

Airspace Changes Coming for the OMAE FIR

Declan Selleck
16 October, 2017



On October 12th, GCAA announced the changes to the OMAE FIR. They've got it all detailed in the latest AIRAC (AIP link below).

The major change-**all aircraft require RNAV1 with GNSS to operate in the Emirates FIR**, starting December 7th. This is a change from the previous RNAV5. With that, you can expect changes to SIDs, STARs, all ATS routes, holding procedures, communication frequencies, and others. It's a major overhaul to anticipate for the expected increase in traffic.

We've got for you:

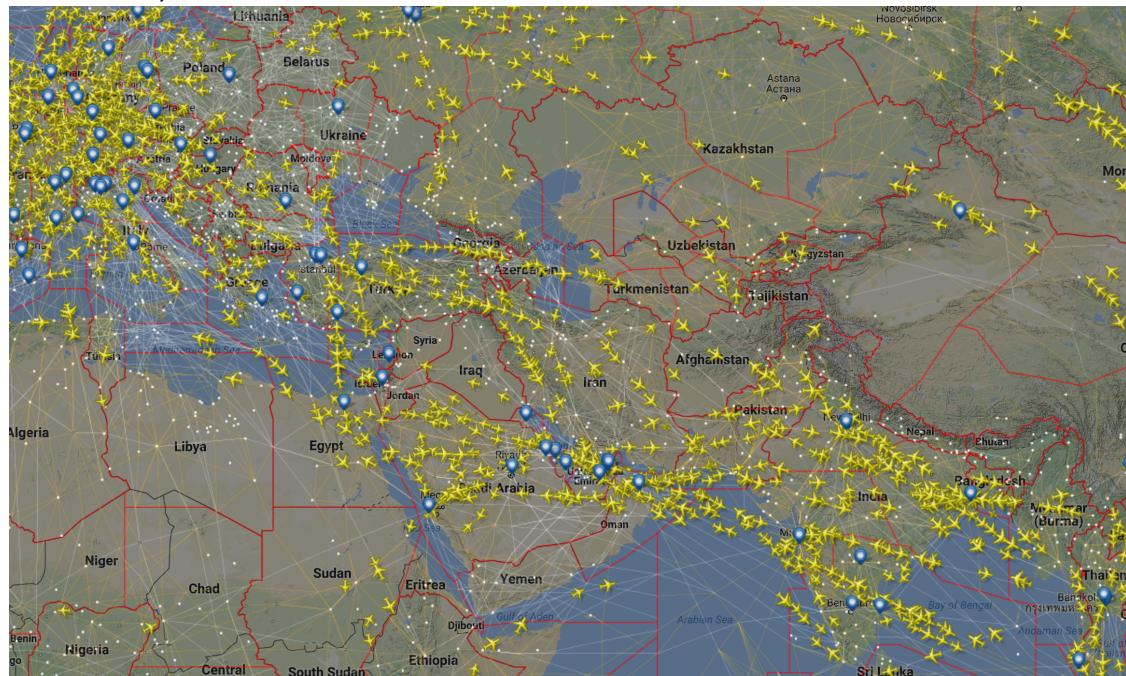
- AIC 04/2017
- AIP Link (you can find all the specifics to the changes here)
- UAE ENROUTE CHART

OMAE/UAE

TRIGGER NOTAM - PERM AIRAC AIP AMDT NR 13/2017 WEF 07 DEC 2017
RNAV 1 WITH GNSS OPS RQMTS MANDATED
RNAV 1 ROUTES ADDED
STD ROUTINGS AMD
CONDITIONAL ROUTES ADDED
ENR HOLDINGS ADDED
WAYPOINTS ADDED, DELETED AND AMD
OMR-51 LOWER LIMIT AMD
ADDED FREQ FOR EMIRATES FIR.
07 DEC 00:00 2017 UNTIL 21 DEC 23:59 2017.

