Hugo Chávez International are confirmed reopened and operating normally, by the National Airport Authority Haiti (as of 1200ET).

For the **Bahamas** – the hurricane will severely impact operations at all Bahamas airports. As of 1100LT Wednesday (this morning), **ALL** Airports in the Bahamas are closed, by order of the Department of Civil Aviation and the Airport Authority.

For the **USA** – the first state to be affected will be Florida. Tracking of the hurricane will determine by how much. A slight turn to the left, and hurricane force winds will impact the entire coast, hardest hit will be the area from **KPBI/Palm Beach** north to **KJAX/Jacksonville**. KMCO, KMIA, KFLA are among the large airports that will be affected.

Projected timings for eye of Matthew:

0800LT Thursday: **Abaco, Bahamas**

0800LT Friday: **Palm Bay, Florida**

0800LT Saturday: **Savannah, Georgia** -

Monitor:

- National Hurricane Centre
- NBC Hurricane Tracker
- OPSGROUP for current alerts

