

# Delhi GPS Interference: New Pilot Reporting Procedure

Chris Shieff

19 November, 2025



India's DGCA has issued **new pilot reporting rules** after a week of **GPS interference in the Delhi area**.

In early November, crews approaching VIDP/Delhi saw navigation anomalies including false EGPWS warnings, incorrect position data and altitude errors – **consistent with GPS spoofing**.

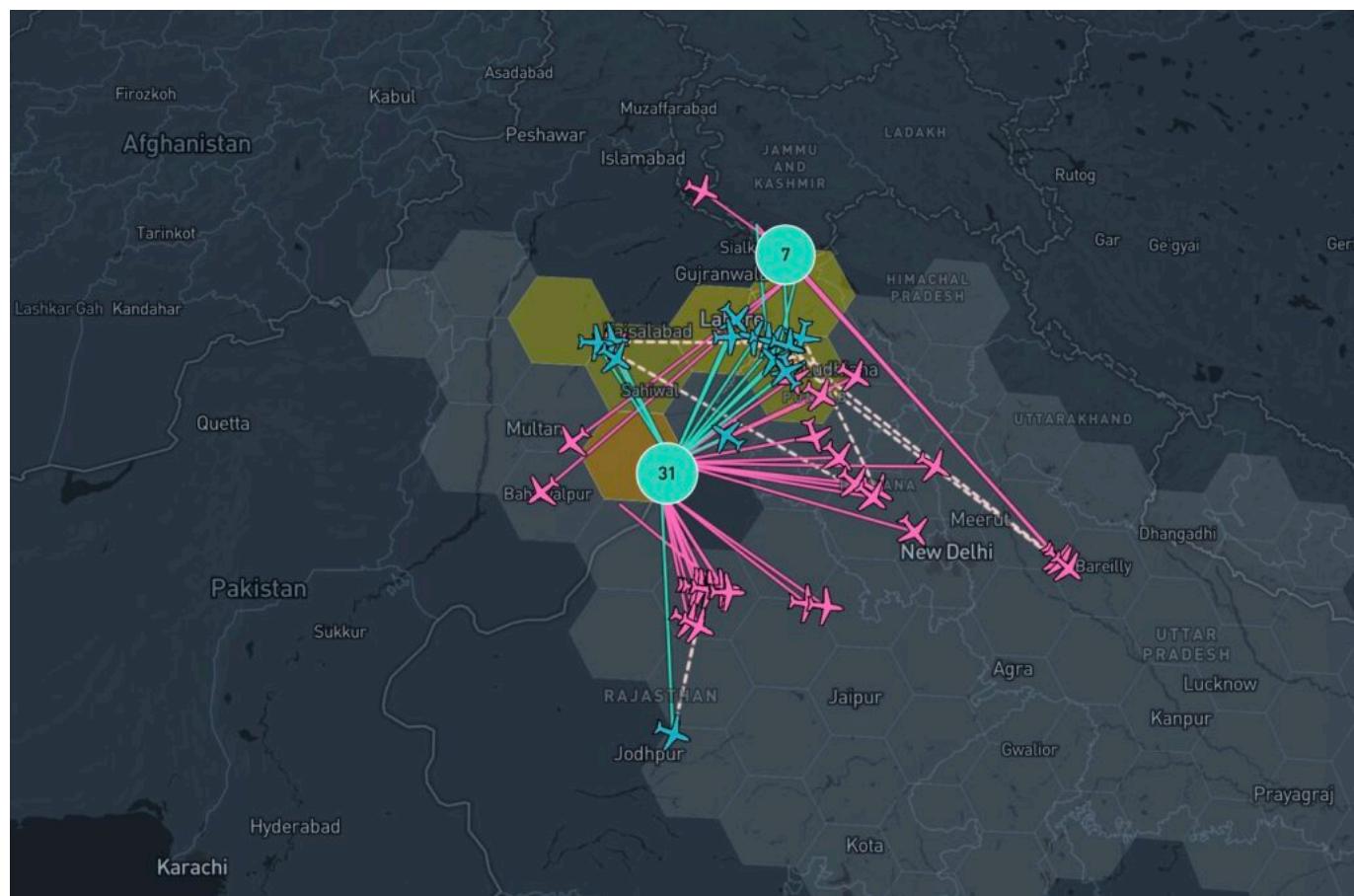


Image the work of GPSwise and SkAI Data Services.

Hundreds of flights were affected. ADS-B integrity in the Delhi TMA briefly dropped to zero, **leaving ATC unable to rely on GPS-based surveillance**.

The timing coincided with the **temporary withdrawal of ILS for runway 10/28**, which increased reliance on RNAV procedures.

## The paperwork trail

DGCA first outlined its GNSS-interference reporting process in a 2023 Advisory Circular.

On 10 Nov 2025, they followed up with a new SOP on GNSS Spoofing – which included the **“report within**

## 10 minutes" requirement.

Crews flagged parts of it as unclear, so on Nov 17, DGCA issued an Addendum to clarify exactly what pilots and operators must do!

### What pilots need to do

#### If interference is detected before top of descent:

1. Tell ATC as soon as possible.
2. Notify your operator's post holder (responsible manager) by any available means.
3. The post holder must then notify DGCA immediately using the form below.

#### If interference is detected after top of descent, or only discovered after landing:

1. Report it to the post holder as part of normal post-flight duties.
2. The post holder must then notify DGCA using the same form.

DGCA emphasises that the goal is timely reporting, not enforcement!

ANSS AC 01 of 2023 24.11.2023	
Appendix 1	
<u>Reporting Format GNSS Interference Occurrence</u>	
<b>Originator of Report</b>	
Report Filed by	<input type="checkbox"/> Aircraft Operator <input type="checkbox"/> Flight Crew <input type="checkbox"/> Air Navigation Service Provider <input type="checkbox"/> Air traffic Controller <input type="checkbox"/> Any other
Date and Time of Report (dd/mm/yyyy) and UTC	
<b>Aircraft Operator Details</b>	
Name	
Email address	
<b>Flight Details</b>	
Call sign of Aircraft (Flight No.)	
Flight Sector	
Airway/ Route of occurrence	
FIR code	
Flight Level or Altitude during event	
Phase of flight	
Aircraft Type	
Aircraft Registration	
<b>ATS Details</b>	
Location of ATS Station (Location identifier)	
Surveillance Systems details	
Affected airspace Details	
<b>Event Details</b>	
Affected GNSS Element	<input type="checkbox"/> GPS <input type="checkbox"/> GLONASS <input type="checkbox"/> GAGAN <input type="checkbox"/> Any other. Pls Specify:
Coordinates of the first point of occurrence / Time (UTC):	UTC:      Lat:      Long:
Coordinates of the last point of occurrence / Time (UTC):	UTC:      Lat:      Long:
Duration of Observed Interference/outage:	

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ANSS AC 01 of 2023 24.11.2023	
Impact Details	
List of impacted systems:	
Observation of a "time shift" on clock (details of shift and recovery, if any)	
Observation of a "map shift" on navigation display (details of shift and recovery, if any)	
Enhanced ground proximity warning alerts:	
Degraded EPU (Estimated Position Uncertainty)/ Estimated Position Error	
Loss of automatic dependent surveillance (ADS) reporting capabilities (ADS-B out, ADSB-in, ADS-C) (details)	
Loss of GNSS-based landing capability.	
Large position errors (details):	
Loss of Integrity (RAIM warning/alert):	
Complete outage (Both receivers):	
Loss of GPS or Loss of GPS 2	
Loss of satellites in view/details:	
Lateral indicated performance level change	From:      To:
Vertical indicated performance level change	From:      To:
Indicated Dilution of Precision changed	From:      To:
information on PRN of affected satellites (if applicable)	
Low Signal-to-Noise (Density) ratio:	
Degraded PBN capability	
Switching to an alternate navigation mode (such as IRS updating or DME/DME)	
Any other observed impact:	
Automatic GNSS Systems Recovery (y/n)	
<b>Other</b>	
Any other relevant details:	

**Note:** All available details should be provided. Separate sheet may be attached for additional information/pictures, etc, if any.

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Click for PDF.

### What to expect

A reminder that GPSwise (powered by the experts at SkAI Data Services) provides a **real time GPS**

**Spoofing and Jamming map** spanning the globe. You can access it [here](#).

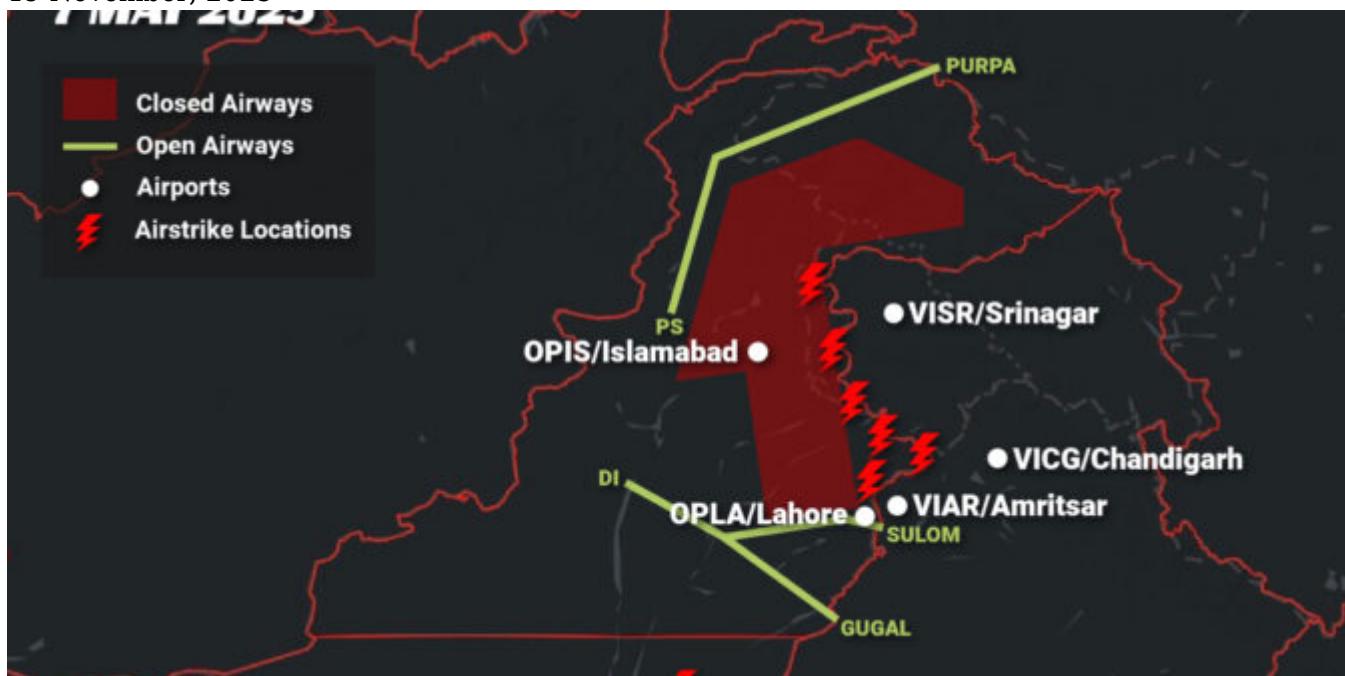
Their current data shows a steady interference patch northwest of Delhi. It isn't constant, but it's there often enough that **crews should expect occasional GNSS issues** when routing through that area and be ready to cross-check and revert to conventional procedures.

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## Pakistan/India Airspace Update

David Mumford

19 November, 2025



**Update May 12**

A ceasefire between India and Pakistan, announced on May 10, **appears to be holding** despite mutual accusations of violations.

**We continue to advise caution**, particularly over the Kashmir region and along the shared border where air defense activity could resume with little warning if hostilities were to restart.

Flight tracking indicates that **nearly all operators are still avoiding the area**, opting instead to reroute south via the Gulf of Oman and the UAE.

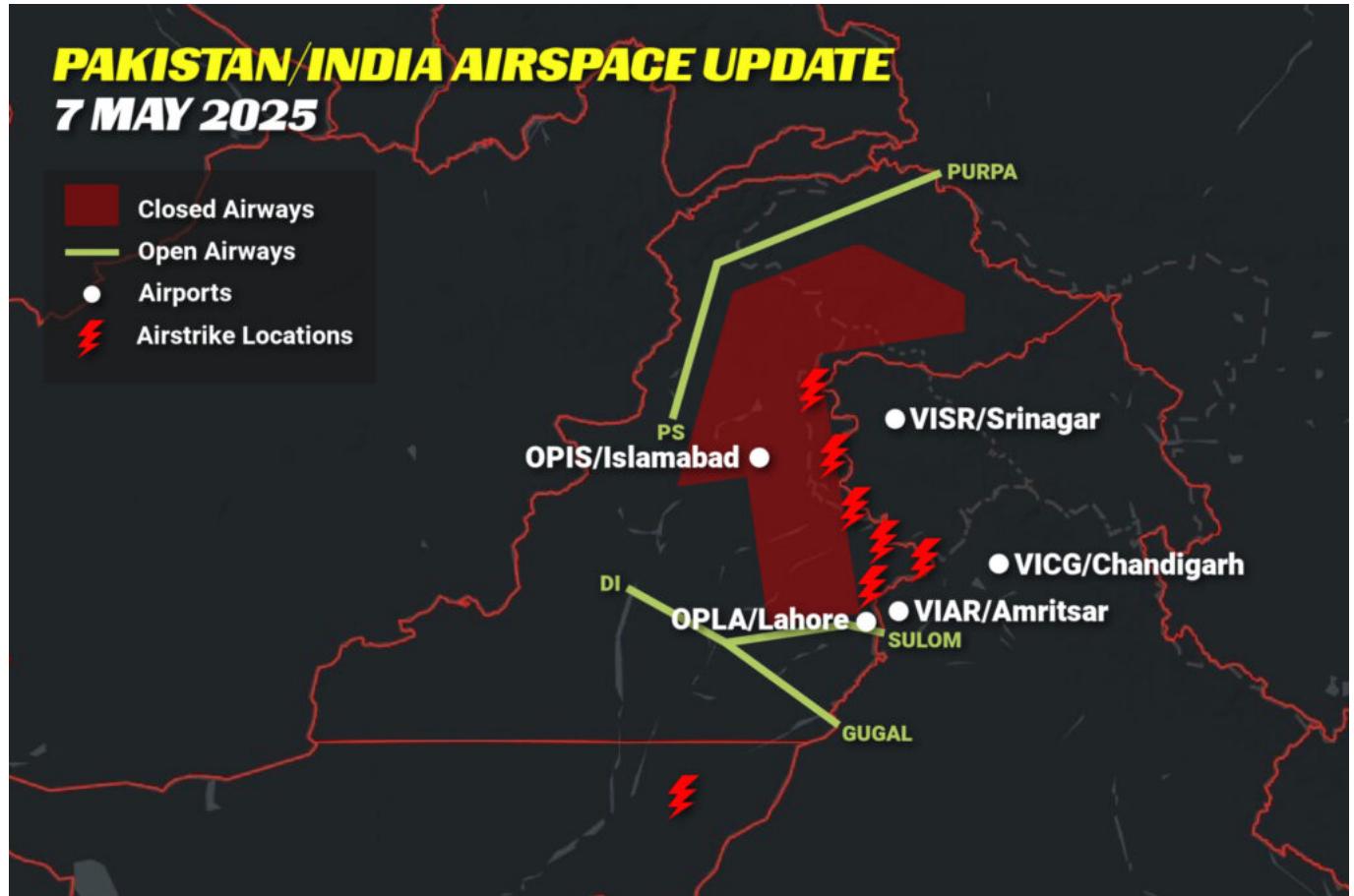
Pakistan has reopened all previously closed airways. India has reopened all previously closed airports. But both countries continue to prohibit each other's aircraft from entering their respective airspace (Notams: VIDF G0510/25 and OPLR A0220/25).