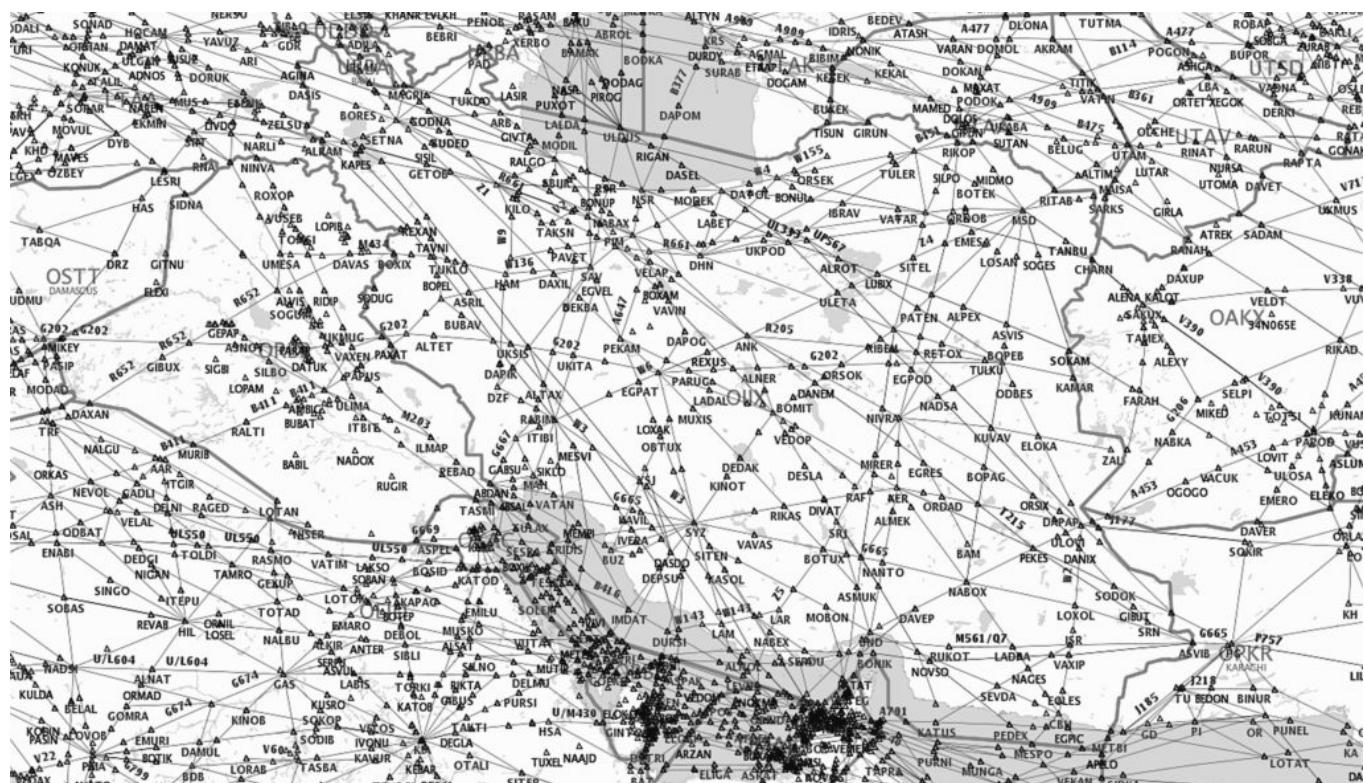
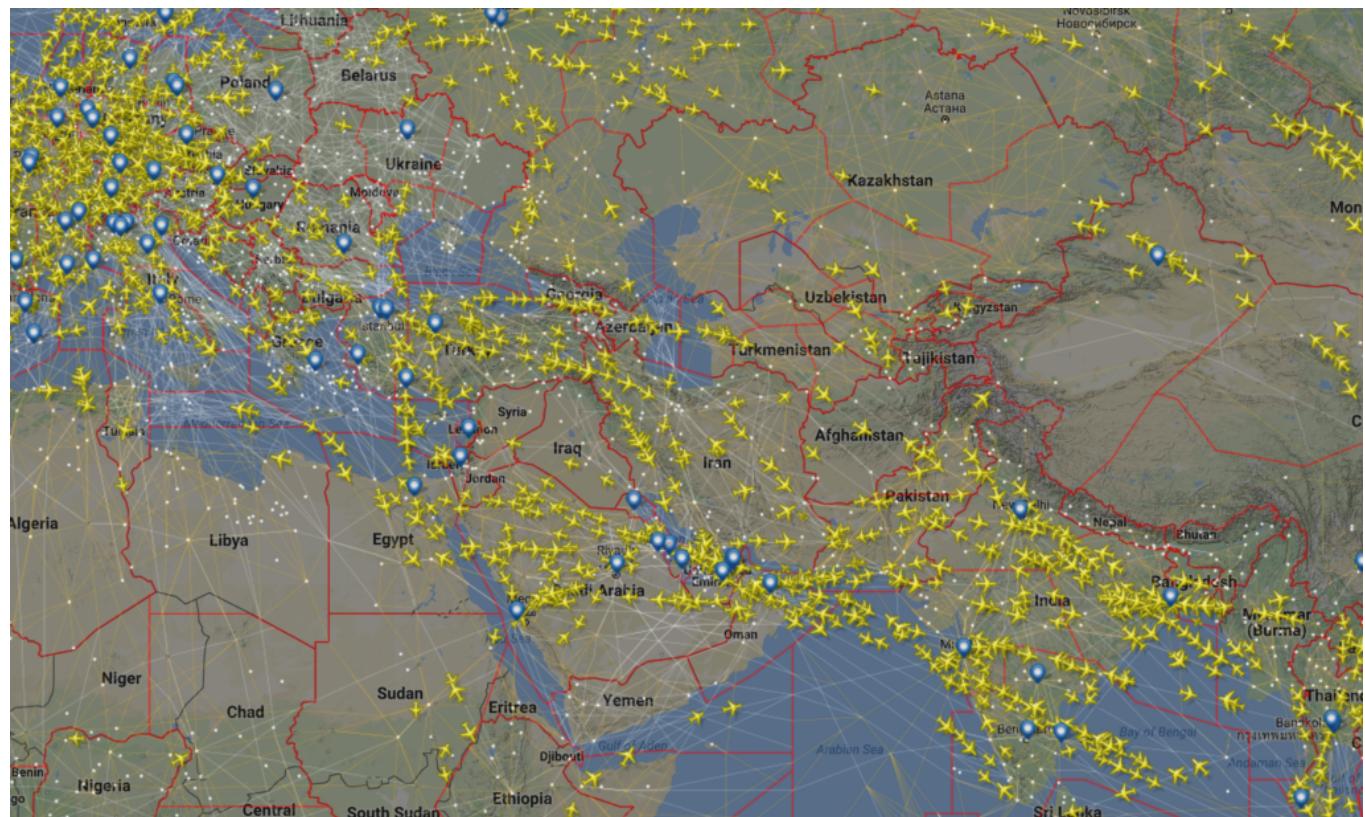
OIIX Tehran FIR 2017 Operational Changes - Iran

