

International Ops Bulletin

Declan Selleck

22 April, 2024



Hey! Are you here for our World Famous International Ops Bulletin? The one where you get all this weeks new dangers and changes in International Ops? The one that 50,000 people read every week?

Cool. Here's how to get it.

Every Wednesday, OPSGROUP issues a weekly **International Ops Bulletin** for International Pilots, Dispatchers, ATC, Regulators, Authorities, Airlines and Aircraft Operators.

We cover this weeks changes to International Flight Operations – Airports, ATC, Procedures, New rules, Visas, Airspace alerts, Weather issues, and warnings and dangers to international aviation.

You got choices:

1. Get the free version. Grab a copy!
2. Join OPSGROUP and get the full version.

Want to see a sample first?

Sure thing. It looks a little like this (click to open the full sample):

Talk to us at news@ops.group

Wednesday 24 July 2019

[View in browser](#)



International Ops Bulletin



Europe: Most GA/BA aircraft now exempt from next year's Datalink Mandate

The [original plan](#) was for datalink to be required for **all aircraft** operating in Europe **above FL290** from 5 Feb 2020. But now it looks like [most GA/BA aircraft](#) will be **exempt** from this.



Africa: Hajj 2019 routes now in operation

The [Hajj routes](#) will be in effect from now through to Oct 9. Across the northern half of Africa, there will be a **big increase in flights operating east-west**, [crossing the normal flow](#) of north-south traffic between Europe and Africa.

Pan Am, 727's, and 1977 ...

Mark Zee
22 April, 2024



This afternoon I took a boat across the river to the Jersey side and looked back at New York City; amongst the skyscrapers in Midtown one stood out – the MetLife building. It seemed familiar – and I wondered why. I realised it was once the **PanAm building**: in a different era, this was the headquarters of Pan American World Airways.



Most interestingly, there was once a helicopter service, operated by PanAm in 1977, that connected downtown Manhattan with JFK, if you had a First or 'Clipper Class' ticket on a PanAm flight. The helicopter transfer, from the helipad on the roof of the PanAm building, took about 7 minutes – compare this to the 1 hour and 7 minutes it takes to get out to JFK these days – if you're lucky.

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Complimentary Helicopter Service From JFK When You Fly Pan Am First Or Clipper® Class To New York.

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You'll fly nonstop from the Pan Am Worldport® at JFK in luxury. On a twin-engined, two-pilot helicopter. Which seats six passengers, comfortably. Service is frequent. There's a helicopter to

connect with most Pan Am flights.

And service is in both directions. So when you've finished your business in Manhattan (or Newark), we'll fly you back to JFK for your flight home.

You must have a reservation, but that's easy. Just call your Travel Agent, Corporate Travel Department or Pan Am.



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179

Today, a couple of blocks west of the former PanAm building sits a lonely Concorde beside the Hudson, another nod to a time when aviation seems to have offered more convenience and speed than it does today.

