

# Canada ADS-B Mandate

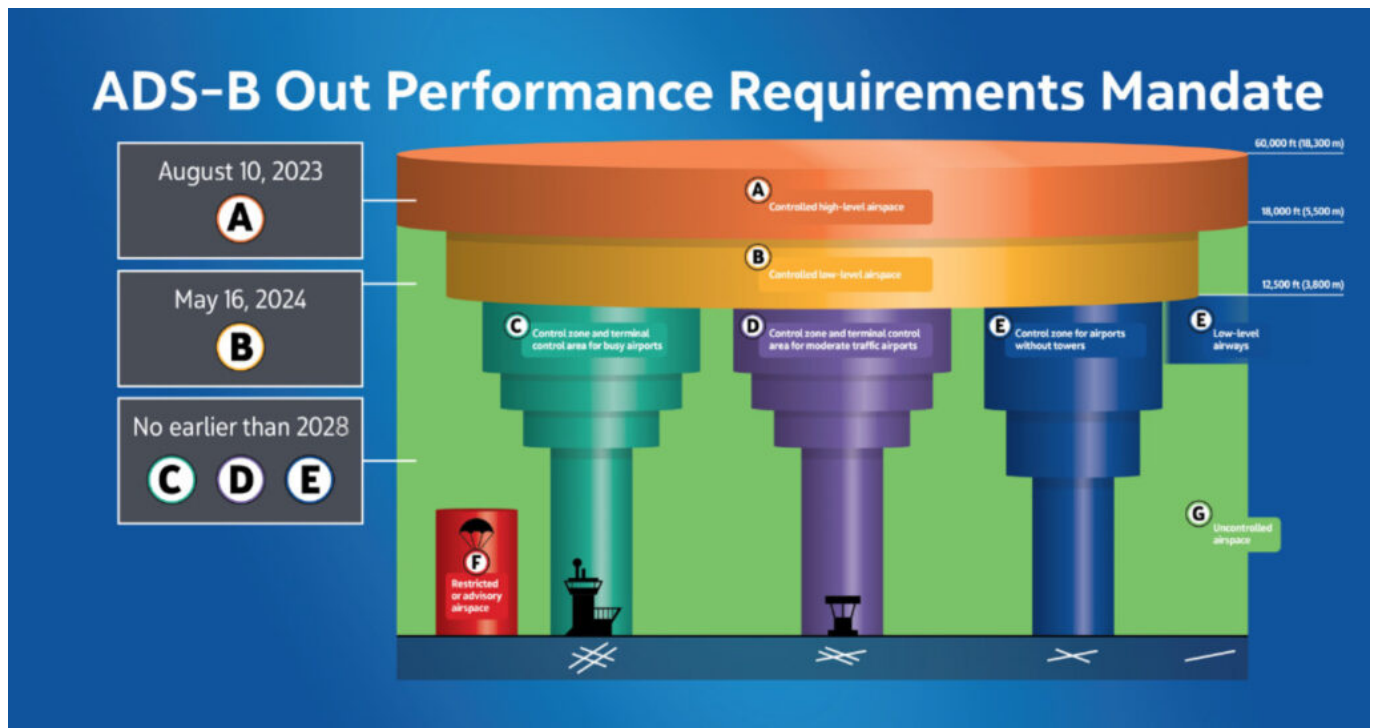
Chris Shieff

30 October, 2024



## Key Points

- ADS-B became mandatory in Canadian **Class A airspace** in Aug 2023 (above FL180). It then became mandatory in **Class B airspace** (above FL125) in May 2024. Mandates in any **Class C, D and E airspace** will be determined no sooner than 2028.
- You need an antenna able to broadcast to ADS-B receivers both on the ground and in space, and you need to include some extra stuff on your flight plan.
- If you don't have ADS-B, you have to apply for an exemption online from NavCanada.



## What equipment do I need?

- A transponder with **ADS-B out capability** that meet the minimum performance standards (or better) found in this fancy document. This needs to be attached to an antenna that can broadcast to ADS-B receivers both on the ground, and in space.
- You can also find more on this in section 551.103 of the **Canadian Aviation Regulations**.

## Extra Flight Planning Requirements

- If you plan on entering airspace where the ADS-B mandate applies, there is some extra stuff you need to include in item 10b of your **ICAO flight plan** (assuming you have all the right gear on board).
- Use the code **B1** if you have ADS-B Out only, or **B2** if you have ADS-B In *and* Out.
- You'll also need to include **SUR/CANMANDATE** in item 18.
- **One other gotcha** - make sure the flight identification (flight number or aircraft reg) broadcast by your ADS-B equipment exactly matches the one used in item 7 of your flight plan. Lest there be trouble down the track!

## My ride doesn't have this fanciness. What are my options?

- NavCanada will do their best to accommodate aircraft who don't have the right gear on board, in the same way they'll work to fit non-transponder equipped aircraft into transponder mandatory airspace.
- They'll assess each application on a **first-come, first-served basis**. It takes time to figure out behind the scenes, and so you'll need to ask **at least three business days** before your flight.
- There may also be suggested re-routes to make your request possible, along with special comments to include in Item 18 of your flight plan.

- **You can apply for an exemption online, here.** If you have a number of flights to operate, you can also submit a blanket request via [service@navcanada.ca](mailto:service@navcanada.ca).

## NAV CANADA ADS-B Accommodation Request Form Home | English ▾

Aircraft operators and pilots who intend to operate aircraft that do not meet the Canadian ADS-B mandate within Class A airspace may submit a request for an accommodation using this form. Accommodations are intended for a single flight only and must be submitted 3 business days before flight. Accommodations will be based on the following principles: Safety of flight Air Traffic Services available in the affected airspace Impacts to other airspace users NAV CANADA will communicate the status of the accommodation via e-mail. More information is available at <https://www.navcanada.ca/en/aiceng202317.pdf>.



To enter mandated airspace without ADS-B, you'll need prior approval. Click the image above for that.

### More Info

You can find that in the Canadian AIP (ENR 1.6.3), or even better – this page from NavCanada dedicated to the ADS-B Mandate. This includes a fairly extensive FAQ section at the bottom.

FAQ

What class of airspace is impacted as of May 16, 2024?

What are the equipment requirements effective May 16, 2024?

What are the flight planning requirements effective May 16, 2024?

What if I don't have the correct equipment?

How can I test my equipment to verify if it works with your system?

How can I request special accommodation if I won't have the correct equipment?

How can I get assistance with flight planning and/or the accommodation request form?

How can I get assistance if I am confused about my equipment and whether it conforms to the Mandate requirements?

What is the ADS-B Mandate?

Where can I find more information on the Canadian ADS-B Mandate?

When will implementation of the Canadian ADS-B mandate take effect?

Is antenna diversity a requirement?

How will the Canadian mandate differ from the FAA?

Why does Canada have different antenna performance requirements than the United States?

Who is responsible for the mandate?

Once the mandate is in effect, what will happen if an aircraft does not meet the equipment requirements?

Why is aircraft equipage so important?

What are the safety benefits?

How does this impact the general aviation community?

How does this impact the drone operator community?

When will we start to see the benefits of equipaging?

Will there be an extra cost for using ADS-B?

How will NAV CANADA ensure the implementation goes smoothly?

What is the ADS-B Exclusion List?

How to be removed from the ADS-B Exclusion List?

Have a question?

Please email [service@navcanada.ca](mailto:service@navcanada.ca)

Send us

All your Canada ADS-B questions answered!

# Canada Airport Options Up North

OPSGROUP Team

30 October, 2024



Canada, the (often) cold and (parts of it) remote northern neighbour to the US.

We thought we would take a little look at what is available out there, should you find yourself anywhere north of Highway 16 (above N54°).

## Why N54°?

Well, because there is not much north of it. Or rather, there is a whole lot of country but not many options north of it. The main cities (and airports) in Canada are primarily in the southern region, close to the US/Canada border.

Here is a picture, because a picture speaks a thousand words. Or in this case, speaks **about 10 airports...**

Canada is big. Very big. And the main airports (big international ones) are generally all situated below N54°. **There are others out there though.** The most northerly airport which receives scheduled passenger airlines services is CYRB/Resolute Bay sitting right up at N74°.

Unless you are actually operating into somewhere in the outer fringes of Canada then it is unlikely you will be routing over this region. Most polar routes bring you down across central eastern Canada and are unlikely to go so far west for the very reason there are very few airports available there if you need them.

## CYRB/Resolute Bay

This has a 6504' runway 17/35 (that's orientated to True North, FYI). **Watch out though - it's a gravel runway, so only really useful in a dire emergency!**

There is an ILS to runway 35, an RNAV (GNSS) for runway 17, and a warning for severe turbulence during strong easterly winds. Probably something to do with the airport sitting on the edge of a craggy outcrop with lumpy, bumpy terrain to its east. Aside from the (cold) weather warnings, this airport also suffers from WAAS outages.



## CYFB/Iqaluit

If you are up as high as this, and around the eastern region, you are probably better checking out CYFB/Iqaluit. This is often used as a planning airport for en-route diversions during **polar and northerly North Atlantic crossings**.

Runway 16/34 is 8605' with an ILS to 34 and an RNAV to 16. Land on 16 and you have a few nice runway exits. Land on 34 and you'll be doing a 180. It is an RFF 5.

There are a lot of '**CAUTION**' notes on the airport chart here. Caution a steady green laser light, radiosonde balloons, terrain near the airport, large animals, wind that swings all over the place, a nearby blasting area, a random 2.5° ILS slope...

When the wind is from the north you can expect ok weather, if it is from the south the weather is less good, and this is particularly the case in Spring and Fall.

The charts suggest limited winter maintenance, but folk who have operated there say the maintenance is good.

So this is a **good airport for emergencies**, but has challenges of its own.

The main FBO is Frobisher Bay Touchdown Services who you can reach on +1 867 979 6226 / land@cyfb.ca / 123.350

## CYVP/Kuujuaq

Another eastern option. Runway 07/25 is 6000' with an ILS to 07 and an RNAV to 25, and a VOR backup. There is a second gravel runway 13/31 which is 5001'.

The challenging environment means there are **a few gotchas here too**. Runway 07/25 has poor drainage and there is a risk of hydroplaning. It also has large animals in the airport perimeter (not sure if this means moose, bears or polar bears. Probably Caribou though), radiosonde balloons and seaplane activity on a nearby lake.

They say winter maintenance is limited, but this is because they do not operate 24/7. A few hours notice and they can clear the runway, and be available if needed though.

Talk to Halutik Enterprises if you are planning on planning this airport +1 819 964 2978 / cgadbois@makivik.org or try the airport direct on +1 819 964 2968 / 122.2

So CYFB/Iqaluit and CYVP/Kuujuaq are your **only paved runway options to the east**.

## CYRT/Rankin Inlet

**The only paved runway in the central region**, this offers a 6000' runway 13/31. Both approaches are RNAV (GNSS) and orientated to True North.

There isn't much info on Rankin Inlet, but given the remoteness of the region you can probably assume limited ground support and harsh winter conditions but actually the services are very good and those harsh conditions are limited to the winter! Winds are a bit of an issue here at times – expect some strong, gusty crosswinds.

Check out the picture below...

The only FBO is the airport operator who you can reach on +1 867 645 2773 / +1 867 645 8200. yrtmaintainer@gmail.com might work too.

## **CYEV/Inuvik Mike Zubko**

You have **three paved options to the west.**

First up, Mike Zubko. Mike, in case you're wondering at the name, was a local aviator of note. Originally from Poland, he emigrated to Canada, became an Engineer with Canadian Pacific Airlines and went on to set up the Aklavik Flying Service, serving the remote region of the northwest corner of the North West Territories.

Anyway, the airport of his name has a 6001' runway 06/25 with an ILS for 06 and an RNAV for 24. There are 'limited graded areas' outside the runway area here which basically means stay in the runway and you're good.

## **CYZF/Yellowknife**

You will find **two runways here** – 10/28 5001' with RNAV (RNP) approaches and 16/34 7503' and offering an ILS to 34, or an RNAV (RNP). It is an RFF6 with 2 vehicles on call.