**Update May 7**

India launched **airstrikes on multiple locations in northern Pakistan** early on May 7, leading to a broader exchange of fire and escalating tensions along the border. There were **drone attacks on both sides** the following night.

In India, **VIAR/Amritsar**, **VISR/Srinagar** and **VICG/Chandigarh** airports are closed to civil flights until May 10 as a precaution. In Pakistan, flights have now resumed at all airports that were temporarily closed on May 7, including **OPLA/Lahore** and **OPIS/Islamabad**.

Despite some media claims, **Pakistan has not closed its entire airspace**. Instead, several airways in the northern OPLR/Lahore FIR remain unavailable until May 10, although alternate routings are still possible.



These restrictions are listed on the Pakistan CAA Notams website, many of which are not mirrored on the FAA's site, so it's best to **check the source directly for the latest updates**.

However, most major airlines are now **avoiding Pakistan's airspace altogether**, with east-west traffic diverting south via the Gulf of Oman and UAE. Given the uncertainty and potential for rapid escalation, this seems a sensible choice.



If the conflict continues, there is a chance that **Pakistan could impose a full airspace closure**, as they did from Feb to Aug 2019 under similar circumstances. Check SafeAirspace.net for any major updates to airspace risk.

**SAFE AIRSPACE**

**Conflict Zone & Risk Database**  
All current warnings in one place

[Updates](#) [Alerts](#)  [Level 1](#) [Level 2](#) [Level 3](#)

**Pakistan** 07 May

Risk summary updated: Pakistan closed several airways in the north of the country following airstrikes from India. Most major airlines are now avoiding Pakistan's airspace altogether, with east-west traffic diverting south via the Gulf of Oman and UAE.

**Yemen** 06 May

Risk summary updated: OYSN/Sanaa Airport closed due to damage from Israeli airstrikes in Dec 2024 and May 2025.

**Lebanon** 02 May

Germany Notam extended, no change to warning: Caution advised to German operators in the OLBB/Beirut FIR due to potential risk from anti-aviation weaponry and military ops.

Click Country for More information

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# ADC Numbers in South Asia: What You Need to Know

Katerína Michalská

19 November, 2025



**The ADC number is a security clearance required for flights operating through the Air Defence Identification Zones (ADIZ) of several countries in South Asia: India, Pakistan, Bangladesh, Myanmar, and Nepal. Without one, flights could face delays, or potentially being denied entry into the airspace.**

The process for obtaining an ADC is roughly the same in each country. So we'll start with that, then we'll move on to some slight variations to know about for each country.

## The Process!

### File the Flight Plan

- File the flight plan as usual, including the overflight/landing permit number.
- The ADC number is normally not included in the flight plan.

### Obtain the ADC number:

- **For departures** from the country where the ADC is required, the local handling agent should obtain the ADC number from ATC and then inform the crew. In some countries, ATC might provide the ADC number directly to the crew along with the start-up clearance.
- **For overflights** of the country where the ADC is required, ATC will typically confirm the ADC number to the crew when the aircraft approaches the country's ADIZ. However, it's useful if

your agent (whoever got your permit number) has also given the crew the ADC number in advance.

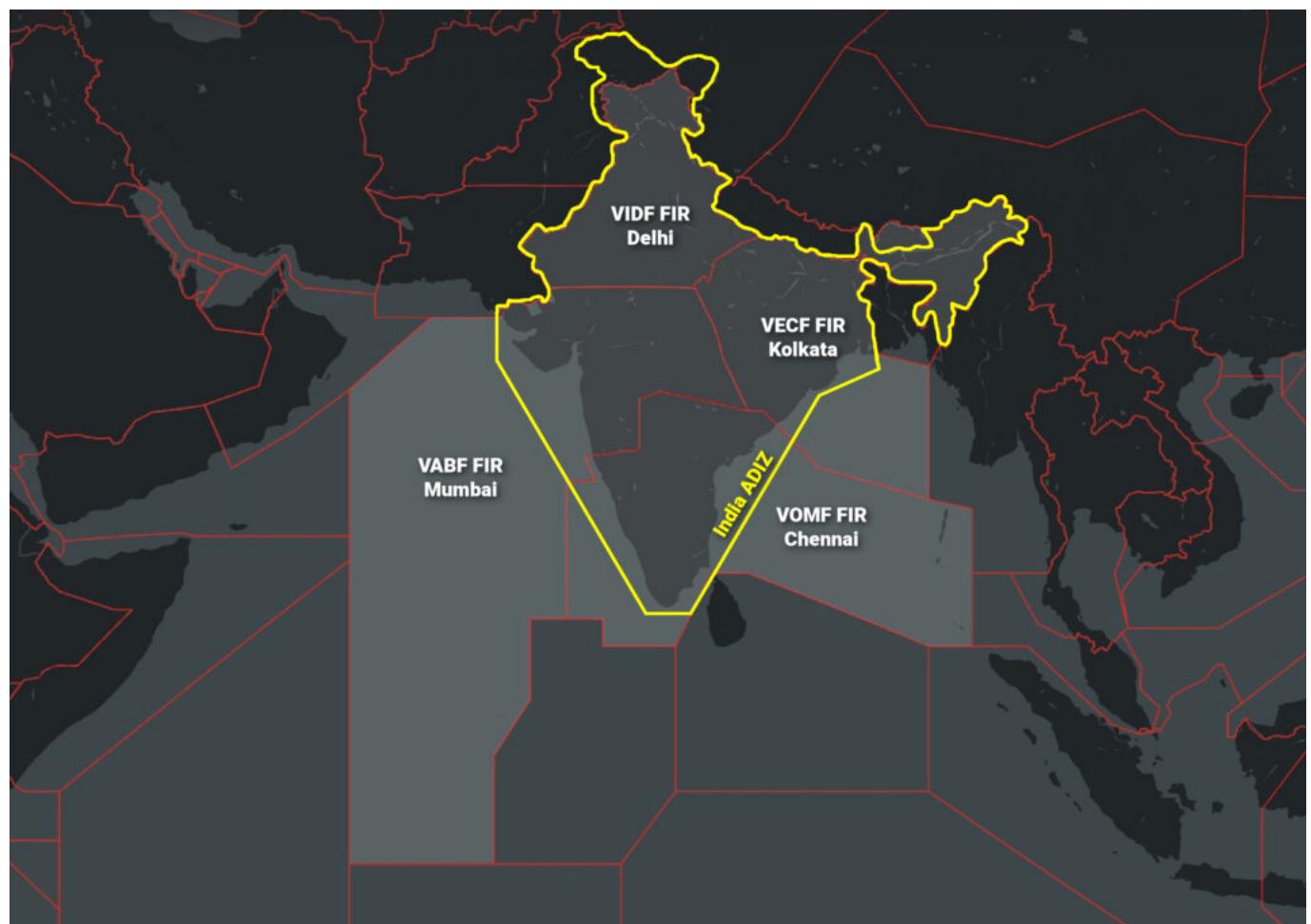
## Main gotchas to watch out for:

- **Departures:** When departing from a country where ADC is required, make sure you get the number from ATC before departure! This helps avoid any last-minute issues with routing, fees, or documentation that could delay the flight. A common best practice is for the crew to contact ATC as soon as the APU is running to allow enough time to address any issues.
- **Delays:** If a flight is delayed beyond the allowed window (eg. 30 minutes up to 2 hours, depending on the country), a new ADC number must be obtained.
- **Routing:** Some countries, like Bangladesh, do not require an ADC number for specific routes (more on that below). However, if you have to deviate from those routes, you may be required to obtain an ADC number.

So that's generally how it works.

Now for some **country-specific info, links to AIPs, and badly-drawn maps!**

### India

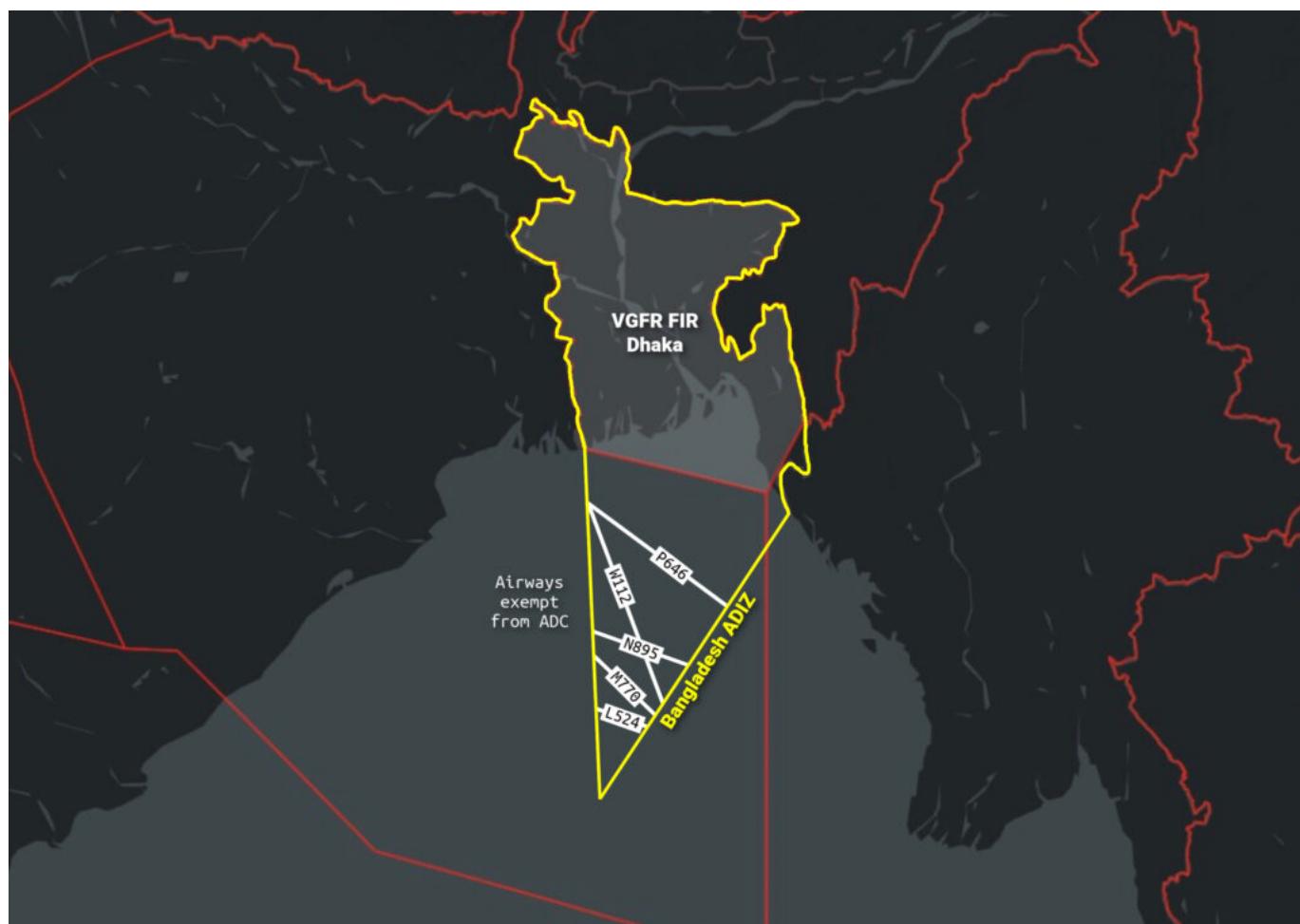


- **The process for getting an ADC number is kinda interesting here.** You basically have to file your flight plan with your overflight/landing permit (YA number) on it, then ATC review it

and issue you a FIC number (Flight Information Clearance), then the Indian Air Force reviews it plan and issues an ADC number!

- **The overflight/landing permit is valid for 48 hours.** If the aircraft is returning to the same airport or operating another leg within that window, a new permit may not be needed, but this depends on how the routing and timings are filed.
- Indian authorities will send the **invoice for nav fees directly to the operator** for payment.
- **Delays:** If the flight is delayed by more than **1 hour**, a new ADC number must be requested.
- **More info:** India AIP ENR section 1.12.