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Feb 1st, 2017 Traffic is getting far busier through the **Turkey-Iran FIR boundary** (Europe-Asia main flight route). **ALRAM** is the new “corner” for avoiding Iraq. Here’s updated flight planning guidance from Turkey for Jan-March 2017 – use these when planning your ATC route (refer LTAA A5716/16). We’ve translated the Notam a little for clarity, here’s the highlights:

1. SRT-**ALRAM** segment of UG8 – use FL330 or higher.
2. ULTED-**ALRAM** segment of UT36 – use FL330 or higher.
3. Going via UG8 or UT36, to leave Tehran FIR via **ALRAM**, at FL320 and below: Route EZS-UG81/UL124-VAN-BONAM-UMH. Check Iran AIP Sup 93/15 for more.
4. **ALRAM**-BAYIR segment UT888 minimum FL330. If entering LTAA/Ankara FIR via ALRAM lower than FL330, then route UMH-BONHAM-UI124/UG81-VAN-UI124-UG81-BAYIR.
5. VAN-BONAM segment of UG81 and UI124 can be used bidirectional below FL330.
6. ULTED-NINVA segment of UM688 – use FL330 or higher.
7. Entire R/UR21, SRT-KABAN segment of M/UM860, and ULSAB-KABAN segment of UT334 closed FL180-FL310.
8. UT332 – use FL330 or higher.
9. UT301 totally closed.
10. UT333 closed FL180-FL310 inclusive.



IOB Bulletins

31AUG 2016 OIZZ/Iran has approved the use of its airbases by Russian fighter aircraft; Russia has notified intention to launch missiles in the direction of Syria from the Caspian Sea fleet. The Russian Air Force has deployed six Tu-23M3 BACKFIRE bomber aircraft and multiple Su-34 FULLBACK strike fighter jets to

Hamedan Air Base (OIHS/NUJ). FSBIOBXX

17AUG 2016 On August 16, Russian TU-22 bombers based in Hamedan, Iran, attacked targets in the Syrian towns of Deir Ezzour, Aleppo and Idlib. These were the first Russian airstrikes carried out from bases in Iran.