Yellowknife has limited winter maintenance (because of those operating hours again) and extensive bird activity but is a major hub in the area and will be able to provide ground support for most aircraft.

## **CYXY/Whitehorse**

The biggest of the three, there are **three runways here** although 14R/32L at 9500' and 14L/34R at 5317' are the only two long enough for anything bigger than a short field Canadian Goose landing. 32L has an ILS, 14R has an RNAV. And actually there are no published approaches for 14L/32R let alone 02/20. This is an RFF5.

This airport is right in the middle of some pretty **challenging terrain**. Loads of it with an MSA rising up to 8500' in the south. So you can expect some mean winds and a fairly challenging approach, missed approach and departure procedures.

**And we've been told about some others...**

**CYYQ/Churchill** in the shores of Hudson Bay. The airport is not open 24 hours, but does boast a **9195' runway with an ILS to 33** and an RNAV to 15.

This airport might look relatively small, but it sees **high traffic numbers** as the area is famed for ecotourism (great polar bear sightings) and it is also a **primary transit hub for people and cargo** travelling between Manitoba and the more remote regions. It can accept emergency diversions from up to Boeing 777 and 747 aircraft so a good option.

**CYMM/Fort McMurray** is a nice central international airport in Alberta used as a destination for narrow body aircraft, but a decent alternate for wide body aircraft with its **7503' runway and ILS approach**.

**CYPR/Prince Rupert** in BC has a 6000' runway, and RNAV approach. There is limited taxiway and apron space here so a good emergency or diversion airport, but not much other support available and it has "limited winter maintenance". The airport is on an island and weather observation is not done at the field so caution using this in poor weather.

**CYXJ/Fort St. John** also known as North Peace Regional is another BC airport option for emergency diversions. It has an unusual crossed runway layout, with 6909' and 6698' lengths. Runway 30 has an ILS, otherwise you're looking at an RNAV. This airport is also slightly higher elevation, sitting at 2280'.

**CYXT/Northwest Terrace Regional** has Dash-8 sized aircraft operating in. It offers a **7497' runway**

**with an ILS and a shorter 5371' runway with RNAV** approaches. There is high terrain here (the airport is in a valley) and it is not recommended to use unless familiar with the airport, and even then **only during daylight hours**.

**That's your lot!**

Unless someone knows about one we haven't heard of? **If you have, please share**. Email us at [news@ops.group](mailto:news@ops.group). Someone, somewhere, someday might be out in the great Canadian wilderness in need of an airport.

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## Canada: The AGN and what to do with it

OPSGROUP Team  
30 October, 2024



What's an AGN, I hear you cry? Aviation Grid Network? Active Galactic Nucleus? Angry Goat Notams?

Well, unless you're a Canadian operator, operate a regular scheduled service there, or work in the tiny room in the corner of the basement in Transport Canada's Ellesmere Island Office where this was invented then you possibly won't know.

But if you operate *at all* into Canada then you *probably-might not-but maybe should-know* what it is. It is the **Aircraft Group Number**, and because someone asked us about it and we didn't have a clue, we figured some of you may not either.

***Disclaimer: We have no idea if there is a Transport Canada office on Ellesmere Island, we made that up. We just found it really, really hard to find anyone at Transport Canada who seemed to know anything about it until we emailed a really important person whose name was on one of the advisory circulars. They were really helpful.***



### **The Aircraft Group Number.**

**Anyway, so the AGN is basically the Canadian equivalent of the FAA's ADG stuff for aircraft classification and airport design (we think).**

It is published for Canadian airports, and the whole point is to **provide information on stuff like runway or taxiway width, length and other physical characteristics**, and also things like **separation from obstacles in the runway environment**.

Basically, a lot of important stuff you need to know if you want to operate there. **It is measured based on the 'most critical' aircraft operating in.** They measure, consider and then the relevant AGN plops out the other end and is assigned.

Any given aircraft might actually end up with more than one AGN depending on the airfield element being looked at.

- So it *'aligns the certification standards to the actual (or planned) operation at the site by linking the standards to specific aircraft characteristics, aerodrome operating visibility conditions, and level of service.'*
- In other words, it provides a simple *"method for interrelating the numerous technical specifications concerning the aerodrome and the characteristics of the critical aircraft."*
- In *other* other words, it checks what can safely get in and out, and then **anyone wanting to go there can see if its suitable for their aircraft type (and its AGN).**

Here's the Advisory Circular on it if you want a read.



## So why are we telling you about it?

It is actually something you are probably familiar with even if you didn't know the acronym, and when you're thinking about heading to an airport you (hopefully) check stuff like this anyway.

But, what we aren't sure about is whether it is **a guidance thing or a restriction thing?**

## The original question

The question which sent us spiralling into an endless pit of Advisory Circulars and uncertainty came from **a non-canadian BizAv operator** (you know who you are, and thanks for that!).

## They did have a valid question though.

They wondered if they could still plan and airport for things like tech stops and medical emergencies if it's a category below the aircraft AGN (but is perfectly landable at)? **Because your AGN varies for different elements...**

So we read through the bundle of ACs and frankly still didn't have a clue. So we started emailing everyone at Transport Canada and finally got a nice response from someone pretty important and knowledgeable.

## The answer.

Well...

Let's start in Advisory Circular 602-005 (effective 2021-06-04), the subject of which is '*Publication Enhancements to Airport Information in the Aeronautical Publications.*' Don't be put off by the title, this is *all about* the AGN.

First up we get to the background and its in Section 3.0 that we discover this very important statement straight out of the **Canadian Aviation Regulations** -

*"Before taking off from, landing at or otherwise operating an aircraft at an aerodrome, the pilot-in-command of the aircraft shall be satisfied that*

*(a) there is no likelihood of collision with another aircraft or a vehicle; and*

***(b) the aerodrome is suitable for the intended operation."***

So, the AGN helps determine this.

## But then there is this...

If an air operator is conducting **scheduled passenger services at the airport then they are bound by Part VII regulations in respect to the AGN limitations and any other limitation related to the airports' certification...**

## So we still weren't entirely sure...

A non-scheduled flight (so a lot of BizAv sorts) doesn't fall under that particular regulation, **but the AGN is considered a limitation and part of an airport's certification.**

Given it is telling us whether (very simply) our aircraft will fit (ok, whether obstacle clearance, runway width, etc etc is suitable), then it doesn't sound like something you would really want to shrug at and say *"ah well I reckon I still will..."*

But by the same token, **AGNs are determined using the most critical aircraft currently doing scheduled operations**. So if you're looking at a military base (that is available for civilian ops when needed) then that AGN might not "work" on paper, but the airport may well work for you in reality.

**Then came the answer**

Hot off the press – **"It's the pilot-in-command's decision to verify if the aerodrome is capable of accommodating the AGN of the aircraft. The published AGN serves as a tool and aids in the decision making."**

There it is, clear as can be.

**You still have to make the decision!**

For that, throw in some common sense and airmanship.

**On fire?** All bets off, anywhere works.

**Tech stop of medical diversion?** Probably not the wisest to plan to use an airport whose AGN falls below the category you require. Chances are if you mess up there are going to be some pretty big insurance and legal questions getting asked like *"the AGN literally told you the obstacle clearance wasn't enough so why did you try?"*

**And remember it isn't the whole picture.**

Just using the AGN also isn't a good idea because **it doesn't take into account all the info you need**. It doesn't, for example, cover airport operating hours which is quite important if you're intending on using an airport because – if it ain't open, then that's going to be difficult.

There is a whole load of information you'll need beyond just the AGN in order to determine suitability. The AGN is only *one piece* of information (albeit it a piece filled with a lot of smaller pieces of information).

**We are happy to ask some more questions if you need.**

We hadn't come across this before and this isn't a solid answer, so **get in touch if this impacts your planning, and if you've spotted an airport whose AGN is lower than your aircraft's**. Especially if you know for a fact your aircraft has operated into there perfectly safely.

Send us some specific details and we'll dig deeper! Email us at: [news@ops.group](mailto:news@ops.group)

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## Please CAN you PASS the info?

OPSGROUP Team  
30 October, 2024



What is CANPASS? Who can use it? How do you use it? Where do you use it?

Normally we write these things because the original 'things' with all the info are rubbish and unreadable. The CANPASS site is surprisingly good, but we'll tell you it in a slightly different way and with some pictures.

### **So, what is it?**

CANPASS is a **Private Aircraft program** designed to make **clearing the Canadian border** on Canada-US flights easier.

It is made for private aircraft (that means non-revenue) with **no more than 15 people onboard**. That includes the crew.

The idea is it provides expedited clearances, at more airports, for anyone deemed low-risk and who is pre-screened. This makes life easier hopefully for everyone – customs folk and private aircraft flying between the US and Canada.

### **Which airports are signed up to it?**

A fair few now. You can see the full list [here](#).

You can turn up to Airports of Entry and any of the CANPASS approved airports at anytime basically.



### **Tell me more!**

If you're a CANPASS member you can land at any airport of entry in Canada, anytime it is open (even if the local customs and border folk aren't in).

One big point – **everyone onboard must be a CANPASS member** or there are some other procedures you'll need to follow.

### **So how do I join this elite sounding membership?**

You have to be a **citizen or permanent resident** of Canada or the US, and have lived in one or the other for at least the last 3 years. There are some other criteria as well like not being a criminal, not having been caught trying to sneak in through immigration illegally ever.

You need to fill out an E672 form. You can find that form and a bunch more info on how to apply [here](#).

### **How does it work?**

Long story short, you **call 1-888-CANPASS** (1-888-226-7277) at least 2 hours before, and not more than 48 hours before to let them know when you'll be arriving in Canada.

The pilots need to do this – you're responsible for yourself, the rest of the crew, and everyone onboard. You have to provide a whole bunch on info like what you have onboard, when you're arriving, the people info, etc. Someone has set up a handy PDFable form [here](#) that you can use.

The pilot also should call up on landing before you open your doors in case they want you to wait and have an agent meet you.

### **What if I'm not a member?**

Well, then you need to enter the old fashioned way, and at a time when the local CIQ is open and available.



## **There is a slightly different program for Corporate aircraft.**

Remember we said on the private aircraft everyone needs to be a member? Well, if you're a corporate aircraft (corporate but still private, so no charter operators) then you can get approval for up to four non-CANPASS registered travellers to be onboard.

This is still for private (non revenue) flights.

## **Any other things that might be handy to know?**

We saw a question on **non-scheduled international licences** the other day. So here is the info on that.

First up, this isn't anything to do with CANPASS. A non-scheduled international license means you can operate a public air charter service between your country and Canada (not around Canada though. Land and leave again. No internal airport hopping).

If you want this, and you aren't Canadian, then you have to have all the documents you'd expect in your home country (where you're registered) and then go read the Application Guide here, which also have all the legal mumbo jumbo you need to know, and apply.

It takes about 7 days to get your licence. This is applicable to revenue flights. CANPASS is for private non-revenue flights.

## **We've not done it ourselves...**

So if you've seen anything odd, experienced anything unusual, or just have something to share on it please do at [news@ops.group](mailto:news@ops.group)

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# **Canada to reopen more airports to international flights**

David Mumford  
30 October, 2024



On Feb 28, Canada will reopen more airports to international passenger flights. Currently these flights can only arrive at one of 18 airports, but the government has confirmed this restriction will end on Feb 28.

**CYQX/Gander** is one of those airports not currently on the list – although they have been able to handle tech-stops all through the pandemic, international pax have not been able to disembark here for over a year.