#### Bangladesh

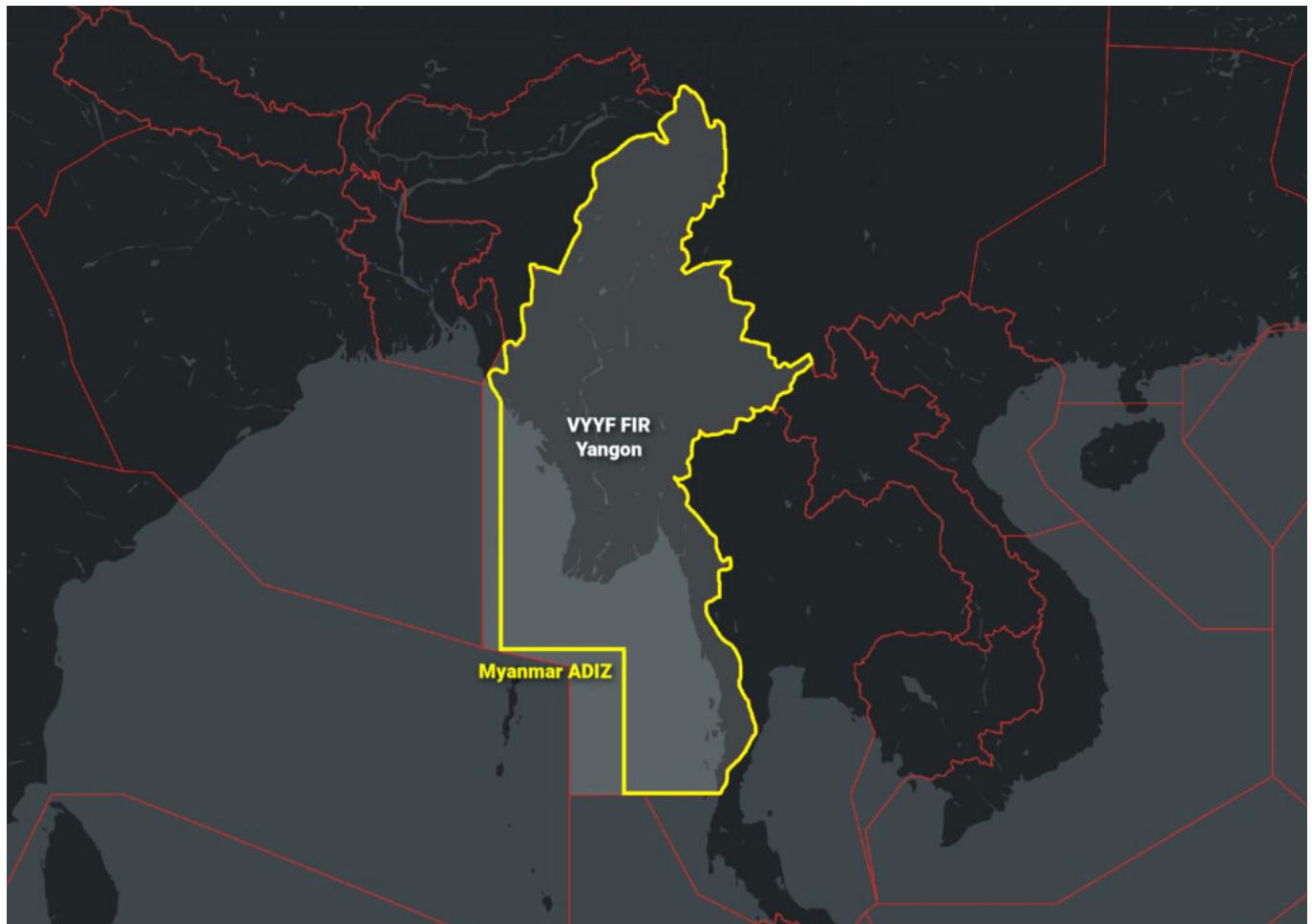


- **The handling agent is responsible for paying the nav fees** (not the operator).
- The Bangladesh ADIZ actually stretches down beyond Bangladesh airspace into the adjacent Indian VECF/Kolkata FIR. But **overflights through this part of it (airways P646, N895, M770, L524, and W112) do NOT require an ADC number** unless the aircraft deviates toward the landmass of Bangladesh.
- After filing the flight plan, the ADC number is issued via AFTN or you can request it from the Bangladesh Air Force at [adnc@baf.mil.bd](mailto:adnc@baf.mil.bd).
- Domestic flights, state aircraft, and general aviation flights within Bangladesh are now exempt from ADC requirements - a key change reflected in the latest AIP amendment.
- Also, the option to use the same ADC number for a return flight on the same day? Gone. You'll

need to request a fresh ADC for that.

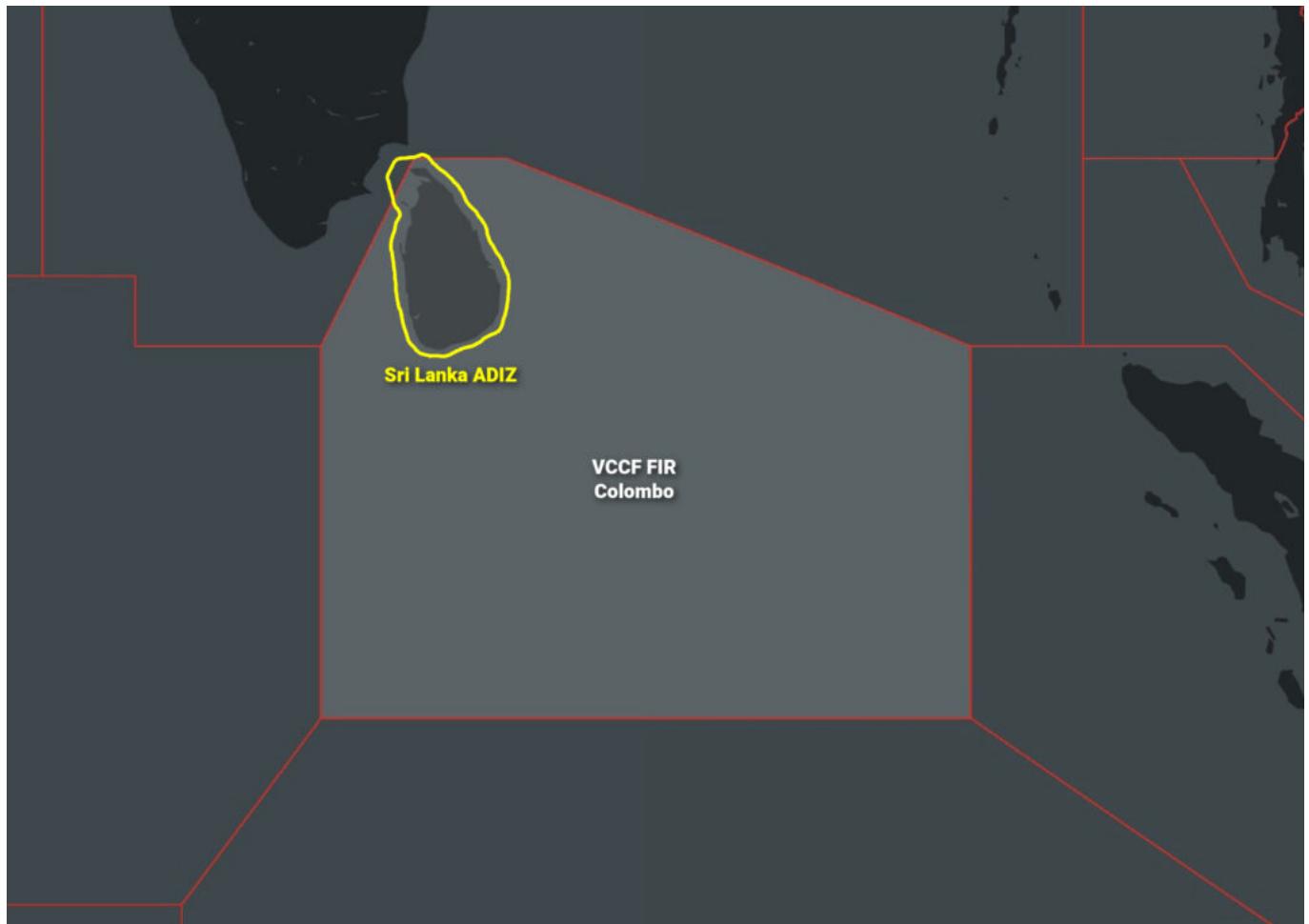
- **Delays:** If the flight is delayed by more than **2 hours**, a new ADC number must be requested.
- **More info:** Bangladesh AIP ENR section 5.2.

## Myanmar



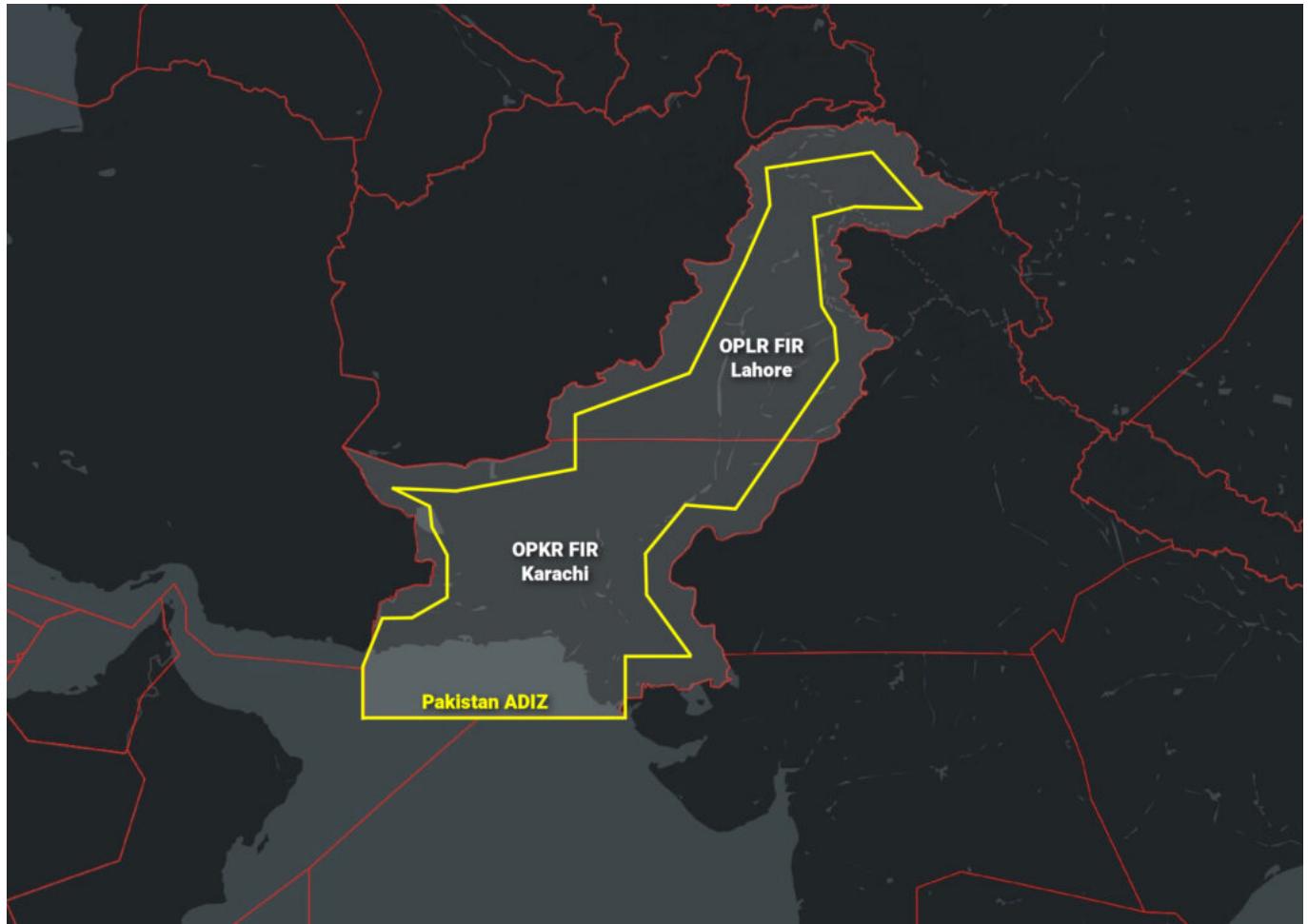
- Some crews report being asked for the **ADC number at the departure airport if entering Myanmar airspace within 30 mins of takeoff**. So if you're heading to/over Myanmar from somewhere nearby (i.e. VGHS/Dhaka, Bangladesh), try to get the ADC Number before you depart, to avoid delays.
- **Delays:** If the flight is delayed by more than **30 minutes**, a new ADC number must be requested.
- **More info:** Myanmar AIP ENR section 1.1.

## Sri Lanka



- Unlike the other countries on this list, **the ADIZ only covers the territory of Sri Lanka** including its territorial waters up to 12 NM from the coastline, rather than the entire FIR. So that's kinda nice.
- **Delays:** If the flight is delayed by more than **1 hour**, a new ADC number must be requested.
- **More info:** Sri Lanka AIP ENR 5.2.

## Pakistan



- **Delays:** If the flight is delayed by more than **1 hour**, a new ADC number must be requested.
- **More info:** Pakistan AIP ENR section 2.2.

#### Nepal

- Although Nepal's AIP doesn't mention ADC, local handling agents confirm that an ADC Number is required! **We currently don't have any specifics on the process or any possible exemptions.** If anyone has more information, please reach out to help complete this section! Email us at [team@ops.group](mailto:team@ops.group)

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# The India-Pakistan Conflict: Impact on Flight Operations



The current situation in Afghanistan has led to the **effective closure of the OAKX/Kabul FIR to overflights**, which means that some traffic routing between Europe, India and the Far East may now need to **plan routes which cross the northern Pakistan/India border**.

This post will take a look at the additional operational threats and info to be considered here, particularly due to the ongoing dispute over the Kashmir region, and the airspace warnings in place for Pakistan because of this.

### **The conflict in brief.**

This conflict is rooted in **who controls the region**, with both India and Pakistan laying territorial claim to it. In fact, this **conflict has been ongoing since 1947** and shows no signs of resolving in the near future.

