

Incredible people making aviation a force for good, and how you can help

Mark Zee

30 June, 2019



What does your overnight look like when you are downroute? After you've checked in to the hotel, and maybe had a quick nap, what's on your list of things to pass the time? Maybe you'll swap your pilot uniform for a tourist t-shirt, head into the city, and explore a little. Perhaps you'll have arranged a coffee with an old friend or colleague. Or, maybe just hang out at the crew hotel and relax.

Not Kimberly Perkins. There's something more rewarding to be done.

Through her non-profit organization **Aviation for Humanity**, Kimberly will be heading to the local school, shelter, or orphanage, to meet the children and present them with backpacks and school supplies. She's not alone. Having started the mission in 2016, they've already helped hundreds of people in places like Ethiopia, Tanzania, Mongolia, Nigeria, and Puerto Rico - and closer to home, in Hawaii - where kids in need in Kona received supplies over several visits.



If you're like me, aviation has given you a lot – not just a career, but a lifetime of wonder, beauty, excitement, and joy. Aviation is special – that's why we're in it. And it's no secret that we're going through a tough time right now in the eyes of the public. So, when I see **aviation giving back** – doing something for the world – it's important to highlight and bring attention to that. We need more of this.

This is why I want to celebrate and share the work that Kimberly, and the many volunteers, are doing. So, how does it work? Pretty simple:

1. You contact Aviation for Humanity, and tell them where you're going
2. They will locate an underfunded school or orphanage for you to visit, and arrange for the supplies.
3. You go, and share the story of the journey back with Aviation for Humanity.

Imagine using your trip abroad to make a difference in the world – just one short visit, and you can give an entire school or orphanage much needed supplies.



Running a non-profit isn't easy, and there's **another way** you can help right now. Kimberly needs a volunteer Executive Director – to manage coordination with volunteers, logistics for shelter visits, managing social media, fundraising, writing articles, and other things that move the mission forward. Is that you? Maybe you've recently retired and are looking for a way to contribute back to aviation? Maybe you've got extra time on your hands, or you know someone that this might be suited to? 2-6 hours a week will get you started.

I love seeing the work that OPSGROUP members are doing individually. As I was 'wow-ing' my way through the work that Kimberly does, I found **another group member** featured on an Aviation for Humanity trip – namely **Cheryl Pitzer**. Cheryl was on our Member Chat a few weeks ago (#7, see it here in the dashboard).



Cheryl, pictured right, flies the MD-10 “Flying Eye Hospital” for Orbis International – an amazing airplane that is part of the Orbis mission of bringing people together to fight avoidable blindness. On that call, Cheryl told us about the work Orbis does, the challenges of operating the airplane internationally, and the reward of using aviation as an agent for good in the world. This is another incredible cause that you too can get involved in.

Kimberly and Cheryl are true aviation pioneers, not just for the non-profit causes that they work so hard on, but also as pioneering women in aviation. It’s no secret that this beloved industry of ours has a massive imbalance of diversity. The numbers and statistics identify the issue – averaging out the small amounts of data that are actually published on the subject, show that the **global percentage is around 5%** – that’s both the number of female pilots, and the number of women in top management positions at airlines.

Changing those numbers – attracting more women to aviation – is just part of the issue. What is life like if you are one of the 5%? From an interview that I read in another publication, Kimberly said *“As I moved through my flying career, I was never lucky enough to encounter a female manager mentor. As I looked up that corporate ladder, it was a sea of men. Such an environment can be lonely, unwelcoming and intimidating”*.

For me, right now, that is something that we can all do something about. What is the environment like at your airline or operation? Could you see how it could be **lonely, unwelcoming and intimidating**? How can you change that?

Just like the work that’s being done for the non-profits, you can do something to make a difference. That difference grows, it’s exponential. It starts with the realisation that you have the power to make things better for other people, **especially if you are in a leadership position**. A good place to start is by

realising that if you do have the power to make things better, but you don't, then you're simply part of the problem.

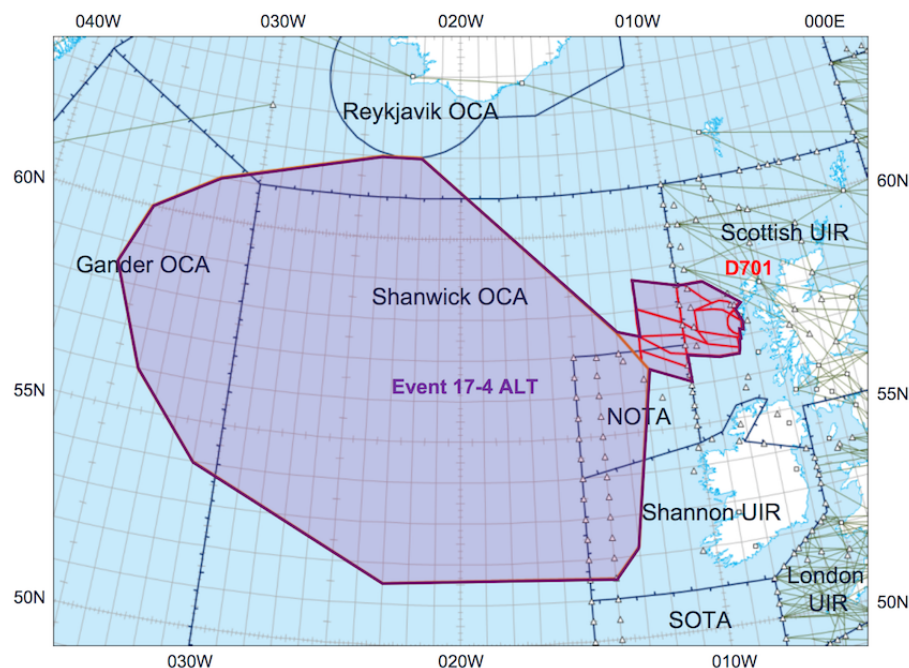
I certainly see some of the inherent aviation gender biases here in OPSGROUP. It's usually not intentional, nor anything usually deep rooted in opinion – it's just been built into the system over the last 80 years of how commercial aviation used to work. Sometimes we have group calls that end with someone saying "Thank you Gentlemen". The very term NOTAM is indicative of the problem – **Notice to (air) Men**. I like to imagine what it would be like to turn up to work every day and read a flight briefing that is headed "**Notice to Women**". I certainly would feel excluded.