So until Feb 28, here are the airports allowed to receive international passenger flights:

- CYUL/Montreal
- CYQB/Quebec
- CYYC/Calgary
- CYEG/Edmonton
- CYXE/Saskatoon
- CYQR/Regina
- CYWG/Winnipeg
- CYYZ/Toronto Pearson
- CYTZ/Toronto Billy Bishop
- CYHM/Hamilton
- CYKF/Waterloo
- CYOW/Ottawa
- CYVR/Vancouver
- CYYJ/Victoria
- CYLW/Kelowna
- CYXX/Abbotsford

- CYHZ/Halifax
- CYYT/St Johns

And here's the Notam in question, which will expire on Feb 28:

**H3740/21 (Issued for CZUL CZQX CZQM) COVID-19: FLIGHT RESTRICTIONS**  
 UNTIL FURTHER NOTICE, WITH THE INTENT TO PREVENT THE SPREAD OF  
 COVID-19 THROUGHOUT CANADA, ALL COMMERCIAL AIR SVC, PRIVATE OPR  
 (CAR SUBPART 604) AND FOREIGN BUSINESS AVIATION, THAT ARE  
 TRANSPORTING PASSENGERS TO CANADA MUST COMPLY WITH THE PROVISIONS  
 OF THE INTERIM ORDER RESPECTING CERTAIN REQUIREMENTS FOR CIVIL  
 AVIATION DUE TO COVID-19, ISSUED BY THE MINISTER OF TRANSPORT AND  
 CURRENTLY IN FORCE. THIS INCLUDES A REQUIREMENT PASSENGERS TO  
 WEAR FACE MASKS AND PROVIDE EVIDENCE OF A NEGATIVE RESULT FOR A  
 COVID-19 MOLECULAR TEST PRIOR TO BOARDING.

IN ADDITION TO ABV, AND PURSUANT TO SECTION 5.1 OF THE  
 AERONAUTICS ACT, ALL COMMERCIAL AIR SVC, PRIVATE OPR  
 (CAR SUBPART 604) AND FOREIGN BUSINESS AVIATION, THAT ARE  
 TRANSPORTING PASSENGERS TO CANADA MUST, FOR THE PURPOSE OF  
 DISEMBARKING PASSENGERS, LAND AT ONE OF THE FOLLOWING AP:

- AEROPORT INTL DE MONTREAL-TRUDEAU (CYUL)
- AEROPORT DE QUEBEC-JEAN LESAGE (CYQB)
- CALGARY INTL AIRPORT (CYYC)
- SASKATOON INTL AIRPORT (CYXE)
- REGINA INTL AIRPORT (CYQR)
- WINNIPEG INTL AIRPORT- JAMES ARMSTRONG (CYWG)
- TORONTO-PEARSON INTL AIRPORT (CYYZ)
- TORONTO-BILLY BISHOP TORONTO CITY (CYTZ)
- HAMILTON INTL AIRPORT (CYHM)
- WATERLOO INTL AIRPORT (CYKF)
- OTTAWA INTL AIRPORT (CYOW)
- VANCOUVER INTL AIRPORT (CYVR)
- VICTORIA INTL AIRPORT (CYYJ)
- KELOWNA INTL AIRPORT (CYLW)
- ABBOTSFORD INTL AIRPORT (CYXX)
- HALIFAX INTL AIRPORT-STANDFIELD (CYHZ)
- ST. JOHN'S INTL AIRPORT (CYYT)

□THIS RESTRICTION DOES NOT APPLY TO ACFT OPERATED IN THE FLW  
 CIRCUMSTANCES:

- DIRECT FLT FM SAINT-PIERRE-ET-MIQUELON
- MEDEVAC FLT
- FERRY AND CREW REPATRIATION FLT
- CARGO FLIGHTS CARRYING ONLY AIRCREW OR AIRLINE EMPLOYEES
- TECHNICAL STOPS WHERE PASSENGERS DO NOT DISEMBARK
- AT ALTERNATE AP IDENTIFIED IN A FLT PLAN TO ADDRESS WX
- ACFT SAFETY SITUATIONS, OR
- IN THE CASE WHERE SPECIAL

AUTH HAS BEEN GRANTED BY TRANSPORT CANADA: 1-888-857-4003.

SFC - UNL, 30 NOV 05:01 2021 UNTIL 28 FEB 21:00 2022.

CREATED: 23 NOV 14:27 2021

Also effective Feb 28, testing rules will be eased for vaccinated passengers. Essentially, the change here is that **travellers will now have the option of using a rapid antigen test** (taken the day prior to their flight) instead of a PCR test (taken no more than 72 hours before their flight) if they wish. However, the rapid antigen test still needs to be administered in a health care facility, so although it might be slightly cheaper than getting a PCR test, it's not really any less onerous.

There's no impact on crew, who are exempt from testing. However, since 15 Jan 2022, **all foreign crew need to be vaccinated to enter Canada**. The same rule applies to all passengers aged 12 and older. Crew who are Canadian citizens/residents do not need to be vaccinated, along with several other exempted categories which you can read more about [here](#).

Ultimately, if you're unsure about Canada's entry rules, the best thing to do is use their official online tool to quickly work these out depending on your circumstances.

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## Increased ATC charges in Canada

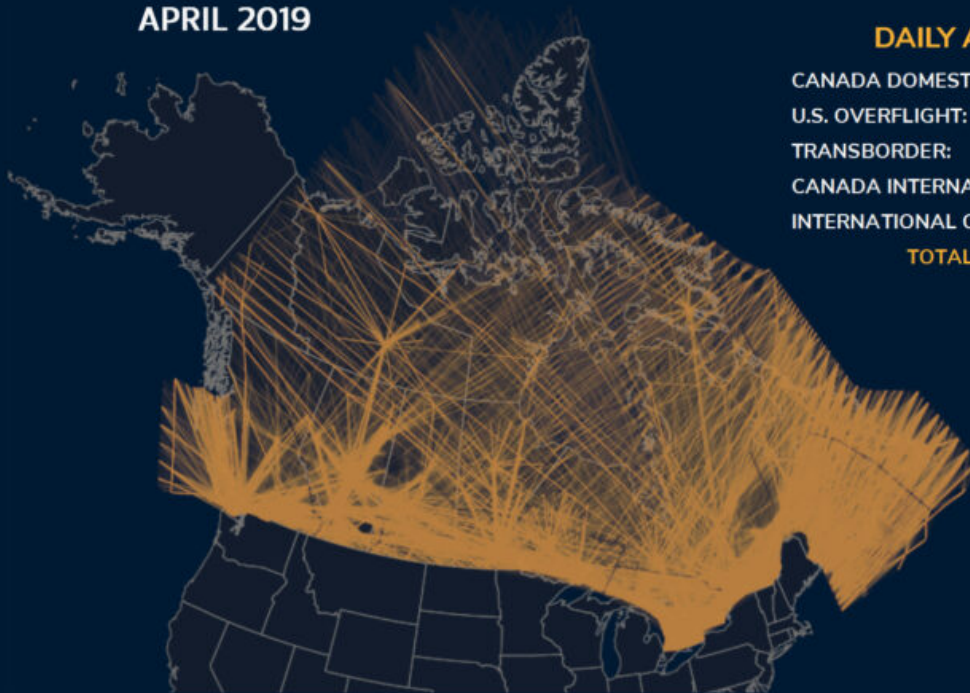
David Mumford  
30 October, 2024



Nav Canada has proceeded with its earlier proposal to **significantly increase ATC service charges**. The new fees were implemented on September 1. The price increase is to cover the loss of income caused by dwindling traffic levels during the Covid pandemic.



APRIL 2019



DAILY AVERAGES

CANADA DOMESTIC:	5,472
U.S. OVERFLIGHT:	1,818
TRANSBORDER:	1,370
CANADA INTERNATIONAL:	558
INTERNATIONAL OVERFLIGHT:	86
<b>TOTAL</b>	<b>9,304</b>

APRIL 2020



DAILY AVERAGES

CANADA DOMESTIC:	1,966
U.S. OVERFLIGHT:	493
TRANSBORDER:	149
CANADA INTERNATIONAL:	61
INTERNATIONAL OVERFLIGHT:	11
<b>TOTAL</b>	<b>2,680</b>

**Terminal fees** have increased by 30 percent; **en-route** by 26 percent; **North Atlantic Track** by 48 percent; and **international communications** by 41 percent. The good news is that the added cost to operators can be deferred over time to help absorb some of the impact.

## Movement-Based Charges

Charge	Base Rates Prior to September 1, 2020	Base Rates Effective September 1, 2020
Terminal Charge	\$ 24.36	\$ 31.86
Enroute Charge (including Overflight)	\$ 0.03008	\$ 0.03802
NAT	\$ 155.03	\$ 230.22
International Communications		
Data Link	\$ 19.99	\$ 28.19
Voice	\$ 53.14	\$ 74.93

The **NAT** and **International Comms charges** are not really a big deal – those are just flat fees charged per flight. It's the **Terminal Charge** and **Enroute Charge** where the pain will most be felt; don't be fooled by the figures in the table above – these are just the base rates that get incorporated into bigger equations and multiplied by other factors (MTOW, distance flown, etc).

If you want to test your math skills and take a deep plunge into how these equations work, check out Nav Canada's Guide To Charges. But if not, here's a basic example of how the charges have changed:

**Aircraft:** B777-300

**Route:** CYUL/Montreal to LFPG/Paris

**MTOW:** 344.5 metric tonnes

**Distance:** 1,550 km

NAV Canada is a private company and not government-funded, and is therefore entirely reliant on the fees it charges to operators. And since most of its costs are fixed, it appears there wasn't much alternative than to increase these fees, given the huge drop in air traffic over the past few months.

**You can view the full schedule of revised fees here:**

## ANNOUNCEMENT OF REVISED SERVICE CHARGES

AUGUST 2020

### GENERAL

NAV CANADA hereby announces revised service charges, pursuant to Section 37 of the *Civil Air Navigation Services Commercialization Act*, S.C. 1996, c. 20 (ANS Act). This Announcement sets out the revisions in charges that apply to four categories of air navigation charges: (i) Terminal, (ii) Enroute, (iii) North Atlantic Enroute, and (iv) International Communications. These revised charges will become effective on September 1, 2020 except where otherwise indicated. All other service charges provisions not amended by this Announcement remain in effect.

Pursuant to Section 42 of the ANS Act, persons wishing to appeal these revisions may do so by making an application to the Canadian Transportation Agency. The application must be filed within 30 days after the filing of this Announcement with the Agency. An appeal may only be made on one or more of the grounds set out in Section 43 of the ANS Act.

This Announcement consists of three sections:

- (1) Revision to Service Charge Rates;
- (2) Implementation of the Revised Service Charges; and
- (3) Modification to Terms and Conditions.

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# Canadian Operators need Special Authorization to keep flying in the NAT

David Mumford  
30 October, 2024



Transport Canada has said that all old NAT MNPS authorizations are **no longer valid** for flights operating across the North Atlantic as of 31st Jan 2020 in NAT HLA airspace between FL290-410. In its place, a new **special authorization** called NAT HLA MNPS will have to be added to the operator's PORD or AOC in order to fly in this airspace, which includes the NAT Tracks and Blue Spruce Routes. Airspace above FL410 or below FL290 is not affected by this.

Transport Canada did issue a Civil Aviation Safety Alert (CASA) about this back on 10th Jan 2020, but later admitted it was **too vague and difficult to understand** – therefore they will reissue the CASA. But in the meantime, the requirement to get this new special authorization still stands. Here's how it works:

### **How do you apply for this new SA?**

It appears to be fairly simple. The operator emails TC applying for the NAT HLA MNPS special authorization. TC will reply by email including a compliance guide to verify equipment and training requirements.

If you wish to operate in the Organized Track System, there are 4 Special Authorizations that Canadian operators must hold:

1. NAT HLA MNPS;
2. RVSM;
3. RNP 4 or RNP 10; and
4. PBCS (ADS-C with proof of contract)

### **What if you don't have PBCS? Where can you operate?**

If you hold the first 3 SAs listed above and the ADS-B SA you may operate on the Blue Spruce Routes only. That's ADS-B for Broadcast.

So to summarize...

**Scenario one** is that you already possess RVSM, RNP 4 & 10, and PBCS (ADS-C with proof of contract). Your process is to e-mail TC for the application for the NAT HLA MNPS special authorization. A compliance guide will be sent out to verify equipment and training requirements. Once it has been



returned and reviewed, a new PORD or AOC will be issued which will contain the new NAT HLA MNPS special authorization.

**Scenario two** is you do not possess PBCS with ADS-C, but you are either ADS-B capable or already hold a special authorization for ADS-B. In this case the process will be to apply for the NAT HLA MNPS via email and a similar compliance guide will be sent out to verify equipment and training requirements. The difference is that your special authorization will be restricted to the Blue Spruce Routes only. You can request the ADS-B special authorization in the email if you don't have it already. Simply note that in your e-mail request.