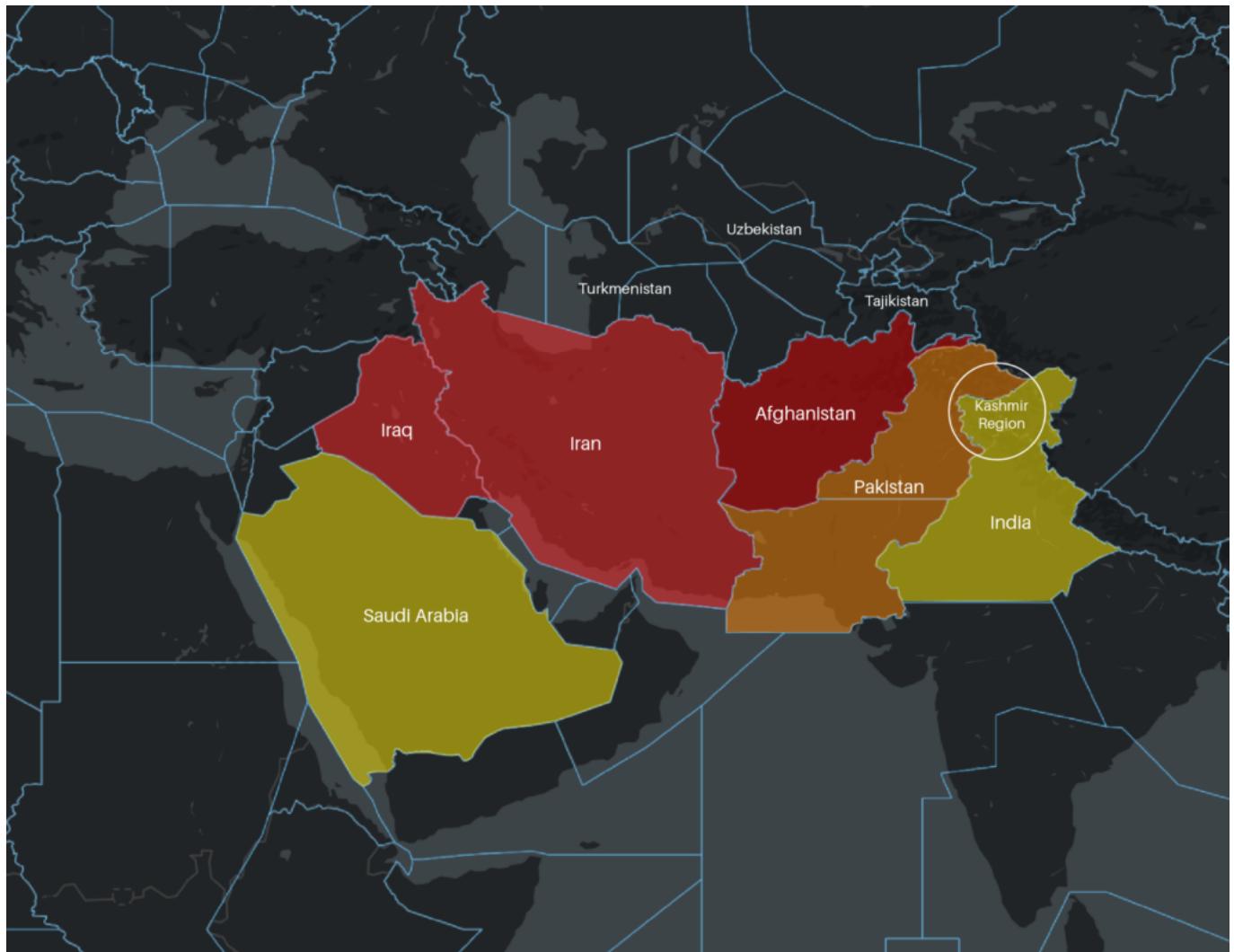
Currently India control around 55% of the area, Pakistan approximately 35% and China have a third party hand in the remaining 20%.

There is also a secondary focus on the region from both sides due to **cross-border terrorism and security and safety issues**. Pakistan's border with Afghanistan on the other side poses a similar threat.

### **The route structure of the region.**

Aircraft routing from Europe and across to India and beyond have historically had **3 general routing options** available to them:

1. Via **Saudi Arabia** and then east direct to India. This avoids Pakistani airspace, or crosses just the most southerly portion of the airspace;
2. Via **Turkey** and down through **Iraq/Iran** and then east via southern Pakistani airspace and into India;
3. Across **Eastern Europe** via Azerbaijan, Turkmenistan and then south east crossing Afghanistan's central airspace, avoiding the northerly Kashmir region.



That third routing option which utilised Afghanistan's airspace, bypassed Saudi Arabia, Iran and Iraq - all of which have airspace safety considerations. Overflights across Iran and Iraq, for instance, are prohibited to US operators.

While Afghanistan also had airspace safety risks associated with it, these were previously generally low level and not "all altitude" concerns. **That has recently changed with the Taliban takeover of Afghanistan.** However, though the US and several other countries have since issued airspace bans and warnings for Afghanistan, **overflights are still generally allowed on airways P500 and G500** which run along the eastern boundary of the Kabul FIR.



Aircraft now needing to re-route to avoid Afghanistan's uncontrolled OAKB/Kabul FIR, and who do not wish, or are unable to utilise Saudi, Iran or Iraq airspace, **may now be limited to this more northerly routing** – via the G500/P500 airway in eastern Afghanistan, the northern portion of Pakistan and into India, potentially through the Kashmir region.

### What is the risk in this region?

Several countries have long-standing airspace warnings for Pakistan which **advise against overflights below FL260**, due the risk posed by small-arms fire and indirect weapons fire. There is also a potential anti-aircraft fire risk, and there have been previous attacks against airports.

### What is the current situation?

**An escalation in activity across the border** has been seen of late, with the number of drone attacks and activity across the line of control increasing, including several attacks against Indian Air Bases since 2019.

India possess strong air defense systems and an active air force. Historically, they have employed both fighter jets and conventional SAM systems to mitigate attacks. With the increase in both drone size and capability, and the escalation in number of attacks, there is **a risk they will resort to SAM systems and fighter jets** once again. If this happens, this will lead to a **higher risk at all altitudes for aircraft mis-identification**.

### General considerations for operating over or into Pakistan.

Operators to **OPIS/Islamabad** have been reporting an increase in security measures and crew procedures. Crew can expect more stringent security and ID checks. Pakistan are actively guarding against

terror threats at the airport and passengers may experience stricter security and ID controls as well.

**Pakistan is an ADIZ** and requires crew to check-in prior to entry. **Comms handover between India and Pakistan** can also be difficult so an advance confirmation of next frequencies is advisable when routing across any part of the border.

There traffic levels in Pakistan's airspace have also increased recently, and crew should be aware of **potential separation and traffic conflict concerns**.

### **Pakistan airspace closures.**

Pakistan have previously closed sections of their airspace. In Feb 2019, **conflict between India and Pakistan** resulted in Pakistan closing its airspace to overflights. The conflict was a result of escalating clashes between the two countries in the **disputed Kashmir region**, with numerous airstrikes on both sides. The airspace slowly reopened, and only became fully open again in August 2019.

### **Diversion options.**

Both India and Pakistan **allow tech stops (up to 24 hours)** and are **accommodating of diverting and emergency aircraft**, however, avoiding Indian Military Air Bases (unless a dire emergency) will save you a fair amount of extra security checks, paperwork and grief on the ground.

**OPIS/Islamabad** is a major Pakistani international airport close to the border, and is used as a southerly Himalayan diversion airport. It offers two well equipped CAT II/III runways of 12,001'.

**OPST/Sialkot** has a single runway, 11,811', with an ILS and an RNP approach available.

**VISR/Srinagar** on the Indian side has a single 12,090' runway.

**VIAR/Amritsar** also offers a single CAT II/III equipped 12,001' runway.

There are also several other smaller airports which serve domestic routes.

### **Permits and overflights**

Both India and Pakistan **require overflight and landing permits**.

For **India**, the lead in time for overflights is 3 days, while for landing it is 7 days. All permit applications are sent to the Ministry of Civil Aviation (MOCA) and then pass through several other government departments for security checks. You need your PPR overflight number available before reaching Indian airspace and they do often ask for it so have it handy.

India have fairly strict slot policies at several of their airports. During peak times they also might change your slot at short notice, or give you lengthy delays (2 hours+).

We recommend the use of an agent to assist with the permit process:

Freedom Air +91 11 2981 3311 / [ops@freedomair.aero](mailto:ops@freedomair.aero) / [freedomair@airtelmail.in](mailto:freedomair@airtelmail.in)

The CAA of India contact info is +91 11 2462 0784 / +91 11 2462 9221 / [dgoffice.dgca@nic.in](mailto:dgoffice.dgca@nic.in) / [irsec.dgca@nic.in](mailto:irsec.dgca@nic.in)

For **Pakistan**, overflight and landing permits are issued through the Pakistan CAA. These take around 96 hours for overflight and 6 days for landing.

An agent can also assist with the process:

Aircraft Aviation Services (ACAS) +92 213 468 0109 / ops@acas.com.pk / ops1@acas.com.pk

CAA of Pakistan contact info - +91 21 997 1111 extn: 2288/2289 / +91 21 9924 2004  
/ support@caapakistan.com.pk / AFTN: OPHQYAYX

## In summary

With the exception of US operators, flights between Europe and India/the Far East generally opt for routings via **Saudi Arabia, Iran or Iraq**. While routings via Tajikistan are possible, the lack of coordination between Pakistani and Indian ATC, and with few established airways, presents a **planning and potential safety risk**.

Pakistan has airspace safety concerns, particularly in the northern airspace (OPLR/Lahore FIR). With the closure of Afghan airspace, flights routing from Europe to Pakistan may benefit from routing via Tajikistan. However, most international flights continue to **use the southerly routing for overflights**.

## Further Information

Information on Pakistan airspace can be found on the Pakistan CAA website.

If any operators or crew have experience of overflying this region please send us any insights you have on it so we can share the information team@ops.group.

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# Five months of misery at Mumbai

David Mumford  
19 November, 2025



Airlines and operators are preparing for **major peak-hour disruption** at VABB/Mumbai Airport, on account of a **partial shutdown of the main runway** over the next five months.

The main runway will be closed for repairs from 4th Nov 2019 to 28th Mar 2020, between 0930-1730 local

time, Mondays to Saturdays. The second runway will be operational during this time, but this can only handle 36 flights per hour – which is around 80% of the regular traffic.

The main runway will remain open on all the big festivals and holiday dates during this period: Dec 25, Jan 1 & 15, Feb 19 & 21, Mar 10 & 25.

This is the second time this year that Mumbai airport has enforced a partial runway shutdown. The first instance, which lasted from Feb 7 to March 30, was for repair works at the intersection of the two runways, which lead to peak hour closures.

This new closure has been announced through a combination of Notam (for Nov 4 to Nov 7), and AIP SUP (for Nov 7 to Mar 28).

### **Other things worth knowing:**

- It's not showing on the Notams, but local handlers have confirmed that **VABB/Mumbai is closed to GA/BA flights daily** at the following local times: 0800-1000, 1730-1930, 2115-2315, 0320-0400.
- **VASU/Surat** airport may be a good alternate for VABB/Mumbai (120NM away). It became an international airport of entry in Feb 2019 and has a 2250 metre long runway with ILS. The next nearest airports are VOGO/Goa (230NM away), or VAAH/Ahmedabad (240NM away).
- The **ADS-B mandate** across Indian airspace outlined in AIP SUP 148/2018 that was due to take effect on 1st Jan 2019, has now been **delayed to 1st Jan 2020**. Confirmation of this can be found in Notam G1995/18 (issued for VABF VIDF VECF VOMF).
- Since India introduced **e-visas** back in Feb 2018, they have stopped issuing visas on arrival. **Crew must apply for the 'e-Business Visa'**, and passengers must apply for the 'e-Tourist Visa', on the government website: <https://indianvisaonline.gov.in/>

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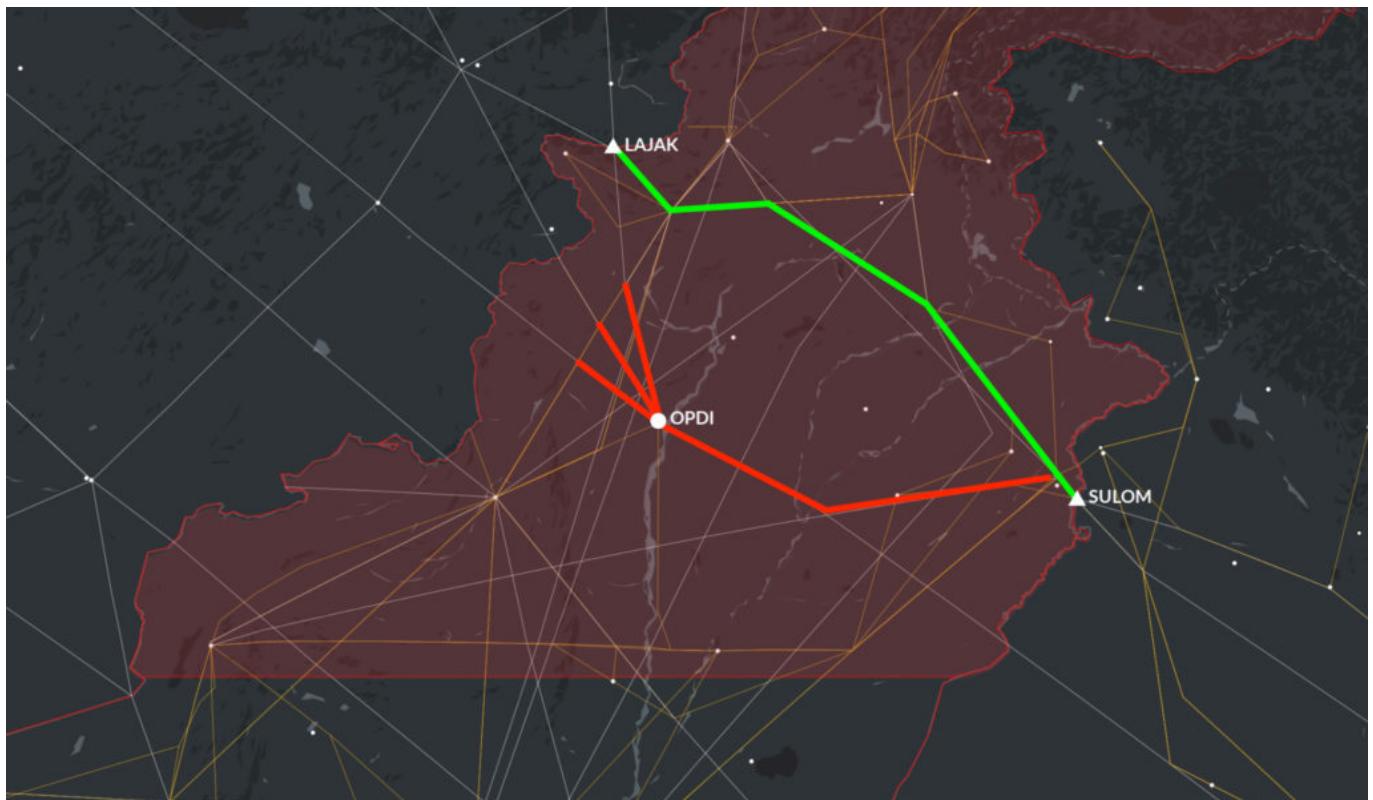
## **No, Pakistan's airspace is not closed**

David Mumford  
19 November, 2025



Several reports have emerged in the media over the past few days claiming Pakistan has closed a number of airways to Indian carriers, linking these closures to the rising tensions between the two countries over the disputed Kashmir region.