07DEC2015 German Authorities published a new Notam last week warning of a risk to flight for aircraft operating in the vicinity of OITT/Tabriz, OITL/Ardabil, and OIGG/Rasht. DFS, the German ATC agency, recommends overflying this general region at FL260 or higher. A6875/15.

13OCT 2015 On 06 OCT 15 the Russian military launched 26 Kalibr-class cruise missiles from 4 ships in the Caspian Sea at targets in Syria. These missiles were routed through the airspace of Azerbaijan, Iran, Iraq and Syria, causing concern as to the safety of international air traffic crossing the missiles trajectory. Full notice.

More stuff:

- Iran Conflict Zone/Overflight risk warnings at safeairspace.net

NAT Changes in the last 12 months

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16 October, 2017

A constantly evolving airspace: It's been busy on the NAT! And not just traffic wise - **there have been a record number of procedural and regulatory changes in the last 12 months.** Here they are, in order of significance:



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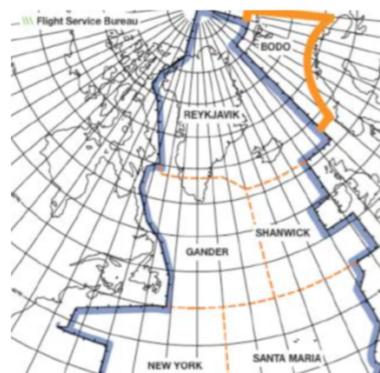
1

MNPS replaced by HLA February 2016

In 1977, as the ocean got busier, MNPS was introduced to make sure that pilots (and aircraft) flying in the NAT region were up to scratch. In other words, be able to understand and fly an Oceanic Clearance, and make sure the aircraft navigation is up to the job of flying that clearance. The term was a mouthful – but the purpose was simple – know what you're doing. MNPS required **crew** to be trained, and the **aircraft** to be able to perform to a minimum standard.

In February 2016, the new term for MNPS is **NAT HLA – High Level Airspace**. Bodo Oceanic joins the airspace.

References



More reading:
- FSB NAT HLA Map (Feb 2016)

- **OPSGROUP membership** is required to access this briefing
- **Join today** and receive full Welcome Pack
- Contact **subs@opsgroup.co** for any membership questions or read more at **opsgroup.co**

Special Report: North Atlantic Changes

Declan Selleck
16 October, 2017

North Atlantic Changes

This coming Thursday, 29MAY2014, **Gander Control** will implement a number of changes in their airspace on the Canadian Seaboard that will affect the structure and design of NAT Tracks, and Oceanic Flight Planning with immediate effect.

Removal of the Fish Points

On 29 MAY the following waypoints **will be deleted**: URTAK, BANCS, RONPO, COLOR, NOVEP, VIXUN, LOGSU, KOBEV, CYMON, DENDU, DOTTY, CRONO, HECKK, REDBY, CARPE, STEAM, OYSTR, VALIE, SCROD, and LOACH.

Introduction of Gander Oceanic Transition Area

Because of new ADS-B coverage in the area between Canada and Greenland, the boundary between Domestic and Oceanic airspace is being shifted around 175nm to the east, creating a new Oceanic Transition Area known as GOTA.

New NAT Track design - Eastbound

Currently, NAT Tracks have a anchor point and an Oceanic Entry Point (OEP) – like **VIXUN LOGSU 49N50W**. Starting 29MAY, the Track will be built using only an OEP and a 50W point – in this example **JANJO 49N50W**.

New NAT Track design - Westbound

A westbound NAT Track used to run 50W – Oceanic Exit Point – Landfall, for example **54N50W CARPE REDBY NAR123A**. From 29MAY, there will be a 50W point and a dedicated Oceanic Exit Point, then straight into either FPL route or a NAR. Example, **53N50W RIKAL NAR302D**.

New Oceanic Entry Points

With the removal of the Fish Points, and other long-known waypoints, a completely new list of Oceanic Entry Points (OEP's) has been created by Gander. They start at AVPUT in the far north and run down to SUPRY. On our Planning Chart, they are highlighted in yellow.

Changed Blue Spruce Routes

The southern Blue Spruce Routes (for reduced Nav capability) now run as follows:

- OZN-59N50W-ALTOD-PRAWN-YDP
- OZN-59N50W-CUDDY-PORGY-HO
- OZN-58N50W-HOIST-YYR

More information

- Refer to Nav Canada **AIC 20/14** for the full list, and for complete information about the change.
- Get a copy of our **North Atlantic Planning Chart**