### Further reading

CBAA new forum information, with login credentials: <https://www.cbaa-aaaa.ca>

CASA links can be found here: <https://www.tc.gc.ca/en/services/aviation/reference-centre/safety-alerts.html>

Original CASA 2019-10 Issue 01 that will be replaced:  
<https://www.tc.gc.ca/en/services/aviation/documents/CASA-2019-10.pdf>

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*Thanks to the Canadian Business Aviation Association who helped provide the information in this post.*

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## Canadian Ops Update

OPSGROUP Team  
30 October, 2024



Just a short update on a few things happening in Canada that you might have missed...

## Nationwide

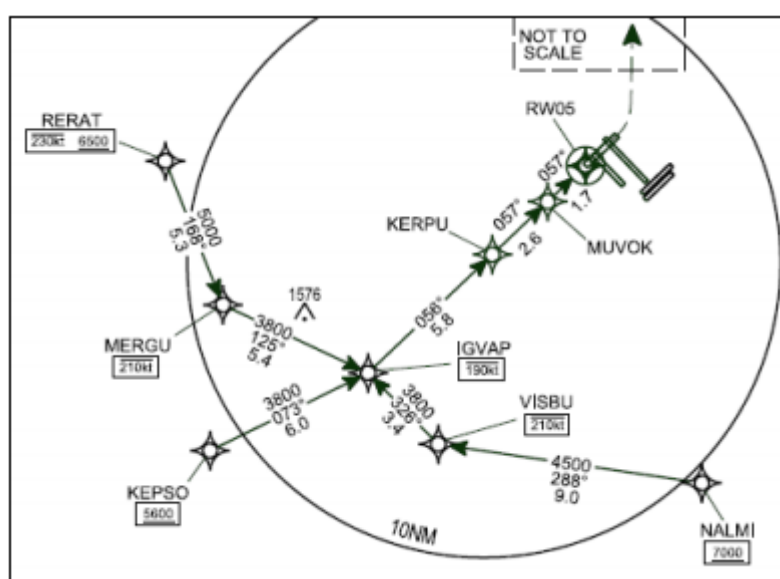
- There has been a change in the **Maximum Indicated Airspeeds for holding patterns** to bring them more in line with the rest of the world. This came into effect on 11OCT18 and will be reflected in the 08NOV18 AIP update. Refer AIC 25/18.

Altitude (ASL)	Maximum Holding Airspeed (KIAS)
At or below 6 000 ft	200
Above 6 000 ft up to and including 14 000 ft	230
Above 14 000 ft	265
Shuttle climbs (all altitudes)	310 (subject to CAR 602.32)

- It's been over a year and a half since NavCanada suspended it's **Climb/Descend via SID** phraseology, adding a complication for pilots that regularly cross the border from USA to Canada and v.v. It initially trialed then quickly suspended them *"out of concern over altitude deviations we were seeing in the system and the unforeseen large increase in workload as a result. We are continuing to communicate with airlines, aircraft operators and our employees as we revert to the phraseology rules that were in place prior to this change."* We understand this phraseology has now been officially put in the trash and wont be returning.

## CYYZ/Toronto Pearson Airport

- There are new **nighttime RNAV approaches** starting in **CYYZ/Toronto Pearson** from 08NOV18. These RNAV (GNSS) X instrument approach procedures are for night-time ops between 0030L-0630L on runways 5/6L/6R/23/24L/24R. The procedures are designed to minimize the noise footprint. The ATIS will advertise these as the primary approach type when they are active. Pilots can expect to be cleared directly to the initial approach waypoint, then subsequently cleared for the approach including the appropriate transition. Refer AIC 28/18.



- Slots are currently required for all flights between 0030-0630 local time. The airport authority was planning to make slots mandatory for all GA/BA flights H24 from Nov 17 onwards, but this

will now be delayed to some time in early 2019. For more info, contact the Airport Reservation Office at [aro@gtaa.com](mailto:aro@gtaa.com)

Do you know more? Drop us a line!

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# International Bulletin: Winter is Coming, Updated Canada Requirements

Cynthia Claros  
30 October, 2024

## INTERNATIONAL BULLETIN

### ISSUED BY FLIGHT SERVICE BUREAU

SITA HNLFSXH AKLFSXH AFTN KMCOXAAL  
EMAIL [INTL.DESK@FSBUREAU.ORG](mailto:INTL.DESK@FSBUREAU.ORG)



**Winter is coming** 09NOV With the clocks changing, it's a reminder that we're not far away from the snowstorms, deicing delays, cancelled flights, airport shutdowns, and those big invoices for de-icing fluid. Our new author Frank Young has an article.

**Updated Canada requirements** 09NOV From tomorrow, November 10, an eTA is now mandatory for flights to Canada (for most people), and there's an update to flying to Canada with a previous conviction. Read the article.

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**BIKF/Keflavik** Long a destination for flight certification testing (because it's cold and windy), will not accept test flights until February next year, thanks to runway renovation work.

**ZZZZ/Worldwide** Last week we ran a story about the new ICAO SID/STAR phraseologies. In short, some countries are implementing, and others aren't. We're going to make a list of who's doing what, so that you as an operator or pilot will have some idea. Can you help us? What is your country doing? Tell us at [bulletin@fsbureau.org](mailto:bulletin@fsbureau.org).

**LTBA/Istanbul** At about 0100 local time on 6 November, two people on a motorcycle opened fire outside

Istanbul Ataturk International Airport, prompting a temporary closure. Reports indicate that authorities apprehended both suspects and did not find additional weapons or explosives on their persons. Officials briefly placed the airport on lockdown but reopened the facility at about 0130. The incident reportedly did not affect flights, and the gunfire harmed no civilians or police officers.

**CZZZ/NAT Region** The FAA has recently determined that time estimates provided by pilots in oceanic CTAs are less accurate than expected, particularly when adverse weather causes pilots to deviate from the planned course. These inaccurate estimates can compromise the separation of aircraft. Have a read.

**YMML/Melbourne** Be aware of recent hoax ATC calls. Someone with a handheld radio has been making “go-around” transmissions on the Tower frequency, and at least one aircraft has responded. Airservices says there have been 15 such transmissions in the last few weeks.

**CZZZ/Canada** The NBAA has issued useful updated info for flying to Canada with previous convictions – Canada is known for refusing entry based on DUI charges. Today, November 9, is also the last day that you can enter Canada without an eTA.

**PWAK/Wake Island** – an ETOPS alternate – is closed on 11NOV for Veterans Day. They do say they will attend with 30 mins notice, so maybe two ETOPS circles are required for that day. Check other US ETOPS alternates on this date also.

**UCZZ/Kyrgyzstan** Since 4 November, if you’re staying for longer than 5 days, you must register with the local authorities.

**PKMJ/Majuro** is downgraded to Cat 6 until November 23, which may affect some operators using this as an ETOPS alt.

**EGNX/East Midlands** airport has some weekend closures for the next six weeks.

**VIZZ/India** announced on 8 November that 500 and 1,000 rupee banknotes will cease to be legal tender as of 0000 local on 9 November 2016.

**EVLA/Liepaja** (one of Latvia’s three international airports) is now closed to all operations. They say they will be open again in Spring 2017. Fingers crossed.

**LAZZ/Albania** has been experiencing heavy rains, high winds and flooding throughout the country, causing road blockages, school closures, and disruptions in ferry services. The army has been mobilized for rescue and relief operations.

**LFL/Lyon** If you’ve been using LFL as an alternate at weekends, you’ll have to cut that out from December 10th, they don’t want weekend diversions of non-sched flights.

**EGKK/Gatwick** has advised of a new series of rail strikes that will run through to January next year.

**MHTG/Central America FIR** reminds operators that a **CENAMER notification** by AFTN is required for all flights planning to enter the airspace.

**MTZZ/Haiti** The US has published updated advice for Haiti: U.S. citizens are advised not to travel to the southern peninsula of Haiti, commonly referred to as the “southern claw.” The U.S. Embassy has currently banned unofficial travel to the southern peninsula and allows official travel only after consultation with its security office. There is widespread devastation throughout the southern claw with the most affected areas on the western tip of the peninsula. Travelers can expect difficult travel conditions with roads made impassable by landslides, damaged roads, and bridge failures. There is also widespread damage to buildings and infrastructure, including gas stations and cell towers, loss of electricity, and shortages of food and potable water. U.S. citizens who choose to travel to the southern claw in spite of these risks should carry sufficient water, food, fuel, and medicine to last longer than their anticipated stay. The



security environment around the southern claw is fluid and uncertain.

**LFOB/Paris Beauvais** is closed overnight from 2200 to 0600Z, for 14-25 November inclusive, due to stuff.

**HAZZ/Ethiopia** On November 8, the Command Post – the body tasked with implementing Ethiopia’s state of emergency – lifted the restriction imposed on foreign diplomats, which restricted them from traveling more than 25 mi/40 km outside of Addis Ababa. The Command Post also lifted and revised several other state of emergency provisions; however, the changes are minor and are not likely to affect the current situation. The curfew and communication restrictions remain in place

**NFTF/Tonga** Fua’amoto (the main airport) has new operating hours – these are, in UTC: 1600 SUN TO 0530 MON, 1025 MON TO 0800 TUE, 1600 TUE TO 0530 WED, 1000 WED TO 0800 THU, 0900 THU TO 1200 THU, 1600 THU TO 0530 FRI, 1600 FRI TO 0800 SAT. They’ll accept div traffic outside these hours, call +676 22 608 – but prefer no surprises on Sundays.

**OMAA/Abu Dhabi** will see heavy traffic for the Grand Prix on November 27, avoid if possible.

**SBZZ/Brazil** The office that processes Foreign Civil overflight and landing permits has updated hours of operation: Mon-Fri 1230Z-2230Z.

**SBCT/Curitiba** airport would like 4 hour PPR notice for non-scheduled flights, and request that you call them on 55-41-3381-1478 to arrange that.

**SPJC/Lima, Peru** has an upcoming APEC meeting 14-21 November, with a decent increase in traffic expected, and a few restrictions. They’ve also warned pilots to pay attention to radios and transponder codes to avoid them sending up the jets – good advice.

**TVSV/ET Joshua** Airport is closed due to flooding.

**VECC/Kolkata** Radio has a new HF frequency: 8861, with hours 1330Z-0130Z. Use this if 6556 or 10066 isn’t working for you.

**CZQX/Gander** is going to auto-send you a “Confirm Assigned Route” message from 01DEC, on entry into their OCA – if you are FANS 1/A equipped. If you’re not sure how to feel about that, read our previous article.

**LCCC/Nicosia** There’s a good deal of mil activity – UN, and Russian – in the Cyprus region at the moment. Read the LCCC and surrounding FIR Notams carefully. Oh, and if you’re not up to date on your Greek-Turkish FIR dispute, add LGGG and LTBB to that. As 2016 draws to a close, enough regional history has been published for an entire novel. This weeks Notam series covers the 1923 Lausanne Peace Treaty.

**NZZC/New Zealand** published a change to SID procedures today, and our brain hurts. We’re not sure if this is related to the 10NOV ICAO SID/STAR changes, or .. something else. If you’ve got it deciphered, let us know. THE STANDARD INSTRUMENT DEPARTURE (SID) SPECIFIES IN BOTH DIAGRAMMATIC AND NARRATIVE FORM ANY OF THE FOLLOWING: THE DIRECTION OF TURN, HEADINGS, TRACK, DISTANCES, SIGNIFICANT POINTS AND ALTITUDE REQUIREMENTS. WHERE TRACKING TO OR FROM A NAVIGATION AID IS NOT POSSIBLE, DESIRED TRACKS ARE SHOWN AND DUE ALLOWANCE FOR WIND IS TO BE MADE. AIRCRAFT ARE TO CONTINUE CLIMBING THROUGHOUT THE SID UNLESS IN COMPLIANCE WITH PUBLISHED ATC MAINTAINS, DEPARTURE MINIMUM SAFE ALTITUDE (MSA) OR AS OTHERWISE INSTRUCTED. WHERE CONTINUOUS CLIMB TO THE END OF THE SID IS NOT REQUIRED A DEPARTURE MSA MAY BE DEPICTED ON THE RELEVANT CHART. THE DEPARTURE MSA REPRESENTS THE LOWEST ALTITUDE FOR OBSTACLE CLEARANCE ALONG THE ENTIRE DEPARTURE ROUTE (INCLUDING TRANSITIONS). IT REMAINS THE PILOT’S RESPONSIBILITY TO MEET SUBSEQUENT ENROUTE MSA/MINIMUM FLIGHT ALTITUDE (MFA)/MRA/MEA REQUIREMENTS APPLICABLE AFTER SID TERMINATION. DEPARTURE MINIMUM SAFE ALTITUDES DO NOT ENSURE CONTROLLED AIRSPACE CONTAINMENT.