But these reports are not strictly accurate. Pakistan **has partially closed** some airways in the north of the country used for overflights between India and Afghanistan, which pass over OPDI/Dera Ismail Khan airport - but these particular airway closures have been ongoing since 23rd July. Local agents say these closures are simply due to operational reasons, and not related to the current political situation.



#### **Here's the Notam which has caused all the fuss:**

OPLR NOTAM A0785/19  
FLW RTE SEGMENTS OF INTL ATS RTE WI LAHORE FIR WILL NOT BE AVBL

AT OR BELOW FL460 DUE OPS REASONS.

INTL ATS RTE RTE SEGMENT

=====

A466 SAKUV-SAJAN

N644 REGET-D.I.KHAN

P500/M881 LAKRA-D.I.KHAN

ALTN RTE SEGMENT AVBL FOR TRANSITS AT OR ABOVE FL300:

SULOM / LA - INDEK DCT NONIB - HANGU - LAJAK / SITAX (VIA SAJAN) / DOBAT (VIA REGET) AND VICE VERSA.

NOTE: FLT BELOW FL300 TO OPR VIA INDEK DCT 3333N07251E (BTR VOR 114.6 MHZ) DCT KALMI NONIB AND VICE VERSA.

GND - FL460, FM 06TH AUG TO 05TH SEP 2019 BTN 0245-1100 DLY (EXCLUDING SUNDAYS),

06 AUG 12:30 2019 UNTIL 05 SEP 11:00 2019.

CREATED: 06 AUG 12:43 2019.

So these airways will be closed between 0245-1100z daily (except Sundays) until Sep 5. And there's an **alternate route** for operators to use, from SULOM on the Indian FIR boundary, to LAJAK on the Afghanistan FIR boundary. Hardly a big deal.

The rest of Pakistan's airspace remains **open to overflights**.

It is true that this week has seen a **worsening of diplomatic ties** between India and Pakistan with regards to the disputed Kashmir region.

Indian-administered Kashmir has been on **lockdown** since 5th August, when the Indian government decided to take back control of the region by stripping it of its special constitutional status.

Authorities in Pakistan are not too happy about this, and have responded by downgrading their diplomatic ties with India and suspended trade between the countries. Both countries' air forces are now on high alert, and there has been **daily artillery shelling** along the Line of Control by both sides.

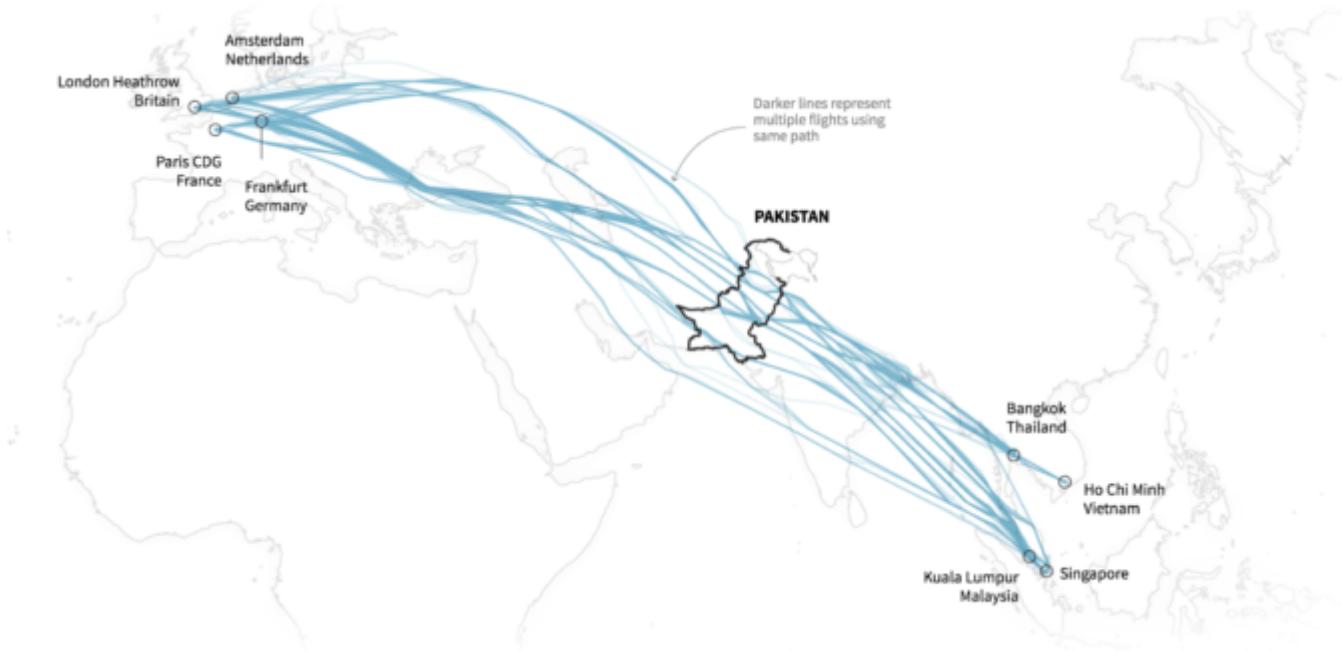
But for now, most of the airspace over Pakistan remains open to overflights.

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## At long last, Pakistan declares airspace fully open again

Mark Zee

19 November, 2025



**Pakistan airspace is open!** In a clearly written, yet quietly announced in-the-dead-of-night Notam, Pakistan has today declared the entirety of its airspace fully open and available for all overflights.

This is very welcome news for long-haul airlines and operators transiting the Middle East and Asia, where finding a usable and safe route route through the region has become akin to navigating a level of Pac-Man with few escape options left.

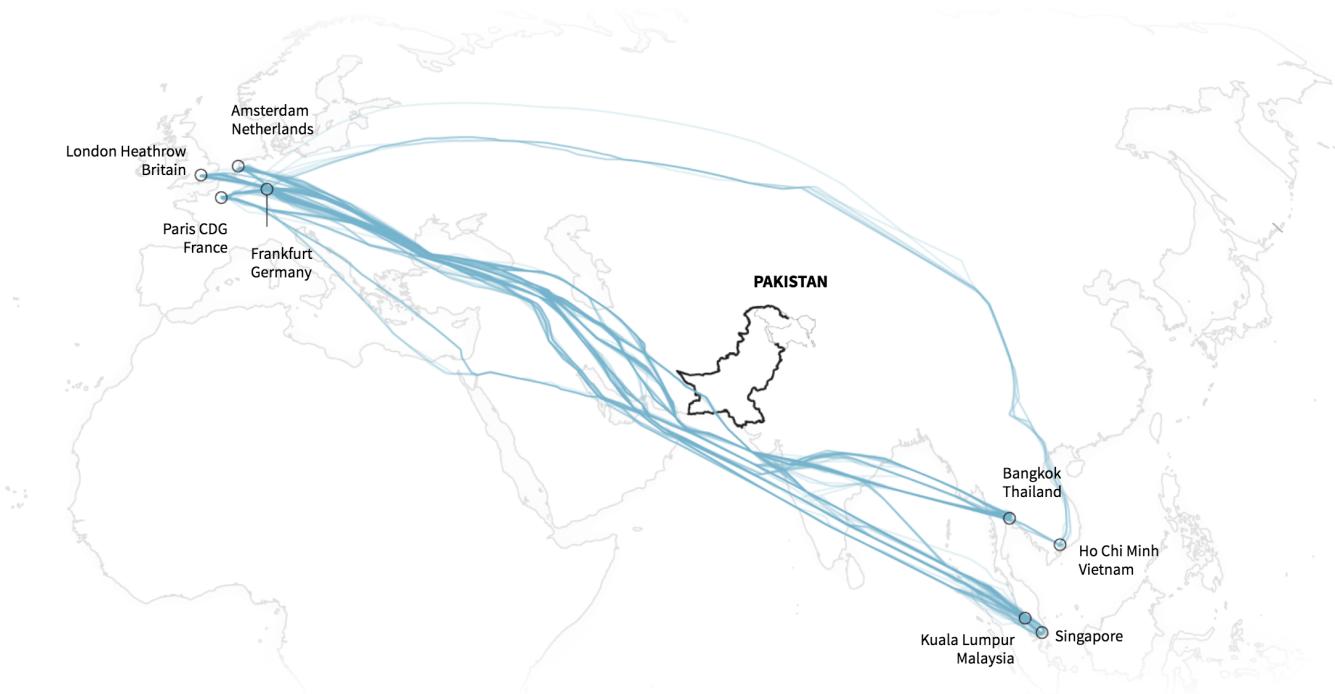
Pakistan being open again makes the traditional and preferred Europe-Asia route through Afghanistan, Pakistan, and onwards to India available again, and means that city pairs abandoned after the February shutdown will likely be restarted.

The good-news Notam was issued around midnight Pakistan time:

A0710/19 NOTAMN  
 Q) OPXX/QARXX///E/000/999/  
 A) OPKR OPLR  
 B) 1907151908 C) PERM  
 E) WITH IMMEDIATE EFFECT PAKISTAN AIRSPACE IS OPEN FOR  
 ALL TYPE OF CIVIL TRAFFIC ON PUBLISHED ATS ROUTES

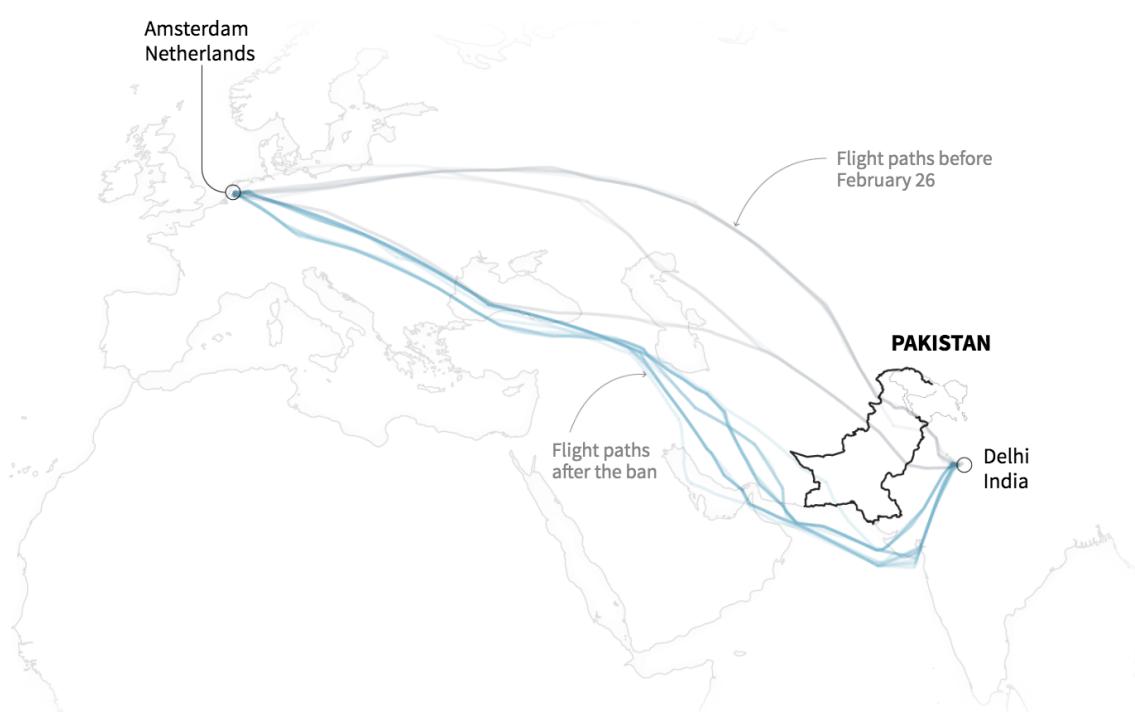
### So, what does this mean?