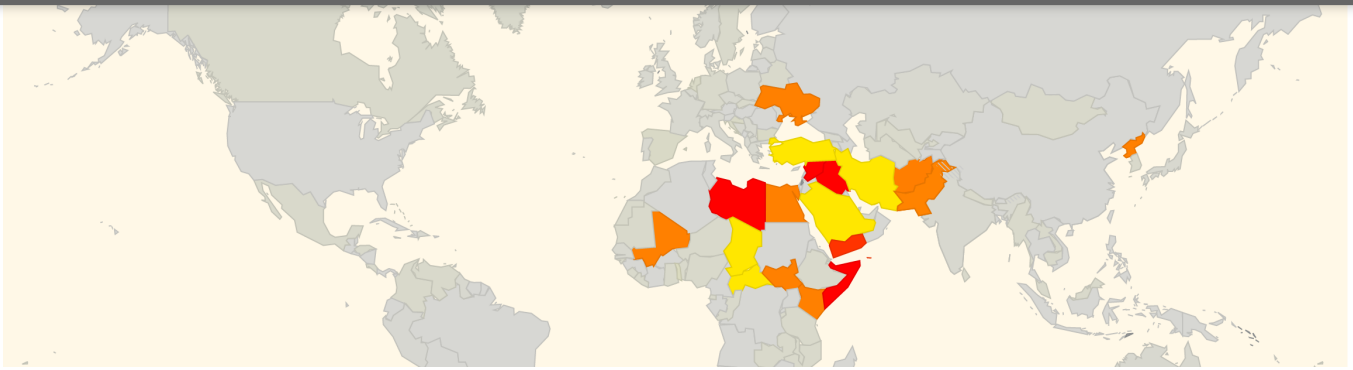


So, the question is whether this is nothing more than nostalgia, or whether things were indeed, in some way, better back then. Everyone will have their own answer to that – we’ve lost Tristars with elevators, DC-8’s with their chrome and diesel and smoke and crackle, 727’s and Bac 1-11’s with their rear airstairs – and what have we gained? The newest arrivals – the C Series, the A350, the 787 – are sleek, fuel efficient, and open up new routes that weren’t possible before – but are pretty unspectacular.

No doubt though, the generation that got to fly and operate these aircraft looked back on the days of Flying Boats and DC-3 with equal fondness. I wonder whether the aircraft coming off the production lines today will evoke the same thoughts.

In **International Flight Operations**, though, it must be said that things are much improved. Compared to the era that spans the 70’s to the 90s, we’ve now got vastly improved flight planning systems, more direct routes, much better navigation systems, and we’ve largely moved from SITA, phone calls and fax machines to email when it comes to organising those flights. For the Dispatcher and Planner, there is no doubt that life is far easier. Even ten years ago, trying to arrange handling anywhere outside the US and Europe would take days to set up – now, the same trip can be arranged in 30 minutes.

We do have some new challenges. **Airspace safety** – and the risk to our aircraft overflying unstable regions, is of more concern now than at any time in history. Since MH17 two years ago, there have been many new areas to avoid. But how to know where, and why? Through The Airline Cooperative and OPSGROUP, we’ve worked as **groups of Dispatchers, Controllers, and Pilots** to share information so that when one person becomes aware of new information, **everyone gets to hear about it**. Our shared map shows the current status at **safeairspace.net**.



As a group, we've also been creating some new tools that help us – **Aireport** is our shared review site, where we can let each other know about good and bad experiences with Handlers, Airports, and ATC – whether it's service, procedures, changes, or avoiding a fuel stop that's going to cost you a fortune.

A black and white photograph of an airport tarmac. In the foreground, there are large aircraft tires and ground service equipment. In the background, a large commercial airplane is parked. The text 'aireport' is written in red at the top left. Below it, the text 'reviews handlers, atc, and airports' is written in white. At the bottom left, there is a white box with an Apple logo and the text 'START READING 2089 Reviews available'. At the bottom right, there is a red button with a white user icon and the text 'REQUEST YOUR LOGIN'.

Maybe the biggest problem with all this new access to information is the overload one – **the internet is the equivalent of a Shannon to Singapore NOTAM briefing**. 80 pages of crap with a couple of important things stuck in the middle. Sometimes those **important things** are good to know, sometimes it's critical information.

So how do you find those couple of critical things on the internet? You won't have any trouble finding Aviation sites, but if you are managing an International Flight Operation of any sort – whether you're the pilot, the dispatcher, the controller, the regulator, the ramp agent – whoever: how do you find out what's new that will **affect your flight**.

That's the question that bothers us at FSB every day of the week. We literally work on this every single day – and every day it becomes a little easier. Every Wednesday, we squeeze and condense the things that we've discovered this week into our weekly **International Ops Bulletin** – removing as much as possible until you're left with only the critical stuff. The biggest source, and greatest help – is our amazing group of people in OPSGROUP.

Anyhow, I digress. Back to PanAm ...

<https://www.youtube.com/watch?v=C0umWIPCPd4>