**OEZZ/Saudi Arabia** has issued an extension of the policy that requires all aircraft with a destination in Yemen to first land in OEBH/Bisha – through to 08FEB next year. The only exceptions are the UN, Red Cross, and MSF.

**VHHK/Hong Kong** is going to move to a new ACC and ATC Tower towards the end of this month. There will be delays. The actual date hasn't yet been notified, we'll let you know when we hear.

View the full International Bulletin 09NOV2016

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## Flying to Canada with a criminal record

Declan Selleck  
30 October, 2024

The NBAA has posted useful updated information on flying to Canada with previous convictions, which may affect your passengers, or crew. **Canada is known for refusing entry to the country if you have a DUI charge** on your record.

Here are the highlights:

If denied admission because of a DUI, a traveler's options depend on the time elapsed from the completion of the sentence or probation period, not the arrest date.

- If it has been 10 years or more, you're automatically deemed rehabilitated, and the border agent welcomes you to Canada.
- Between 5 and 10 years from the completion of a sentence or probation, travellers can apply for "criminal rehabilitation," which documents that someone is "no longer a public safety threat in Canada and costs up to \$1,000, said Healy.
- For those whose sentence or probation ended less than 5 years ago, Canadian border officials can offer a one-time free temporary resident permit. The permit, which costs \$200, is good for up to a year, and you can enter and leave Canada as needed during the approved period. A traveler can apply for a permit at a consulate or at the border, but a traveler's ability to use this option at the border is at the discretion of the border official involved.

Also, from tomorrow, November 10, 2016 – most people will need an eTA to enter Canada. More on that [here](#).

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## Midweek Briefing 22JUN: Iceland ATC strike - end in sight, Israel FPL changes

Cynthia Claros  
30 October, 2024

# INTERNATIONAL BULLETIN

ISSUED BY FLIGHT SERVICE BUREAU

SITA HNLFSXH AKLFSXH AFTN KMCOXAAL  
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**Iceland ATC strike - end in sight** 22JUN Operators on both sides of the Atlantic have been frustrated over the last 6 weeks with continual sporadic ATC Industrial action. And end may be in sight, but in the meantime keep a close eye on BIRK, BIKF and BIRD Notams. Read the article.

**FPL changes: Israel** 22JUN Current Flight Planning procedures for flights across Europe from Israel will change in light of a new agreement signed between Israel and Eurocontrol. Read the article.

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**LFZZ/France** ATC Strike Number 9 gets underway today until 24JUN at 0400Z, usual disruption and restrictions apply. Avoid France where possible. NOTAM F1171/16 refers.

**EGGX/Shanwick** is having an 80's party on the 28th of June at 1600Z. For engineering work, all the new technology is being taken offline for three hours, so no CPDLC, ADS-C or OCL. Instead we have Voice Reports, HF, Manual Clearance Requests (123.95 or 127.65), and so on; just like the good old days. When you hit 30W log on to Gander manually.

**UMZZ/Belarus** The Minsk FIR has updated its table of cruising levels and altitudes below Transition; view the AIC.

**Gambia** The UK FCO issued updated travel advice for The Gambia : "Demonstrations took place in April and May 2016 in Banjul. Demonstrations could occur at any time in any part of the country prior to presidential elections planned for 01DEC. You should be vigilant, avoid all demonstrations"

**LPZZ/Portugal** is joining the International ATC Strike Club and will begin with industrial action, for two hours daily on: June 30th, and July 8th,15th, 22nd and 29th.

**KCXO/Houston Regional** will be opening a new customs facility mid July. KCXO serves the Metro-Houston area and is 46 miles outside of town. The new CBP facility adds more choice to international operators over the already saturated Houston area airports.

**KZZZ/United States** The U.S. Navy has scrubbed the planned military GPS interference testing across the U.S. Southwest that was supposed to happen this month.

**LWSS/Skopje** is implementing Free Route Airspace in the Skopje ACC above FL245, effective 23JUN. FRA is available H24 with DCT limit unlimited. The ATS network above FL245 is withdrawn. Additional info is

available in the Republic of Macedonia AIP AMD 58/16. New RAD measures can be found in the increment file and will become part of Annex 4 on AIRAC 1608.

**LWZZ/Macedonia** Late on 20JUN, tens of thousands of anti-government protesters gathered in central Skopje, Macedonia's capital, to conduct another demonstration. The protesters gathered outside the Special Prosecution building before then marching to the Ministry of Justice building, where they broke some of its windows and threw red paint at its exterior.

**EZZZ/Scandinavia** Another Free Route Airspace update is happening in the two Functional Airspace Blocks NEFAB and DK/SE FAB. NEFRA Phase 1 will be implemented as of AIRAC 1607 on 23JUN, to implement H24 cross border Free Route Airspace between DK-SE FAB and NEFAB, except Norway, above FL285. ATS routes will be kept. Norway plans to implement cross-border Free Route Airspace spring 2017.

**CYZZ/Canada** has introduced "No Drone Zones" around airports that includes fines for offenders caught operating drones in the restricted areas. They are also drafting new legislation to strengthen rules regarding drone operations.

**LEMD/Madrid** may have industrial action on 28JUN, the Apron controllers are making noises about a strike. Not confirmed.

**WAZZ/Indonesia FIR** Ujung Pandang FIR has a couple of radar outages from 19-27JUN. Reroutes or delays are not likely, but strong potential for lower than optimum Flight Levels.

**HECC/Cairo FIR** If for some reason you are operating flights to or from Libya, then **A:** You're probably not reading this bulletin carefully enough, and **B:** Be aware that you are required to obtain PPR from Egypt via AFTN to HECAYNYX, at least 48 hours before the flight, in order to overfly Cairo FIR.

**EGAA/Belfast** ILS 25 out of service along with other ongoing runway and taxiway closures until 11AUG16. Please check EGAA NOTAM's for specific closures.

**EGLF/Farnborough** Temporary restricted airspace will be in effect for the annual Farnborough Airshow 16-17JUL. AIC M 033/2016.

**France** The French authorities have extended the document checks at their borders, these measures will apply to all airports in France and also to Basel airport. Especially during the period of the European Football Championships, passengers travelling to/ from French airports are asked to ensure they have a valid identity document (passport or identity card) with them whilst travelling. A drivers license is not an acceptable document.

**VTBB/Bangkok FIR** Monsoon season runs July-September. Big potential for holding and airport closures in the region, taking extra fuel is recommended.

**OEZZ/Saudi Arabia** FIR is introducing new Navigation Charges on 01JUL. All the maths is here.

**LSZA/Lugano** will close 10-19OCT due to heavy maintenance work on the main runway. No traffic will be able to operate. The airport operator has said 20OCT should be the reopening day but risk that this may be extended.

**WMZZ/Malaysia** Following a directive by the Malaysian Immigration Department, all foreign nationals travelling on all domestic flights will be required to produce passports upon passing through Immigration control, effective immediately.

**Azerbaijan** An online e-visa issuing system, called ASAN Visa, will be established that should streamline the visa application process. Eligible foreign nationals will be able to obtain supporting documents, submit their visa applications and receive an e-visa within three days of submission through the portal. The list of eligible nationals is expected to be available soon on the Foreign Ministry website.

**EGPK/Prestwick** has ongoing overnight closures due to ATC staffing problems, keep an eye on NOTAMs.

**EIDW/Dublin** will closed for 15 minutes at 1500Z on 23JUN due to a VIP departure.

**NWWW/New Caledonia** The South Pacific is not exempt from ATC strikes either; overnight closure of the NWWW airspace means no enroute traffic accepted in the FIR tonight – and sporadically ongoing. Note that the Fire Service also has reduced RFF category at specific times. Check Notams.

**SKED/Bogota FIR** NOTAM of the month award: Colombia Notam A1947 issued on 17JUN. Be aware of the potential for your Cabin Crew to request a change to the SID from ATC, unbeknownst to you. In full: “CHANGES TO STANDAR (sic) INSTRUMENT DEPARTURE (SID) COULD BE DONE BY RADIOTELEPHONY BETWEEN CABIN CREW AND THE CORRESPONDING ATS DEPARTMENT WHILE COMMUNICATION INTERCHANGE, IN ACCORDANCE WITH AERODROME OPERATIONS REF. AIP ENR 1.10”.

We actually have no idea what they mean. Let us know, and keep an eye out for those sneaky flight attendants.

**LEPA/Palma** has a bunch of outages, and runway and taxiway closures at present that will create restrictions and delays. Take a close look at your arrival and dep times before operating.

**Suriname** Immunisation checks for Yellow Fever are being carried out throughout June at all border check points, ports and international airports in Suriname; make sure you have a valid yellow fever certificate if required.

**RJZZ/Japan** On 22JUN heavy rains caused building damage and fatalities in southwestern Japan. At least six people died, as a result of the rain and mudslides across the island of Kyushu. Emergency personnel evacuated several hundred people due to the threat of further mudslides.

**Uzbekistan** has increased security due to a major summit, from 23-34JUN which may result in changes to flight departures and lengthy check in and security clearance at airports across the county.

View the full International Bulletin 22JUN2016

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## Midweek Briefing 18MAY: Brazil Airspace changes for Olympics, Increase in Fake Nav Charges

Cynthia Claros  
30 October, 2024



# INTERNATIONAL BULLETIN

ISSUED BY FLIGHT SERVICE BUREAU

SITA HNLFSXH AKLFSXH AFTN KMCOXAAL

EMAIL INTL.DESK@FSBUREAU.ORG



Date: Mon, 16 May 2016 07:35:54 -0700  
From: assistant ([lina.kurachenko@eurocontrol.net](mailto:lina.kurachenko@eurocontrol.net))  
Subject: Remittance eurocontrol slip

The Manager Accounts Payable Controller,

Eurocontrol demands for swift confirmation and proof of settlement of EUROCONTROL. The invoices are with regards to Air navigation, En February and March 2016 invoices. We kindly request that you forward updates, and also to enable us updates all records in preparation for it reconciliation purpose.

We also wish to use this medium to inform you of the change in our accounts stated on the invoice send to you due to the logistics pro forward to your notification as soon as possible, preceding to the su plead that you bear with us.

Thanks once again for your understanding and cooperation.

Thank you and best regards,

Lina Kurachenko  
COLLECTION OF CHARGES  
CRCO/CAT/ACCOUNTING  
EUROCONTROL-CRCC-UNIT.  
Rue de la Fusee 96  
1130

**Brazil Airspace changes for Olympics** 18MAY A number of airspace changes, and specific procedures for aircrew and ATC, have been created for Brazil in advance of the 2016 Olympic Games, which start on 05AUG. Read the article.

**Increase in Fake Nav Charges** 18MAY We've seen an increasing variety of bogus emails, that at first glance look like they are from Eurocontrol – but aren't. It's a concern: instead of sending your Nav Fees payment to Eurocontrol, you've actually sent it to a suburb of Lagos. Read the article.

**LFZZ/France** A French national call to strike is planned for 19MAY. Several public service unions have echoed this call, including USAC-CGT for the DGAC. Please check the **NOP Portal** for the latest advisories.

**BIKF/Keflavik** Closures here and in BIRD/Reykjavik Oceanic airspace continue due to ATC Industrial action. Plan all flights to or within Icelandic airspace with caution. Iceland strike continues ... Read Full Article.