In recent months, operators have had to avoid Pakistan and route much further south, as this graphic from an article we worked on with Reuters in April shows:

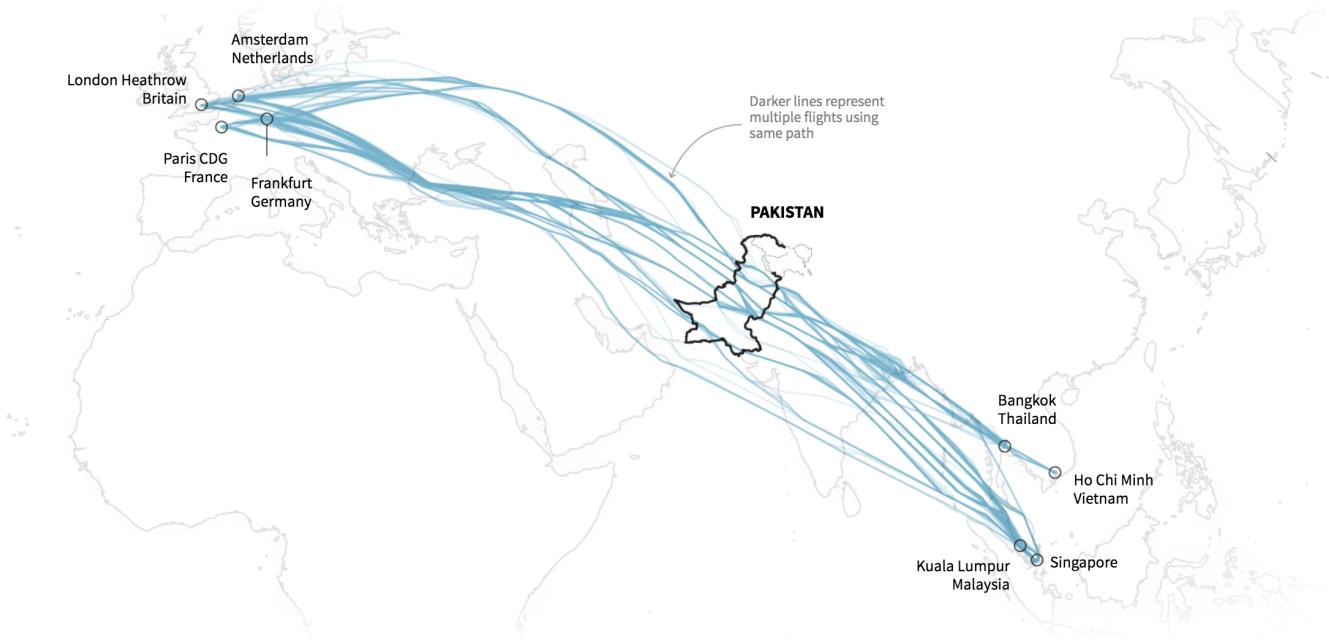


The impact has been significant. Avoiding Pakistan has meant up to an additional 410 miles, or an hours flying time, for Europe-Asia flights.

For many long-haul operators trying to get to India, the dog-leg around Pakistan made the trip unworkable, either because of fuel endurance, or crew hours. Many operators cancelled flights to Delhi, the worst located airport in terms of the airspace closure.



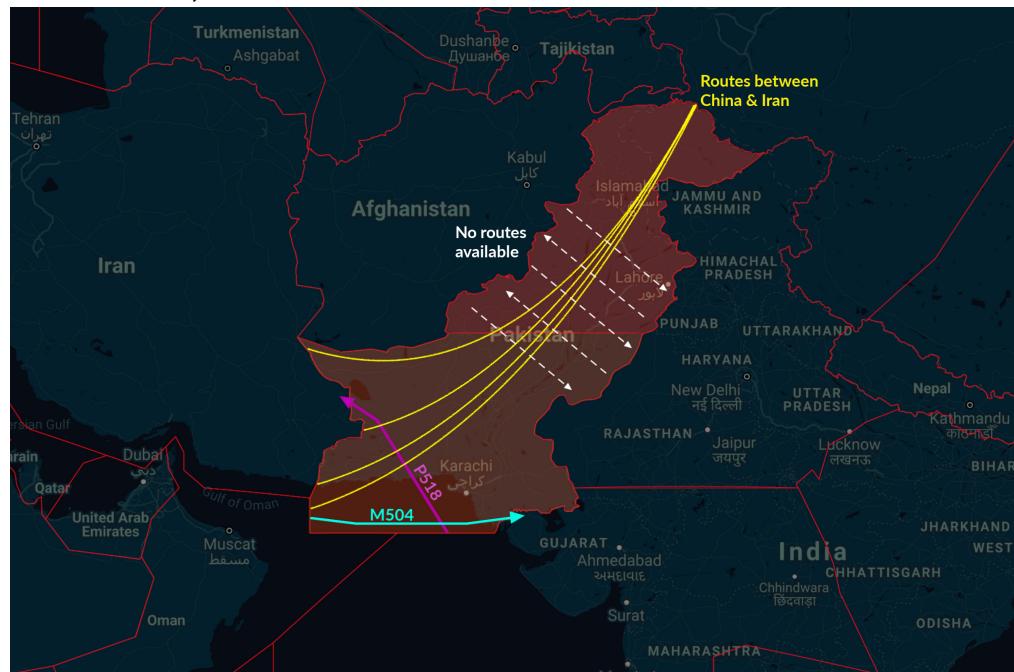
Now, with this reopening, we have the ability to fly closer to optimum routings once again.



So, good news for airlines and long-haul operators.

## Another Pakistan overflight route reopens

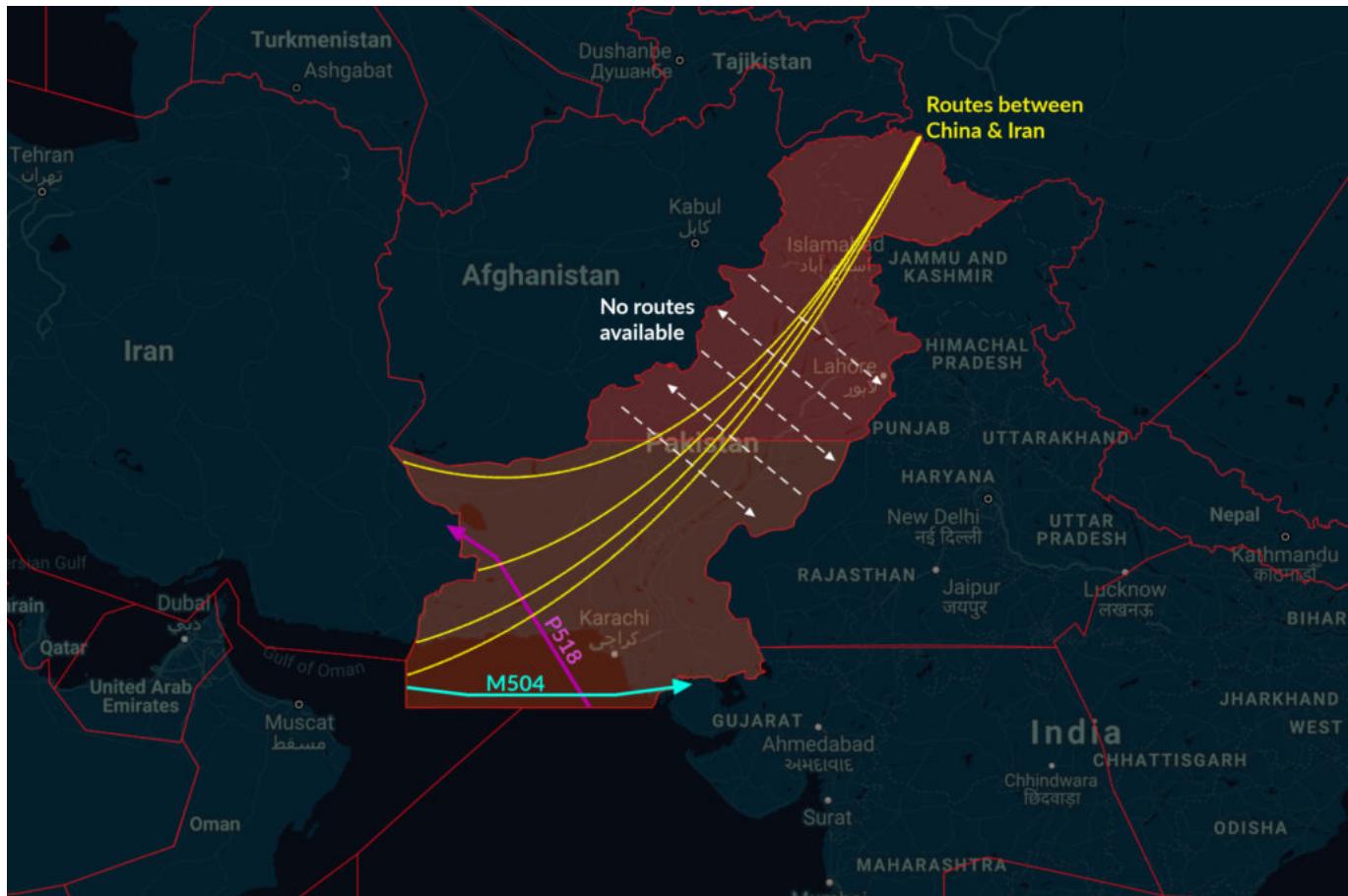
David Mumford  
19 November, 2025



Three months since the Pakistan airspace closure began, there are now finally some options for overflights between Pakistan and India.

Since April, there has only been one airway available for flights between the two countries – airway **P518**, for **westbound flights only**.

At that time, Pakistan also published a bunch of Notams saying that they would allow **eastbound overflights** on a few airways which connect Oman and India through Pakistan's airspace over the Gulf of Oman, but initially India did not authorise the use of these.



That changed on 2nd June, when India published a Notam saying they would allow eastbound flights to enter Indian airspace at waypoint **TELEM**.

So now, piecing together the Notams issued by both countries, here are the options for overflights:

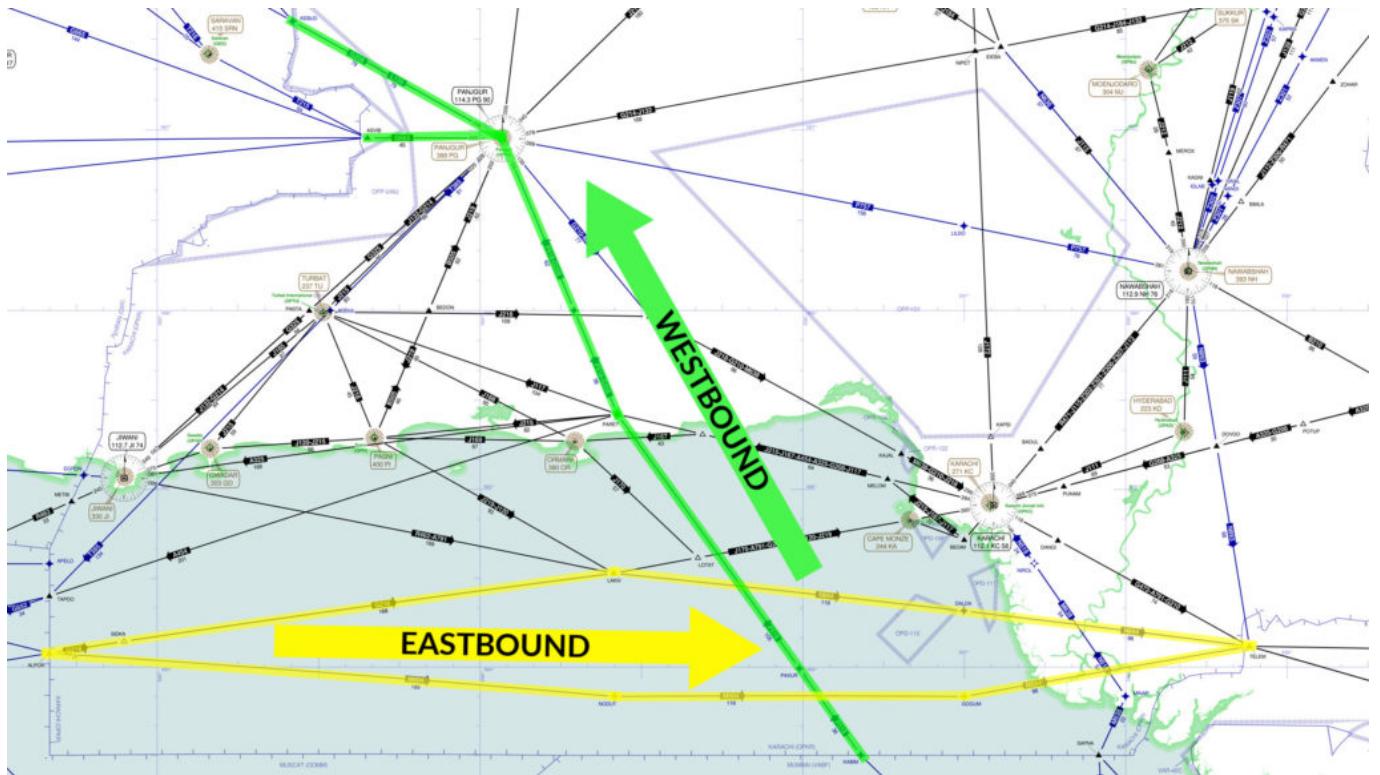
### **Westbound**

Airway P518, from waypoint **KABIM** on the Pakistan/India border in the south, to either **KEBUD** or **ASVIB** on the the Pakistan/Iran border in the north.

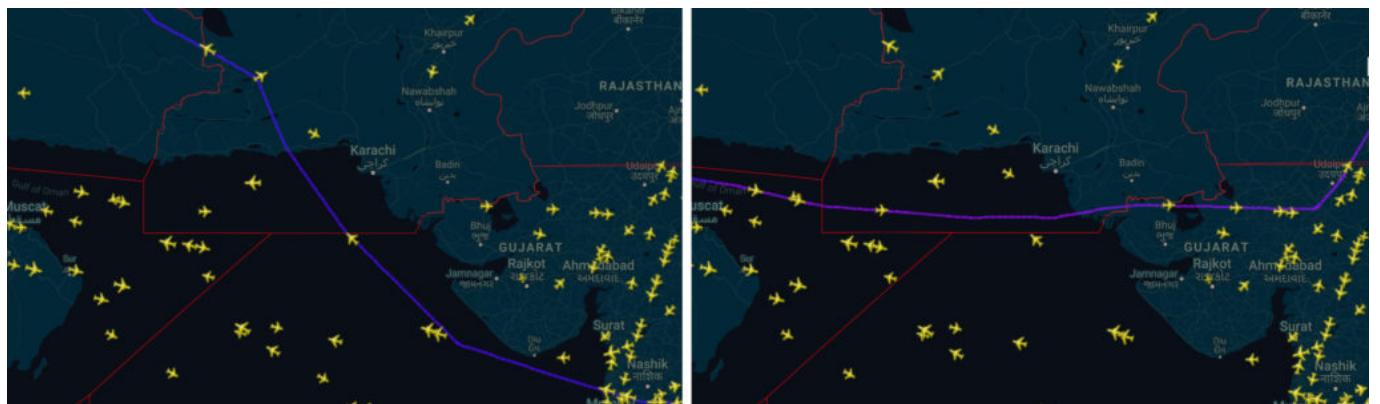
### **Eastbound**

Choice of two routes from waypoint **ALPOR** on the Oman/Pakistan border in the west, to waypoint **TELEM**

on the Pakistan/India border in the east.