**UIBB/Bratsk** has multiple new restrictions of ATC hours, RFF categories, and availability as alternate. Check A1923.

**PLCH/Christmas Island** will not supply JetA1 to non-scheduled flights, shortage until 26MAY. Landing permits are now required at least three days prior, and can be obtained via email at [cal02@mcttd.gov.ki](mailto:cal02@mcttd.gov.ki).

**EGLL/London Heathrow** will have an emergency exercise on 21MAY. If you see smoke or fire, it's most likely from there.

**N90/New York Airports** The FAA has withdrawn its proposed slot program which was extremely restrictive to non-scheduled operators. The FAA is withdrawing the **NPRM** to allow for further evaluation of these changes.

**KZZZ/United States** the FAA has updated it's list of **Critical DME's**. When these critical DME's are not available, it results in navigation service which is not sufficient for DME/DME/IRU operations along all or portions of a specific route or procedure. This is mainly an issue for Non-GPS equipped aircraft.

**CYUL/Montreal** has added a new International wing to the terminal as of 12MAY. The 65,620-square-foot expansion includes 8,611 square feet of additional retail space and six new boarding gates.

**SOOO/Cayenne FIR** issued NOTAM A0141/16 advising that due to the SOCA CPDLC system trail, datalink connection may be lost. If unable to communicate by CPDLC then they advise to contact SOOO or SOCA VIA normal HF frequencies until 24JUN.

**North Atlantic** The London Met Office has issued its **North Atlantic tropical storm seasonal forecast for 2016**.

**EZZZ/Europe** an annual large scale military exercise called "NATO Tiger Meet 2016" will be held from 16MAY to 27MAY in Spain. NOTAMs LE D1109/16 and D1272/16 have been issued along with a **map** detailing the area.

**LOWW/Vienna** has introduced 2 new RNP(AR) approaches RNAV (RNP) N RWY 16 and RNAV (RNP) E RWY 16. The Austrian AIS has issued **AIC A 5/16** covering the additions.

**LKPR/Prague** officials stated that they are working to assess the security at LKPR as they begin to implement the government's security recommendations. The measures, including face recognition technology, should be fully introduced within 12 to 18 months. Security has increased in response to the attacks in Brussels. Heavily armed soldiers continue to patrol LKPR.

**Arabian Peninsula** on 11MAY the Centre for Disease Control CDC issued an Alert Level 2 for MERS in the Arabian Peninsula.

**NZZC/Christchurch FIR** has issued NOTAM B2740/16 advising of recent activity for Volcano Mount Ruapehu. No current eruption but concern for increased likelihood of eruption exists.

**FHSH/St. Helena** has received its certification to begin commercial flight operations. An 1850 meter runway, a 3500 sq m airport terminal and other associated infrastructure, such as access roads, bulk fuel installations, water supplies and aerodrome ground lighting have been installed and are ready for operational use. However – concerns remain about windshear which is currently delaying acceptance of traffic.

**HKZZ/Kenya** The U.S filed an advisory with IATA stating that Kenyan airspace is unsafe due to a possibility of extremist or militant activity within Kenyan airspace as Al Shabaab has demonstrated the capability and intent to conduct terrorist attacks in Kenya targeting, among others, US/Western interests including aviation interests.

**EGPX/Scottish** Scottish Control is changing to a new ATC system this week: expect airspace restrictions. ATC advises a fundamental level of change in the method of operation within Scottish Upper Airspace will result. There is no change to the Oceanic Operation, and Domestic CPDLC will be available at all times from 17MAY.

**CYMM/Fort McMurray, Canada** remains closed due to Forest Fires; only emergency and evacuation flights are allowed.

**EHZZ/Amsterdam FIR** The Netherlands has revised procedures for obtaining Special Permission for overflying or landing aircraft on delivery, ferry flights, or other circumstances where a normal Certificate of Airworthiness is not in place. Read the article. Questions should be directed to our ferry team at [service@fsbureau.org](mailto:service@fsbureau.org).

View the full International Bulletin 18MAY2016

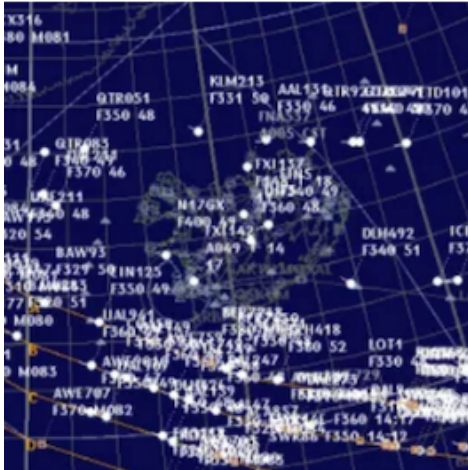
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# Midweek Briefing 11MAY: Reykjavik Oceanic Closure, Australia to turn off Nav aids

Cynthia Claros  
30 October, 2024

**INTERNATIONAL  
BULLETIN**

**ISSUED BY FLIGHT SERVICE BUREAU**  
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**Reykjavik Oceanic Closure** 11MAY Operators planning eastbound flights across the NAT should be aware of a NOTAM issued earlier by Reykjavik Oceanic/Iceland ATC, that essentially asks traffic to avoid the airspace wherever possible, due to further ATC Industrial Action. [Read the article.](#)

**Australia to turn off Nav aids** 11MAY On 26MAY, Australia will switch off around 180 different VOR's, NDB's, and other ground-based Nav aids. All international operators will be required to have GNSS/GPS as primary navigation. [Read the article.](#)

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**CYMM/Fort McMurray, Canada** is closed due to Forest Fires; only emergency and evacuation flights are allowed.

**EGPX/Scottish** Expect delays from 17MAY when controllers change to a new ATC system. ATC advises a fundamental level of change in the method of operation within Scottish Upper Airspace will result. There is no change to the Oceanic Operation, and Domestic CPDLC will be available at all times from 17MAY.

**KATL/Atlanta** closed one of its three security checkpoints in the domestic terminal for three weeks and will reopen 25MAY. They have added additional security lines to the other 2 checkpoints in hopes of reducing the impact. Plan for extra time if you are heading through ATL in the next few weeks.

**LGZZ/Greece** An update on 09MAY was issued for the slot allocation Rules and Guidelines for all Greek Coordinated Airports. The updated document can be found at GABA report.

**YZZZ/Australia** CASA has issued clarification as to who is responsible for Terrain Clearance when ATC instructs an aircraft to "resume own navigation". Consistent with ICAO standard, while under radar vectors below the MSA, ATC assumes responsibility for Terrain Clearance. The AIC is worthwhile refresher reading as this applies to most International Ops.

**OYRN/Mukalla** has reopened after it was recently re-captured by government and Emirati soldiers. It is currently only accepting humanitarian and aid flights.

**HKIS/Isiolo** is a new airport in Kenya that will be operational in early JUN. The new facility will cater to domestic and international flights and will have annual passenger capacity of 125,000 and a 1400m runway. Isiolo is located near many national reserves, approximately 125 mi/200 km northeast of Nairobi.

**BIRD/Reykjavik Oceanic** Operators planning eastbound flights across the NAT should be aware of a NOTAM issued earlier by Reykjavik Oceanic/Iceland ATC, that essentially asks traffic to avoid the airspace wherever possible, due to further ATC Industrial Action. Eastbound flights in particular will not be accepted into the airspace unless ... [Read Full Article](#).

**LIZZ/Italy** Another ATC Industrial Action in Eurore has been announced for 14MAY, this time in Italy and affecting only part of operational personnel. Only some air navigation services may be affected. The following NOTAM has been issued.

**EGLL/London Heathrow** has been identified as the airport most affected in the UK by laser strike incidents with 121 in 2015, followed by EGBB/Birmingham with 94, EGCC/Manchester recording 93 and EGNM/Leeds Bradford with 77.

**SKBO/Bogota** has introduced a significant enhancement to the current ATC infrastructure by adding Secondary Surveillance Radar or SSR. The Columbian CAA issued AIC **A07/16** to cover the upgrade. This will help increase the level of safety for operations in SKBO, especially given the terrain in the vicinity.

**WZZZ/Indonesia** The Visa-Free Program has expanded to Nationals from a total of 169 countries and are now eligible to enter Indonesia without a visa. Although the regulation is silent on the allowable activities under this status, the previous version of the law restricted its use to tourism.

**LFPG/Paris** The first IFR LPV approach was implemented at LFPG for Runway 26L on 03MAY The new approach mirrors Cat I ILS approach minimums, including a 200-foot decision height, and it is supported by the European Geostationary Navigation Overlay Service (EGNOS).

**WSZZ/Singapore** has introduced a system called **ATLAS** (Air Transportation License and Administration System), for obtaining the application, renewal and administration of licences and permits for scheduled and non-scheduled air services.

[View the full International Bulletin for 11MAY2016](#)

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## Midweek Briefing 04MAY: New US CBP Airport, Iceland ATC Strike continues

Cynthia Claros  
30 October, 2024

# INTERNATIONAL BULLETIN

ISSUED BY FLIGHT SERVICE BUREAU

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**New US CBP Airport** 04MAY A new US Customs facility opened in KMT/ Marathon on 20APR, to facilitate increased traffic to Cuba. Read the article.

**Iceland ATC Strike continues** 04MAY Icelandic controllers are in a pay dispute with Isavia, leading to multiple strike actions at BIKF/Keflavik and BIRK/Reykjavik. Last week BIKF was closed overnight at short notice. Read the article.

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**EHAM/Amsterdam** and other Dutch airports will observe a two minute silence on ATC frequencies today, 04MAY, from 1800-1803Z. ATC will arrange traffic flow so that no aircraft will land or taxi during this period, meaning likely delays, albeit for a short period.

**SECU/Cuenca, Ecuador** remains closed after an E190 slid off the main runway on 29APR, latest estimate is no reopening before 06MAY.

**CZZZ/Canada** Visa-exempt foreign nationals can enter and exit Canada by air without an Electronic Travel Authorization until 29SEP2016. After that date, these travelers will need to obtain online authorization to visit.

**BIZZ/Iceland** Multiple ATC Strike actions for BIRK and BIKF are ongoing, check NOTAMS and with handler for latest. **Read article.**

**TFFR/Guadeloupe** has ongoing main runway closures due to WIP, current shown are 04MAY 0200-1015Z, 17MAY 1000Z- 18MAY 1600Z. Only helicopters will be allowed to operate during these periods.

**UIBB/Bratsk** has a fuel shortage until 31MAY, non-scheduled movements are by PPR only.

**NWWW/Tontouta** has an ATC staff shortage and requires slots for arrival until 31MAY, Tel +687 352437. Work on 11/29 is also ongoing, check NOTAMS for any current outages, which will close the airport.

**EGGX/Shanwick** is trialling transferring westbound flights direct to a HF frequency rather than via an initial VHF frequency, using CPDLC. The default frequencies will be HF 5649 H24, 2872 0000-0900 and 1800-2400, and 8879 0900-2100.

**PAZA/Anchorage** has published new procedures Eff 28APR for User Preferred Routes within the PAZA FIR,



refer A0075/16.

**SVZZ/Venezuela** changed timezones on 01MAY to UTC-4. In addition, all public offices, including public ministries, will only operate on Mondays and Tuesdays until further notice.

**TTZP/Piarco FIR** is trialing ADS-C and CPDLC with ident TTZP until 31MAY. Flights entering the FIR east of 57W should log on 15 minutes prior to the boundary with TTZP.

**UHSS/Yuzhno** has advised that B777 aircraft are limited to 310T during the summer period.

**UIAA/Chita** is only available as alternate for one specific airline (Aurora) between 0930-2100Z. Outside these times ops normal.

**WSZZ/Singapore** has introduced a fingerprint clearance system to verify the thumbprints of arriving and departing travelers ages six and above at select immigration checkpoints. The system will be progressively implemented starting at the manned immigration counters of sea and land checkpoints, followed by air checkpoints until full implementation is completed in the months ahead. Travelers should be prepared for slightly longer immigration clearance times at manned checkpoints, especially during the initial implementation stage of the project.

**YZZZ/Australia** Border Force employees have been banned from taking industrial action at airports for three months; the threat of ongoing strike action caused much concern for operations in March.