Some airlines have started using both these eastbound and westbound routes, although many continue to avoid Pakistan by routing south over the ocean instead.



India and Oman both therefore remain congested with extra flights – they have published Notams showing all the restrictions on the various different overflight routes, are advising operators to carry extra fuel, and to expect lower flight levels than requested.

Most of the Pakistan airspace restrictions which were introduced in Feb 2019 have been **extended to 27 July**: specific routes remain open for international flights to all the main airports in Pakistan, and for east-west overflights of the country (i.e. between China and Iran).

## Why?

On Feb 26, Pakistan shot down an Indian military jet and captured a pilot in a major escalation between the two countries over disputed Kashmir. This came a day after India launched air strikes on militant bases across the border in Pakistan, which itself was a response to a deadly attack on Feb 14 when a militant killed more than 40 Indian troops in Kashmir. The captured pilot has since been returned to India, but tensions remain heightened between the two countries in wake of airstrikes by each side in areas in the border region.

## Airspace warning

The US FAA has since updated its airspace warning for Pakistan, which now notes that military activity by Pakistan and India in the disputed Kashmir region poses a potential inadvertent risk to aviation at all altitudes. The US continues to warn against flying into or over Pakistan due to the risks posed by "extremist and militant activities", although it does not recommend any specific minimum safe altitude for overflights; other countries advise FL250 or above, but we think FL300 is more sensible. More info

If you have further ops info to report, please do! Email us at [blog@ops.group](mailto:blog@ops.group), or comment below.

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# Bangladesh is now one big ADIZ

David Mumford  
19 November, 2025



**Bangladesh has decided to establish an ADIZ over the entire country, including a massive chunk of airspace off their south coastline that actually extends over much of the adjoining Indian VECF/Kolkata FIR.**

Aircraft intending to fly into, through, or within this new Bangladesh ADIZ must now obtain an ADC (Air

Defence Clearance) number beforehand. Just file your flight plan, and they will send this to you by AFTN. Make sure you write it down – as they will ask you for it on HF before you enter their airspace.

If you don't have AFTN access, you can get the number by calling +880-2890-1081 or emailing [adnc@baf.mil.bd](mailto:adnc@baf.mil.bd)

The authorities in Bangladesh have released a scary sounding AIP SUP on all this, which you can read in full [here](#). What they fail to mention there, but **did** publish by Notam at the time, is that there are actually a bunch of airways over the ocean (P646, N895, M770, L524 and W112) where you won't have to get this ADC number, unless you deviate towards the landmass of Bangladesh.



Here's the Notam:

A0032/18 NOTAMN

Q) VGFR/QXXXX/IV/BO/AE/000/999/

A) VGFR B) 1802010001 C) PERM

E) THE FLW AMDT/UPDATES ARE BROUGHT TO THE AIP-SUPP 01/2018:

1. ACFT INTENDING TO OPR INTO, THROUGH OR WI BANGLADESH ADIZ SHALL OBTAIN ADC NR FM THE FLW CONTACT DETAILS.

TELEPHE: +880 2 8901081

FAX : +880 2 8901081

E- MAIL: ADNC AT THE RATE OF BAF.MIL.BD

AFTN : VGHSZQZX

2. FLT OPR ON ATS RTE P646, N895, M770, L524 AND W112 SHALL NOT REQUIRED TO OBTAIN ADC NR UNLESS DEVIATED TOWARDS THE LAND

MASS OF BANGLADESH.

3. GUARD FREQ. 121.50 MHZ SHALL NOT BE USED TO CTC THE AIR DEFENCE UNIT.

4. ARTICLE 'L' IN THE PROCEDURES FOR AIR DEFENCE CLEARANCE IN THE AIP-SUPP SHALL BE TREATED AS CNLD.

5. FOR THE TIME BEING DOMESTIC FLT AND FLT OF STATE ACFT AND GENERAL AVIATION ACFT OF BANGLADESH SHALL NOT BE REQUIRED TO OBTAIN ADC NUMBER

So you won't need an ADC number on those airways, but for everywhere else in that big red ice pick-shaped chunk of airspace, you'll need to get authorisation. As the Bangladesh AIS office politely warn in their AIC: "Aircraft flying without a valid ADC number or failing to comply with any restriction or deviating from flight plan will be **liable to interception** by Bangladesh Air Force Interceptor aircraft according to ICAO Standard Interception Procedure."

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## Crew Visa Requirements for India

Declan Selleck  
19 November, 2025



India has new crew visa requirements.

- Visa upon arrival is no longer available.
- It is mandatory for all crew to have visas arranged before arrival to India.

When flying as operating crew you will need an e-Business Visa. Carry a copy with you when disembarking.

Processing time is around 4 to 5 days.

Use the following link to apply.

<https://indianvisaonline.gov.in/evisa/Registration>

Keep in mind e-tourist visa is for pax only.

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# International Bulletin: Winter is Coming, Updated Canada Requirements

Cynthia Claros

19 November, 2025

**INTERNATIONAL  
BULLETIN**

**ISSUED BY FLIGHT SERVICE BUREAU**

**SITA HNLFSXH AKLFSXH AFTN KMCOXAAL  
EMAIL 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.

**YMM/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.

**LFLL/Lyon** If you've been using LFLL 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 overnight 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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## Midweek Briefing: Where is Zika, Elevated North Korea Risk

Cynthia Claros

19 November, 2015

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



**Where is Zika?** 24AUG With the again-increasing levels of Zika infection worldwide, this updated map will be useful to operators. Check Zika Map.

**North Korean Risk Elevated** 24AUG We've published an updated **Unsafe Airspace Summary** today, which elevates North Korea to Level 2 in our warning list. In 2016, there have been increased instances of medium-range ballistic missile (MRBM) launches without prior warning. Read the article

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**DIAP/Ivory Coast** issued a Notam last Friday advising of 'serious risks to safety' when operating through the Tripoli FIR. Not many operators are entering this airspace, but it's unusual for a non-adjacent country to issue advice like this, so we'll mention it.

**SPZO/Cuzco, Peru** is busy at the moment; non-scheduled and GA flights cannot park overnight, and there

are Traffic Management procedures inbound. Don't forget if operating to Cuzco that special crew training is required.

**WADD/Bali** Authorities have stepped up security measures at all the entry points on the island, following recent reports of an alleged plot to carry out attacks.

**HKNW/Nairobi Wilson** is operating normally again after a Police helicopter crashed on take off on Monday, near the control tower.

**LLZZ/Israel** Israeli aircraft attacked mortar positions in southwestern Syria near the border with the Golan Heights on 22AUG. The airstrikes were apparently in response to mortar fire from the Syrian side of the border.

**RJAA/Tokyo Narita** is open again after the passage of Typhoon Mindulle. The control tower at Narita was evacuated due to strong winds, the first time this has happened since the 9.0 earthquake in March 2011.

**WIZZ/Indonesia** has warned its neighbours that haze from forest fires is beginning to cross the Malacca Strait. In 2015 the smog affected Malaysia, Singapore, and Thailand, causing disruptions throughout the region, closing airports and delaying flights.

**EDDT/Berlin Tegel** Aircraft larger than ICAO Code D, and parking longer than 3 hours, approval of Traffic Management is required. Contact [verkehrsplanung-txl@berlin-airport.de](mailto:verkehrsplanung-txl@berlin-airport.de), in place until 30Sep.

**VEZZ/India** Couple of new ICAO codes here, VASD is Shirdi Airport, and VEPY is Pakyong Airport. AFTN connections not yet set up.

**LBPD/Plovdiv** Reports of lasers directed at departing aircraft. Notify ATC with any details if experienced.

**FOZZ/Gabon** If you're arriving into Libreville International Airport you can submit an online visa application at least 72 hours before the date of travel and collect your visa on arrival

**BGTL/Thule** Updated hours for Radar service - 1100-1900Z Mon-Fri only.

**NTAA/Tahiti** has a bunch of night-time closures until 03SEP; this is an isolated aerodrome so check carefully in advance of ops.

**NWWW/Noumea** has ongoing staff shortages in ATC, and therefore interruptions in opening hours for the airport. Check before operating.

**VDZZ/Cambodia** has introduced a new tourism and business multiple-entry visa, which will allow foreigners to stay in the country for up to three years. The visa will become available on 1 September. The current visa grants visitors a 14-to-31-day stay.

**LCLK/Larnaca** New ATC Controllers being trained (under supervision)—be nice to them!

**FMMM/Antananarivo** has a new disinsection procedure for flights arriving from Mauritius; also, all flights from Mauritius must operate to FMMM first before other airports in Madagascar.

**HCSM/Mogadishu** Due to HF Difficulties, all aircraft in Mogadishu FIR with Satcom are requested to contact Mogadishu FIC on Satcom. Inmarsat 46601, phones +251-20-762274 or +254-20-2365679.

View the full International Bulletin 24AUG2016

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# Midweek Briefing 10AUG: EASA Cockpit Rules, Ukraine extends Russia Ban

Cynthia Claros  
19 November, 2025

**INTERNATIONAL  
BULLETIN**

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



**EASA: New Cockpit Rules** 10AUG EASA has published a new SIB with guidance for operators on, well, how best to arrange the swap of *pilot-taking-a-pee* and *flight-attendant-now-up-front* ... Read the article

**Ukraine extends Russia ban** 10AUG Ukraine has extended the ban on Russian registered operators overflying or landing, until November 10th, 2016. In an operational notice.. Read the article

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**UUZZ/The Moscow Area** will get busy between 26AUG and 04SEP (we're not entirely sure why), but ... The Main Air Traffic Management Centre (MATMC) has issued notice that there will be increased regulation for flights to UUWW, UUDD, and UUEE. Permission to depart **will expire 30 mins after planned off blocks time**, after which the Operator (that's you) must call MATMC for a completely new permit.

**MWCR/Cayman** recorded its first local transmission of the Zika virus on 08AUG. Several other people on the Cayman Islands have reported symptoms of the virus; however, authorities stated that in these cases the patients contracted Zika during travel abroad.

**MKJK/Kingston, Jamaica** is carrying out work on its Comms lines until the end of the week, and is expecting to lose some Flight Plans. The outage is 0415-1100Z daily. If you are operating to Jamaica, or through the FIR, it's worth sending your FPL early, and not during that time. Maybe send it a few times to be sure, should minimise delays due to missing FPL's.

**VIZZ/India** Independence Day on 15AUG. Multiple restrictions. No overflights within 150nm of Delhi. VIDP/Delhi will not allow non-scheduled flights 0030-0430Z, and 1030-1330Z. Check with your handler for specific restrictions on 15AUG.

**LIRA/Rome Ciampino** will be completely closed from 14-29OCT for runway maintenance and upgrades.

According to CIA, maintenance work will be carried out on a 24/7 basis on parts of runway 15/33, at various junctions and taxiways.

**EVVA/Ventspils** is closed for the week from today, due to repairs to the main runway. One of the three main airports in Latvia, it reopens on 15AUG.

**GUCY/Gbessia, Guinea** Opposition leaders have announced the postponement of opposition demonstrations planned for 10-16AUG. Marchers will reportedly demonstrate on the Autoroute Fidèle Castro, between Aéroport International de Gbessia (GUCY/CKY) and the Palais du Peuple. The demonstration was originally slated to occur on 4 August but was later postponed until 10 August.

**WIZZ/Indonesia** Travel advice updated: Political tensions have given rise to occasional mass demonstrations in cities in Papua; take extra care and seek local advice on your travel plans.

**SOCA/Cayenne FIR** has broken it's SITA system and has no CPDLC or ADS-C until, they think, at least 14AUG. Revert to HF and use 8855/5526; failing that try 3023.

**RJZZ/Japan** On 08AUG, Japanese military officials placed the country's armed forces on alert for the potential of a North Korean missile launch. According to an official statement, the Japanese military will be ready to strike any North Korean missile that threatens Japan. Because some North Korean missile tests are difficult to detect, the current state of alert will last for three months. Previously, Japanese defense officials issued a series of temporary orders in response to imminent North Korean missile launches.

**LWKS/Skopje** Flooding on 6-7AUG2016 in Skopje and neighbouring areas has resulted in over 20 deaths. Some roads, including part of the Skopje ring-road, are closed. Alternative routes are available, but traffic may be slow moving. You should travel with extreme care.

**LTZZ/Turkey** Per new dictat from the DGAC in Turkey, all Ambulance flights entering Turkish airspace are to report "ACTIVE AMBULANCE FLIGHT" on first contact with Turkish ATC.

**DIZZ/Cote D'Ivoire** Effective 15SEP2016 Ivory Coast will withdraw the following HF frequencies: BOUAKE 5710KHz, 1578KHz; DALOA 5701KHz, KHOROGO 6673KHz; Man 5710.5 KHz; ODIENNE 6673 KHz; SAN PEDRO 6012KHz

**EDDV/Hannover** has special runway configurations on 14AUG due to (yet another) bomb from WW2 being removed. Between 1100-1400Z all approaches to 27L/09R are suspended.

**VVZZ/Hanoi ACC** reports that a lot of flights operating through the Hanoi ACC area of responsibility have not been submitting flight plan messages to VVHNZRZX or VVHNZQZX. In order to avoid missing / delay of FPL messages, copy these AFTN addresses when submitting your FPL's.

**EGZZ/United Kingdom** 8AUG Rail staff in southern England, including London, began a five-day strike, which will reduce rail services by 40 percent. Travellers should expect major delays and large-scale traffic disruptions

**BGSF/Kangerlussuaq** Daily Closures between 09AUG and 30AUG for runway work. Double check NOTAMR A0295/16 for complete list of timings. Only Medivac, Search and Rescue and PPR confirmed operations allowed.

**KTEB/Teterboro** Landing Fees here are to increase by about 25% on September 1st. Comments regarding the fee changes can be submitted to The Port Authority of New York and New Jersey, and must be received by 10AUG2016.

**Measles Myanmar/Taiwan** On August 6th health officials confirmed a measles outbreak in the Sagaing region, a mountainous area located in northern Myanmar, bordering eastern India. We have also received report from Taiwanese health officials confirming a link between two cases of measles and Taipei's

Songshan International Airport (RCSS/TSA). The two cases, which were first detected on 15JUL, involved an airline ground crew worker and a passenger who traveled to the airport.