**RJTT/Haneda** the airport authority has changed the number of slots available for general aviation aircraft. Effective 25APR, slots for GA during the daytime (0600-2259 local) will be increased to 16 total for arrival and departure (from eight in the past). Note that there are no slots restrictions for night time operations (2300-0559 local).

**CYVR/Vancouver** will have one of its main runways 08R/26L closed nightly between the hours of 05-13Z 08MAY-02SEPT for construction. During the day (13-05Z) the runway will have the ILS on 08R/26L out of service, along with no approach lighting on runway 26L.

**SLZZ/Bolivia** Certain medications prescribed for personal use are treated as narcotics in Bolivia, with severe penalties for import or export without a valid prescription from a doctor; make sure you carry a letter from a doctor describing the medical condition and any prescribed drugs and that they are in their original containers and clearly labelled.

**EBBR/Brussels** has partially reopened the departure hall, which has remained closed since 22MAR. 110 Check-in counters will be open in the airport departure hall along with an additional 36 counters that are housed in temporary buildings. The EBBR airport authority expects this will bring the airport up to 80% of capacity.

**EZZZ/Europe** Bulgaria, Turkey and Romania will begin a project to interface their ATC systems so they can handle a significant build-up of airspace traffic in the Black Sea area. New routes are expected by mid 2016.

**LEZZ/Spain** The Spanish F1 Grand Prix is being held from 13MAY-15MAY and will bring heavier than normal traffic to LEBL/Barcelona and LEGE/Girona.

**HEZZ/Egypt** Individual travellers will in the future require a visa before entering Egypt. The exact date of the implementation of this rule is not yet determined. The visa must be applied for from the Egyptian embassy and the consulate generals before departure.

**GVZZ/Cape Verde** Aviation officials issued a statement announcing that national airports are open and operational. The statement was released following reports that flight operations had been suspended at the country's airports.

**ORZZ/Iraq** Iran canceled all flights to Baghdad following a breach of the International Area by protesters on 30APR. The demonstrations have caused problems for pilgrimage flights to Baghdad, and those flights will operate instead to ORNI/Najaf.

**VIDP/Delhi** has opened a new ATC tower (which is the country's tallest at 60 metres). VIDP will also be starting construction on a 4th runway this year and is expected to be completed by 2018 which will increase the airport arrival rate to 105 landings an hour, and will mitigate the common airborne holding.

View the full International Bulletin for 04MAY 2016

## US and Canada may lose EU visa right

Mark Zee

30 October, 2024

expect. time	destination	compagnia airline	volò n° flight n°	imbarco gate	osservazioni remarks
13.25	RHODES	 OA	2471	D05	
13.35	MUNICH	 EN	124	B10	NOTIZIE APPENA POSSIBILI INFORMATION WILL FOLLOW
13.40	GENEVE	 AA	122	B11	
13.45	PARIS	 SK	44119	B66	
13.55	ROME	 AZ	13278	A50	VOLO SPECIALE / CHARTER SPECIAL FLIGHT / CHARTER
14.00	NAPLES	 AZ	46711	A14	
14.05	MADRID	 IB	2561	C33	ATTESA PASSEGGERI WAITING PASSENGERS
14.15	TUNIS	 TU	4442	D26	
14.25	ZURICH	 LX	8910	B47	

The European Commission published warning on 12APR that visa-free travel by US and Canadian citizens to Europe is at risk, due to the lack of a full reciprocal arrangement for EU citizens.

The core of the issue is this: Although US and Canadian passport holders can travel to Europe for stays of up to 90 days without requiring a visa, citizens of some EU countries are not eligible for the same privilege in return. Specifically, citizens of Bulgaria, Croatia, Cyprus, Poland and Romania require a visa for the US, and citizens of Bulgaria and Romania require one for Canada.

The deadline for US and Canada to include those citizens in their own visa-waiver programs expired yesterday, on 12APR2016. Consequently, the EU is obliged, under their own policy document, to take steps to remove the visa-free travel privilege for US and Canadian Citizens.

The United Kingdom and Ireland do not take part in the development of the common visa policy and would not be bound by a visa waiver suspension.

No change has yet occurred, and any decision to limit travel would have a lead time (most likely 90 days). For further background see the full EU press release.

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# Midweek Briefing: High Seas Airspace, Canada New Entry Rules

Cynthia Claros  
30 October, 2024

<b>INTERNATIONAL BULLETIN</b>	<b>ISSUED BY FLIGHT SERVICE BUREAU</b>
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**High Seas Airspace - near misses** 16MAR The Baltic Sea (Scandinavia) is seeing an alarming rise in traffic proximity events, and ICAO has issued guidance to operators with background and information. Military flights operating under 'due regard' are, well - not. **Read the full article** about High Seas airspace.

**Canada New Entry Rules - relaxed** 16MAR The new Canada Entry Rules - requiring most visitors to have an eTA before departing - came into force yesterday; with a caveat. In short: you should have one, but it's OK if you don't - at least until September 2016. **Read the full article.**

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**Cxxx/Canada** The new Canada Entry Rules - requiring most visitors to have an eTA before departing - came into force on 15MAR; with a caveat. In short: you should have one, but it's OK if you don't - at least until September 2016. Read the full article.

**Cxxx/Canada** Effective 30MAR, Canadian rules will no longer require an approach completely independent of GNSS at the planned destination. However, where a GNSS approach is planned at both the destination and the alternate, the aerodromes will need to be separated by a minimum of 100 NM. Refer AIC5/16.

**Baltic Sea** Based on several concrete examples of missing flight plans, the Russian Federation, Finland and Estonia agreed to define 7 new waypoints for State aircraft operations over the High Seas that

could be used, to replace the current string of LAT/LONG coordinates, to facilitate all future FPLs between St. Petersburg FIR and Kaliningrad FIR. The ICAO Secretariat assigned the following 5LNCs: PISIS-PIDINPISIM-PIRUX-PINIX-PIVAX-PIPOM. All involved States (Russian Federation, Estonia, Finland and Latvia) agreed to implement/publish these waypoints (all over the High Seas), for the 30 MAR 2016 AIRAC date. Read the High Seas Airspace article.

**North Atlantic** CPDLC and ADS-C services will be out of service in Gander, Shanwick, Shannon and Reykjavik FIRs on 21MAR for periods lasting no longer than a few hours due to Inmarsat satellite replacement work. Please check the FIR NOTAM's that pertain to your operation that day.

**Kxxx/United States** Due to a missile launch from within Miami Airspace the FAA has issued NOTAM A0366/16 to advise of the potential impact to operations with KZMA, KZWY and TJSJ FIRs from March 16 to March 17th. Please check the NOTAM for full details on all the possible routing constraints.

**LTXX/Turkey** NATO has begun surveillance within the Turkish FIR as part of assurance measures for Turkey. The first duty period was 12-15MAR.

**Time Changes** Clocks go forward/back depending on whether you've just had a long winter or a long summer. The US changed on 13MAR, most of Europe is on 27MAR, Australia and NZ on 03APR. TimeandDate.com has a very useful list.

**KTEB/Teterboro** A new Charted Quiet Visual Runway 19 visual approach will be published on 31MAR. Starting 04APR, the FAA will test the procedure for 180 days to gauge pilot compliance and environmental impact to determine if the procedure will become permanent.

**YMML/Melbourne** will host the Formula 1 Grand Prix 17-20MAR, with additional traffic to both YMML and YMEN/Essendon during these dates.

**KATL/Atlanta** Officials in Atlanta are laying the groundwork for an expansion of the world's busiest airport. Work will begin soon on a \$6 billion expansion and renovation project at Hartsfield-Jackson Atlanta International Airport. Workers will update the domestic passenger terminal and concourses, and add a sixth runway and a hotel. Work begins on concourse renovations later this year.

**Lxxx/Austria has** issued AIC 4/16 outlining the near future use of more direct Free Route Airspace.

**Oxxx/Iran** The U.S. State Dept issued a Travel Warning to reiterate and highlight the risk of arrest and detention of U.S. citizens, particularly dual national Iranian-Americans, in Iran, and to note that FAA has advised U.S. civil aviation to exercise caution when flying into, out of, within, or over the airspace over Iran.

**NVVV/Port Vila** Runway 11/29 will be closed from 16MAR at 1300Z until 17MAR at 1930Z for maintenance. This essentially closes the airport during the time period.

**Yxxx/Australia** A reminder that Easter travel could be severely disrupted with Border Force and Immigration staff at international airports across Australia planning to take strike action on the eve of Good Friday.

**UIBB/Bratsk** Don't go. No fuel. Until 31MAR.

View the full International Bulletin 16MAR2016

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# Midweek Briefing: Australia Airport Workers Strike, ICAO Toughens Aircraft Tracking

Cynthia Claros  
30 October, 2024

**INTERNATIONAL  
BULLETIN**

**ISSUED BY FLIGHT SERVICE BUREAU**

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**Australia Airport Workers Strike** 09MAR The Community and Public Sector Union (CSPU) announced the possibility of a strike during the week of 21 March, as well as three weeks of rolling airport strikes by Border Force and Immigration Department staff at international airports across the country. Airport staff members are expected to begin a work stoppage on 24 March, to coincide with the Easter holiday weekend, and will walk off the job at airports, freight terminals and other related sites. The work stoppages will be held to protest wage freezes and work conditions. Further details are likely to emerge closer to the strike.

**ICAO Toughens Aircraft Tracking while in distress** 02MAR The ICAO has announced new requirements for the real-time tracking of civilian aircraft in distress, following the disappearance of Malaysia Airlines flight MH370 two years ago. The ICAO's governing council approved proposals for planes to carry tracking devices that can transmit their location at least once a minute in cases of distress. Aircraft operators will have to ensure their flight recorder data is recoverable, while the duration of cockpit voice recordings is being extended to 25 hours, ICAO said in a news release. These changes will take effect between now and 2021.

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**United States** Visa Waiver Program Passport Requirements Take Effect April 1. Visa Waiver Program (VWP) travelers must present an e-Passport containing a biometric chip in order to enter the United States visa-free after March 31, 2016. VWP travelers who do not hold an e-Passport should apply for a new passport as soon as possible to ensure that they can continue to use the program without interruption. The e-Passport requirement applies only to VWP travelers; it does not affect holders of U.S. visas.

**Canada** Electronic Travel Authorization Deadline Relaxed It has been announced that visa-exempt nationals who plan to enter or exit and re-enter Canada by air will be able to board their flight without an



Electronic Travel Authorization (eTA) from March 15, 2016 until fall 2016.

**India** has extended its e-Tourist Visa program to applicants from 37 additional countries. Also, the visa-on-arrival program for certain Japanese nationals who are unable to apply for a regular or electronic visa has been relaxed to allow multiple visits per calendar year. Lastly, the deadline for Person of Indian Origin card holders to apply for the Overseas Citizen of India card in lieu of Person of Indian Origin card has been extended until June 30, 2016.

**Ecuador** The Ecuador's Geophysical Institute reported that the Tungurahua volcano has experienced a series of eruptions. Pyroclastic flows and fallen ash have collected near the crater. During past eruptions, the volcano's clouds of ash have disrupted flights to major airports in the region.

**KZWW/New York Oceanic** has issued NOTAM A0105/16 advising restrictions to routings in the WATRS PLUS area due to the (QVR) Oceana Radar being U/S on March 9th and March 10th between the hours of 14-22Z. The restrictions are issued as follows:

Northbound: L453 will be closed.

Southbound: M201 will be clsd btn int atugi and hanri.

Only aircraft equipped with operational ADS-260B out may use the following routes:

Southbound: L453 between LEXAD and ONGOT

North-eastbound: M201 between HANRI and ATUGI

All ADS-260B out aircraft must file an icao flight plan.

**UIBB/Bratsk** issued a NOTAM restricting the arrivals to only scheduled services due a fuel shortage until March 31st.

**PKMJ/Majuro (Marshall Islands)** Monthly tanker replenishment is planned for Mar 21-25. During this time, fuel will not be available.

**VTSP/Phuket, Thailand** has issued a NOTAM advising that the parking of private aircraft is prohibited overnight until April 25th.

**Nigeria** has experienced a country wide fuel shortage. Please check with your handler ahead of time to ensure fuel is available. Tankering is highly recommended until further notice.

**LCCC FIR/Nicosia FIR** Late notification of a military exercise in LCCC ACC starting on 09/03/2016 0300 UTC until 11/03/2016 1000 UTC. Exercise areas and route closures announced by following NOTAMs:

A0191/16 through A0196/16, A0208/16 and A0209/16 for area specifications. A0215/16 through A0220/16 for the route closures.

Please see the following graphic outlining the area:



[View the full International Bulletin 09MAR2016](#)

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## Canada Entry: New Rules for 2016

Declan Selleck  
30 October, 2024



**Update (16MAR2016):** Canada has announced a Leniency Period for this new rule “until Fall” – which we take to mean September 2016. Visit the official site link below for the latest.

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Starting **15 MAR 2016**, visa-exempt foreign nationals who fly to or transit through Canada will need an Electronic Travel Authorization (eTA). Exceptions include U.S. citizens and travellers with an existing visa.

The system is similar to the ESTA (Electronic System for Travel Authorization) currently in use by the USA. Until now, visa-exempt foreign nationals seeking entry to Canada are not systematically screened for admissibility until they arrive at a Canadian port of entry.

The Canadian pre-approval system will only be required for TRV-exempt individuals seeking to enter Canada by air to visit on a temporary basis. A fee of CAD \$7.00 will be required for processing. Electronic travel authorization will be valid for a period of five years.

A number of exemptions from the requirement to obtain pre-approval to travel will be in place, including:

- nationals of the United States,
- individuals already in possession of a Canadian temporary resident visa,
- certain foreign diplomats,
- **commercial air crew**
- individuals in possession of a visa to enter the United States on a flight bound for that country in transit through Canada, where the sole purpose of the flight stopping in Canada is for purpose of refuelling,
- individuals transiting through Canada as a passenger on a flight who are in possession of any visa required to enter the country of destination

For the full details, and to apply for an eTA if you need one, take a look at the **official Canada eTA site**.

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# Monday Briefing: Saudi Arabia, Bahrain ban flights from Iran, New US Visa Waiver Restrictions

Cynthia Claros  
30 October, 2024

**INTERNATIONAL  
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**ISSUED BY FLIGHT SERVICE BUREAU**  
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**Saudi Arabia and Bahrain ban flights from Iran** 11JAN Bahraini and Saudi Civil aviation have banned flights between Bahrain, Saudi Arabia and Iran. The Bahraini Civil Aviation Authority (BCAA) stated that it will work to resolve any disruptions as a result of the ban. Bahrain previously cut diplomatic relations with Iran, following the attack on the Saudi Embassy in Tehran.

**New US Visa Waiver Restrictions** 11JAN Several changes to the rules for the US Visa Waiver program are now in effect, restricting the moment of travelers having visited Iran, Iraq, Sudan, or Syria in the last 5 years. [Read more ...](#)

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**NFFN/Fiji** A report released by the Disaster Management Office on 4 January 2016 stated that Cyclone Ula caused minor damage to Fiji. While the storm blew away iron roofs in Ono-i-Lau and Kabara islands, it did not cause significant structural damage or loss of life.

**SBxx/Brazil** Tourists from Australia, Canada, Japan and the United States will be eligible to travel to Brazil

for the upcoming Olympics without a visa for up to 90 days for visits between 01JUN and 18SEP16, though no extensions will be available. Proof of Olympic attendance is not required for this visa waiver. Business travelers from these countries will still require business visas during this time. Eligible travelers should be sure to confirm the validity of their travel documents prior to their trips. After 18SEP, tourists from these countries will require tourist visas for entry.

**LFL/Lyon** Due to industrial strike affecting fuel providers at LFL (Lyon Airport). Aircraft Operators have been asked to tanker in enough fuel for a round trip. LFL Airport can also not be used as alternate until 12JAN.

**Cxxx/Canada** Nav Canada has issued AIC 3/16 advising of a pending change to the credit that may be taken at alternate aerodromes for lateral navigation/vertical navigation (LNAV/VNAV) minima, when the aircraft is certified for barometric LNAV/VNAV.

**KPHX/Phoenix** Possible arrival and departure delays are expected on 12JAN due to extra passenger volume the day after the Alabama and Clemson football game. The airport expects an extra 30,000 departing passengers that day, boosting the total number of passengers to 150,000. In addition to regularly scheduled flights, at least 14 charter flights will depart.

**Kxxx/Southern California** SpaceX has scheduled a launch for Jan. 17. This launch will take off from Vandenberg Air Force Base in California. Please check local NOTAMs with KZLA (SOCAL) and KZOA (Oakland Oceanic) for any airspace closures.

**Zxxx/China** Chinese officials stated that they will allow departing flights to transit via Taiwan. Aviation officials will allow flights departing from Chongqing, Nanchang and Kunming to transit through Taipei's Taoyuan International Airport (RCTP/TPE).

**Fxxx/Madagascar** On 7 January 2016, Malagasy health officials reported statistics in an ongoing outbreak of the bubonic plague. Reports indicate that 63 fatalities and a total of 174 cases have been recorded since August 2015. Madagascar first alerted the World Health Organization (WHO) to this outbreak in September. A previous outbreak in 2014, which lasted until early 2015, resulted in 335 cases and 79 fatalities.

**Dxxx/Nigeria** The Nigerian Civil Aviation Authority (NCAA) has lifted the suspension it recently imposed on Acorn Petroleum Limited from supplying aviation fuel to domestic and foreign airlines at airports in the country. NCAA had suspended Acorn and four other oil marketing companies from supplying aviation fuel to local and foreign airlines operating in the country.

**Vxxx/India** The Indian government has approved a Memorandum of Understanding on Civil Aviation between India and Singapore.

**View the full International Operations Bulletin 11JAN2016**

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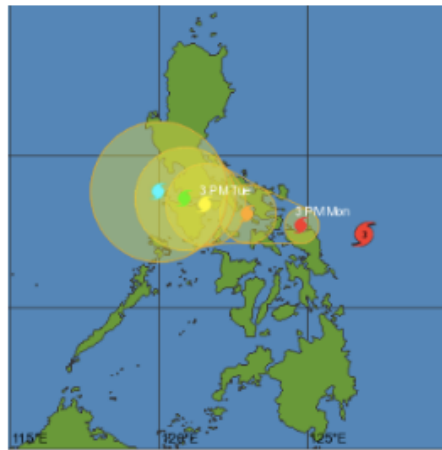
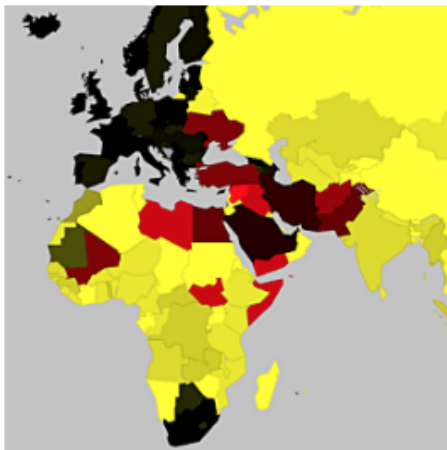
## Monday Briefing: New Overflight Map,



# Typhoon Melor affecting the Philippines

Cynthia Claros  
30 October, 2024

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**New Overflight Map** 14DEC The Airline Cooperative and Flight Service Bureau have finalised the initial version of an online Overflight Permit and Security Map, showing current airspace and security warnings worldwide, together with county by country information on permit requirements. The map is available at all AO's at [fsbureau.org/map](https://fsbureau.org/map). Read more below.

**Typhoon Melor affecting the Philippines** 14DEC the center of Typhoon Melor is forecast to move into the central Philippines (near southeastern Luzon) Monday evening local time as the equivalent of a Category 4 hurricane. The current forecast path indicates the Typhoon moving inland towards Legazpi City, Sorsogon City and Gubat are some of the locations. For more details visit the **Joint Typhoon Warning Center (JTWC)**.

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**EGGX/Shanwick/CZQX/Gander** The technical issues affecting the implementation of the RLAT/Reduced Lateral Separation tracks have reportedly been finally resolved and the first publication of the "Half Tracks" is now scheduled for **today**, 14DEC2015.

**LFRR/Brest FIR** Most sectors regulated day and night due to new software (ERATO) implementation. High delays. The worst delays are in the following sectors: LFRMZSI, LFRJ, LFRN, LFRVKWS. German departures to USA are advised to consider routing North of Brest airspace via NIK (or North of).

**OAKN/Kandahar** A Taliban attack took place at the airport on 08DEC, with close to 50 fatalities. The attack was a major security breach, as heavily armed militants were able to enter a fortified area supposed to have been made secure by the Afghan National Security Forces (ANSF).

**The ICAO Council** adopted a new tracking standard for certain international flights that requires crews to report their aircraft's positions at least every 15 minutes. It will become effective in March 2016 and applicable 08NOV2018. The new requirement also will be formalized as Amendment 39 to Annex 6—Operation of Aircraft, Part I. Only aircraft with a maximum takeoff weight of more than 59,000 pounds and a passenger seating capacity of more than 19 are affected by the rule. Also, the requirement applies

to over oceanic and other remote areas, and where air traffic service is obtaining position information greater than 15-minute intervals.

**Central/South America** On 10DEC2015, the U.S. Centers for Disease Control and Prevention (CDC) issued a Level 1 Travel Warning for Mexico, El Salvador, Guatemala, Panama, Brazil, Columbia, Paraguay, Suriname and Venezuela, advising travelers to protect themselves against the Zika Virus. Zika is a viral disease transmitted by the Aedes aegypti mosquito, which also carries the dengue and chikungunya viruses.

**KSAN/MMTJ San Diego/Tijuana** A new pedestrian bridge spanning the U.S.- Mexico border now connects KSAN/San Diego and MMTJ Tijuana. The airport terminal, called Cross Border Xpress, opened last Wednesday and will improve travel for fliers going from Tijuana to the United States.

**Kxxx/United States** The U.S. House of Representatives voted in support of a measure to tighten control on the Visa Waiver Program, which allows travelers of certain nationalities to enter the U.S. without a visa. Under the new measure, the U.S. will now require visas for anyone who has traveled to Iraq or Syria in the past five years. The measure requires that all countries participating in the visa waiver program share intelligence with the U.S. regarding possible extremists.

**FVFA/Victoria Falls Intl** A new international passenger terminal opened at Victoria Falls International Airport (FVFA/VFA) on 02DEC.

**Zxxx/China** Chinese officials lifted a red alert they had put in place on 7 December after heavy smog greatly reduced visibility throughout the city and increased health risks for anyone venturing outdoors. The smog was so heavy it affected operations at nearby airports. Heavy smog is an annual occurrence in northeast China, and the problem is most severe during the winter months, when the morning fog becomes dense and power plants run at a higher rate to produce electricity for in-home heating. Because of this, you should expect similar alerts to be issued periodically throughout the remainder of the winter.

**Yxxx/Australia** FIR & Oceanic Changes. REF: AIC H24/14. ADS-B, GNSS and Mode S Transponder Equipment Mandates. Aircraft must be equipped with the mandatory avionics by certain dates. First Implementation date is 04FEB2016.

**Cxxx/Canada** Nav Canada has issued AIC 30/15 which addresses a proposal for amendment to the International Civil Aviation Organization (ICAO) Global Operational Data Link Document (GOLD) to optimize high frequency (HF) radiotelephony use in the North Atlantic (NAT) Region. The change eliminates NAT Region specific RT phraseology that has been made redundant with the availability of flight data to radio operators.

**HCMM/Mogadishu Aden Adden, Somalia** On the evening of 13DEC2015, African Union (AU) peacekeepers thwarted a suspected al-Shabaab attack on the Airport. The assailants, who were on speedboats, reportedly attempted to stage a seaborne attack on the facility. Heavy gunfire was reported throughout the encounter. Aden Adde International Airport has not been operational during nighttime hours since 1991. Currently, the airport and its compound host foreign embassies and delegates.

**VOMM/Chennai** Airport has resumed full operations after recovering from major flooding last week.

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