**SECU/Cuenca, Ecuador** Operations at Cuenca airport will be suspended from mid-August 2016 for 3 weeks to 1 month due to the need for additional runway works.

**OMDB/United Arab Emirates** On 04AUG both runways at Dubai International Airport (OMDB/DXB) resumed full operations following the 03AUG 777 accident. Expect delays and some cancellations as the airport is still struggling to catch up.

**UTZZ/Turkmenistan** and **UAZZ/Kazakhstan** On 04AUG Turkmenistan temporarily closed its border with Kazakhstan, citing security concerns. Officials stated that the closure will last for five days. Turkmenistan instituted a similar border closing on 20JUL. Authorities did not release details on the purported security concerns that prompted 04AUG closure.

**UZZZ/Russia** 03AUG Polish officials stated that they did not have a specific date to reopen visa-free border traffic between Poland and the Russian enclave of Kaliningrad. Security concerns associated with the NATO Summit and Roman Catholic Church's World Youth Day led officials to temporarily restart border checks at Poland's borders. Residents of border areas, however, will be able to travel across the border for cultural, social or family reasons.

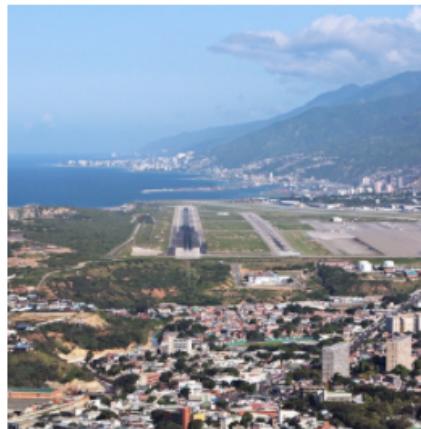
**UNKL/Yemelyanovo** Runway 11/29 is closed for all types of aircraft THU 0600-0700, WED FRI 0610-0710, MON TUE SAT SUN 0500-0700, 01SEP until 29OCT

View the full International Bulletin 10AUG2016

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## **Earthquakes: Japan & Ecuador, South America - New Timezone: Midweek Briefing 20APR**

Cynthia Claros  
19 November, 2025



**Earthquakes: Japan, Ecuador** 20APR Two large earthquakes struck Japan and Ecuador in the past week, with a longer term impact on International Flight Ops. RJFT/Kumamoto and SEMT/Manta are both closed UFN. [Read full article.](#)

**South America - New Timezone** 20APR In an unusual move, a new time zone will take effect in South America from the 1st of May. As part of a measure to battle an energy crisis in Venezuela, the entire country will change timezone from UTC -4h30 to UTC-5, to ensure more daylight in the evening when energy consumption peaks. [Read full article.](#)

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**EGLL/London Heathrow** An A320 was struck by a drone on approach to LHR on 17APR. This is the first incident of its kind, though there have been many close calls to date.

**FMZZ/Madagascar** Cyclone Fanatala is currently north of Madagascar, the equivalent of a Category 5 Hurricane. It is expected to miss the island nation and the main airport of FMMI but the close proximity of the cyclone to the island may cause flight disruptions.

**BIKF/Keflavik** beginning 01MAY, BIKF will be imposing a new Terminal Navigation Charge. This charge is to be applied to all flights arriving at BIKF. The airport authority has issued an Air Navigation Chargedocument to assist in determining the impact of the new fee.

**LTZZ/Turkey.** We've been alerted to a change in Overflight Requirements - aircraft with M- and VP-registrations, and any other countries without a bilateral agreement, require an Overflight Permit. See the new Turkey Lowdown for full information.

**TIZZ/U.S. Virgin Islands** authorities, assisted by the FBI, began investigating reports of a plot to attack airports on the Virgin Islands, notably the Terrance B. Lettsome International Airport (Beef Island Airport). The U.S. Coast Guard first received information of a terrorist attack plot circulating on social media. The threat focused on Terrance B. Lettsome International Airport but also mentioned airports on St. Croix, St. Thomas and St. John as possible targets. No information is available on what level of credibility authorities attach to these threats.

**EBBR/Brussels** A recent report from the Brussels Airport CEO has stated that EBBR will be 100%

operational by the beginning of June.

**EDNY/Friedrichshafen** will be hosting the AERO 2016 exhibition from 20APR to 23APR. There is an expected increase in IFR traffic to the airport during the event. Please refer to NOTAM C0933/16 for further details.

**LCCC/Nicosia FIR** due to a Russian Navy Exercise and rocket test firings in the Mediterranean Sea, there are NOTAM'd route closures for W/UW17 from BALMA-NIKAS, R/UR78 and M/UM978 daily from 0500-1500Z on 21APR and 22APR. The NOTAMS covering the closure are A0308/16 and A0310/16.

**SBZZ/Brazil** The Canadian government has issued a helpful health notice for crew/passengers planning to travel to Brazil for the upcoming Olympic Games, which has advice on how to contend with the Zika virus.

**MGZZ/Guatemala** Volcano Santa Maria has had some recent high level ash dispersed into the atmosphere up to FL250. The Washington VAAC provides advisories and forecasts.

**ZBAA/Beijing** is not available for Non-Emergency diversions or planned as an alternate due to gate/stand shortage daily from 13-23Z daily until 28OCT16.

**VIZZ/India** The Government of India has introduced the e-TOURIST VISA (eTV) scheme for UK nationals travelling to India. All guests travelling under this scheme must carry a printed copy of the approved eTV for verification at the check-in counter prior to boarding.

**WSZZ/Singapore** the CAAS has issued 2 AIP supplements outlining the upcoming military exercise Bersama Shield 16. AIP SUP 40-16 covers Kuala Lumpur and Singapore FIR airspace restrictions and AIP SUP 41-16 covers additional Singapore FIR airspace restrictions. The exercise will be running from 21APR to 28APR.

**HSZZ/South Sudan** The UK FCO has issued a travel warning against travel to South Sudan and in particular to Juba due to the return of the First Vice President as "tensions and disturbances" may increase across the country in the coming weeks.

**FNZZ/Angola** The CDC has upgraded the yellow fever in Luanda Province to an Alert Level 2. The government of Angola requires all travellers older than 9 months to show proof of yellow fever vaccination on arrival. In addition, CDC recommends that all travellers aged 9 months or older be vaccinated against yellow fever.

**DNMM/Lagos** a new protocol issued by customs and immigration officials is causing congestion in the arrival hall. There are 2 forms being given to passengers only once they enter the arrival processing area. Please ask your handler if these forms can be provided ahead of time.

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

Cynthia Claros  
19 November, 2025



**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.

**KZFY/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

## Midweek Briefing:EU Border Controls Expanded, New NAT Plotting Chart published

Cynthia Claros  
19 November, 2025



**EU Border Controls expanded** 02MAR Travellers and crews operating to Denmark, Belgium and other EU countries will need to present travel documents to enter from another Schengen country. The security checks will likely cause travel delays for EU and non-EU travellers into the Schengen area.

**New NAT Plotting Chart published** 02MAR With the multitude of changes on the North Atlantic in the last few months, including new Tracks, end of MNPS, new HLA, RNP4 – we have published an **updated and revised Plotting Chart** for the NAT region, showing all new requirements and with updated Airport and Fuel pricing. It's effective 03MAR.

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**VOXX/India** has expanded its e-Tourist Visa (eTV) program to applicants from 37 additional countries. Eligible visitors under the eTV include business visitors and those traveling to sightsee, visit friends or relatives or to make short medical visits. Nationals from a total of 150 countries are now eligible for the program.

**EXXX/Europe** Due to the introduction and continuation of border controls in the European Union, travellers to Denmark, Belgium and other EU countries will need to present travel documents to enter from another Schengen country. The security checks will likely cause travel delays for EU and non-EU travellers into the Schengen area. Belgium has instituted border controls at its borders with France. The security checks will remain in place until at least 23MAR.

**KTEB/Teterboro** will close 0500-1700Z (12 hour closure) this weekend – from midnight Saturday until noon Sunday. This closure is necessary to install new, mandatory hold short signs on Runway 19, which will close the runway intersection. Helicopter operations will be permitted during the closure.

**HKXX/Kenya** A visa on arrival is now available again at Nairobi, reversing the previous procedure established last year forcing all visitors to obtain one prior to flying. Online visas are still available. <http://evisa.go.ke/evisa.html>

**NFXX/Fiji** As of 25FEB, there are 42 confirmed deaths in Fiji due to the damage caused by Cyclone Winston, which made landfall over the 20-21 February weekend. Approximately 35,000 people are

sheltering in evacuation centers. There has been little to no contact with remote islands; therefore, the number of casualties and people displaced is likely much higher. Concern about the outbreak of mosquito-borne viruses, such as Zika and dengue fever.

**WAXX/Indonesia** Australian DFAT updated its travel advice for Indonesia, which reads: "We advise you to exercise a high degree of caution in Indonesia, including Jakarta, Bali and Lombok, due to the high threat of terrorist attack. We continue to receive information that indicates that terrorists may be planning attacks in Indonesia"

**SKXX/Colombia** is introducing ADS-B, with associated new phraseologies that crew should be aware of. ATC may ask "Notify capacity ADS-B"; response "ADS-B transmitter", "ADS-B Receiver", or "Negative ADS-B". Full AIC.

**LOWW/Vienna** has a couple of new RNP AR (Authorisation Required) approaches to RWY 16 and 34 on test.

**LIXX/Italy** is joining the Free Route Airspace (FRA) bandwagon, airspace trial this coming weekend 05-07MAR at FL370 and above in Roma, Milano, Padova and Brindisi ACC, and Malta ACC.

**UKXX/Ukraine** Did you know that there was reduced horizontal separation in Ukraine airspace (RHSM)? Neither did we. Check out AIC 02/16.

**UIBB/Bratsk** has fuel supply issues again, current shortage until 31MAR.

View the full International Bulletin 02MAR2016

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

Cynthia Claros  
19 November, 2025



**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.

**LFLL/Lyon** Due to industrial strike affecting fuel providers at LFLL (Lyon Airport). Aircraft Operators have been asked to tanker in enough fuel for a round trip. LFLL 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: Kanlaon Volcano Eruption, Colombia Permit requirements**

Declan Selleck  
19 November, 2025

# INTERNATIONAL BULLETIN

ISSUED BY FLIGHT SERVICE BUREAU

SITA HNLFSXH AKLFSXH AFTN KMCOXAAL  
EMAIL INTL.DESK@FSBUREAU.ORG



**Kanlaon Volcano Eruption** 28DEC The Kanlaon Volcano in the Philippines erupted on 27DEC, with an initial ASHTAM issued up to FL260. Extreme caution advised for airways B472, B473, and W7. You can get the latest updates through the Tokyo VAAC.

**Updated Colombia Permit requirements** 22DEC For Non-Commercial aircraft, ie. Ferry flights, General Aviation – authorisation is required only if stopping in Colombia longer than 48 hours, or operating to more than 1 Colombian Airport. **Updated list of document requirements** in AIP Supp 22/15 issued 22DEC.

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**New Years closures.** Check opening times carefully during the next week, as many major airports and FBO's have closures, especially on 31DEC/01JAN.

**Kxxx/USA** Scattered thunderstorms, some of which will be strong to severe, will move east across Kentucky, Tennessee, eastern Mississippi, Alabama, western Georgia and the Florida Panhandle. Heavy rain will once again trigger flash flooding over portions of the South. Airports in the risk area include KATL/Atlanta, KBNA/Nashville, KMEM/Memphis, KCHA/Chattanooga, KBHM/Birmingham, KMOB/Mobile and KLEX/Lexington.

**FYWH/Windhoek, Namibia** has new opening hours from 23DEC, 0700-2000LT Daily.

**HSSS/Khartoum, Sudan** has no Jet A1 available to Ad-hoc operations between 27DEC and 05JAN. Carry return fuel or choose another tech stop.

**MUFH/Havana FIR, Cuba** Airspace restrictions in place 23DEC-31DEC due to staff shortages, airways UB760 and UL210 are northbound only, and between 1400-0100Z daily, all aircraft will be spaced 25nm apart through the Havana FIR, regardless of altitude.

**OAKB/Kabul, Afghanistan** a car bomb detonated near Kabul International Airport at approximately 0800 local time (0330 UTC) today. Taliban militants took responsibility for the attack.

**UIBB/Bratsk** continues to have fuel supply issues, fuel limitation extended to 12JAN

**LSZH/Zurich** has parking issues for Private flights, the Airport Company will generally only accept 6 hours ground time. Extended stays will require a reposition to another airport, limitation until 06JAN.

**Space Weather/Polar Ops** 55% risk of R1-R2 Minor to Moderate Radio Blackout risk predicted through Dec 30th. For the most up to date information please see the NOAA Space Weather Dashboard for Aviation.

**LTFJ/Istanbul** A Kurdish militant group has claimed responsibility for an attack at Istanbul's second airport that killed 1 person, and threatened more assaults.

**FAA/North Atlantic** Aircraft operators crossing the North Atlantic have been required to include the aircraft registration and six-character hexadecimal code that is the aircraft's address in Item 18 of their ICAO flight plans. However, an FAA review of flight plans filed during a one week period revealed that many operators were not meeting this requirement. Therefore, the agency has issued Information for Operators (InFO) 15015, which emphasizes the importance of providing the required information in the proper format.

**Vxxx/India** Signaling a major shift in granting air traffic rights, the government is looking at restricting the number of landing points for overseas airlines irrespective of their seat entitlements. A senior Civil Aviation Ministry official said it was looking at restricting the ports of call given to foreign airlines under bilateral rights, while remaining flexible on seat entitlements.

**VAJB/Jabalpur** The Aviation regulator DGCA has suspended the license of Jabalpur airport following an incident early this month, in which a herd of wild boars marched onto the runway during the taxiing of a commercial aircraft. Following suspension of its license, no flight operations can take place from Jabalpur airport, sources said adding that the AAI has been told to remove deficiencies including proper fencing of the operational area.

**RKxx/South Korea** South Korea's Ministry of Health and Welfare has formally declared an end to the Middle East Respiratory Syndrome (MERS) health threat on December 23. According to the Ministry of Health and Welfare, its decision follows World Health Organization. MERS was first confirmed in South Korea on 20MAY, and the last fatality from MERS-related complications in the country occurred on 25NOV.