You might think that this is subtle, tiny, not important. But the things that create environments that are lonely, unwelcoming and intimidating are usually subtle and unintentional. Only by putting ourselves in the position of others, can we see the full impact.

It's a process of education that starts with the willingness to see things a little differently, and then making a decision to do something that changes things for the better. Just like Kimberly and Cheryl have done.

NAT Airspace Closures

David Mumford
30 June, 2019



Update 18th Oct: No more events are planned at this time. However, we will keep this page updated with the latest news as we get it.

Sections of NAT airspace are set to close on various different dates in October. This is all due to U.S. and NATO joint military exercise that's going on, called Formidable Shield, which will mean huge chunks of airspace will be closed to civil ops for many hours.

The basics for each event are the same:

- **Airspace closed, SFC-UNL.**
- **Aircraft capable of flying in MNPS airspace will have to keep at least 30nm away from the area, other aircraft will need to keep 60nm away.**

Event 1 – **Happened on 25th Sep.**

Event 2 – **Happened on 7th Oct.**

Event 4 – **Happened on 15th Oct.** (Yes, Event 4 happened before Event 3 – just to confuse us!)

Event 3 – **Happened on 17th Oct.**

EUROPE: Third Country Operators (TCO)

Declan Selleck
30 June, 2019



A TCO is an authorization issued by EASA to any third-country operator wishing to perform commercial air transport in any of the following European countries:

- 28 EU Member States
- Iceland, Liechtenstein, Norway, Switzerland

Plus the following territories:

- Gibraltar, Aland Islands, Azores, Madeira, Canary Islands, Guadeloupe, French Guiana, Martinique, Reunion, Saint-Martin, Mayotte

Applications are made directly to EASA using their application form.

<https://www.easa.europa.eu/document-library/application-forms/fotco00160>

You will need to provide the following documentation:

- AOC
- Operating Specifications
- Insurance

Contact details for applications are made to:

European Aviation Safety Agency

Applications Handling Department

Postfach 10 12 53

D-50452 Köln

Germany

Fax: +49 (0)221 89990 ext. 4461

E-mail: tco.applications@easa.europa.eu

Should EASA deem the application in order the operating authorization process is completed in approximately 30 days. Some flights can avoid this requirement, such as Air Ambulance or Humanitarian flights.

Please note:

- Overflights of the above states do not require a TCO permit.
- EU member states cannot issue a permit for their country if the operator does not already hold a TCO operating authorization.

If you plan to operate to these areas, we'd suggest getting your TCO right away, even if you don't have a planned flight at the moment. They can take some time to obtain.

What is this, 20 questions?

Cynthia Claros

30 June, 2019



Yes. We've got a fresh set of **common International Operations** questions, together with their answers and references. Test yourself, use as part of your next refresher training, or forward to a colleague.

Thanks to our **OpsGroup** member Guy Gribble for these; Guy is an international airline pilot and runs a training organization called International Flight Resources – read more at the end of the questions about what he does.

20 Questions - INTERNATIONAL OPERATIONS

1. What is the term 'IFBP', and where you might use it?

This is sometime referred to as an "IATA broadcast". This is a specially formatted position report to enhance situational awareness in remote areas with poor ATC coverage. It is specifically recommended to be used in specific areas of Central Africa:

- A) On 126.9.
 - B) When operating off airways.
 - C) For flight level changes only.
 - D) Throughout most of the continent, as a backup to ATC, and as an awareness tool for other aircraft.
- Broadcasts should be made in the format published on the Jeppesen Africa High/Low Enroute 1 / 2 en-route chart.

In-Flight Broadcast Procedures, IFBP can be found [here](#), and Traffic Inflight Broadcast Area, TIBA can be found in Annex 11, Attachment B.

2. Is it possible to receive a North Atlantic oceanic crossing clearance via data link if sitting on the ground at an airport close to the oceanic boundary?

Yes. If less than 45mins to the OEP, request datalink (RCL) clearance 10mins prior to engine start-up. [NAT Document #007, Paragraph 5.1](#) [NAT Operational Bulletin, #2010-008](#)

3. When are passengers entering the United States on a Private/Part 91 flight required to have a visa?

US Citizens do not require a visa. Non-US citizens require a visa if they are not a citizen of a country that the US permits a waiver from. The Visa Waiver Program (VWP) is administered by DHS and enables eligible citizens or nationals of designated countries to travel to the United States for tourism or business for stays of 90 days or less without first obtaining a visa. Examples of VWP approved countries are: Australia, Belgium, Chile, Denmark, Japan, Germany and the United Kingdom. Note that the **Aircraft Operator** must also be approved under the VWP.

<http://www.cbp.gov/travel/international-visitors/frequently-asked-questions-about-visa-waiver-program-vwp-and-electronic-system-travel>

4. I got a TCAS/ACAS Resolution Advisory on my last trip in the US. Do I have any reporting requirements?

Yes – if there was a substantial risk of collision. In 2010 the NTSB implemented additional reporting requirements. If an RA was received when an aircraft was being operated on an IFR flight plan, and compliance with the advisory is necessary to avert a substantial risk of collision between two or more aircraft – then a report to the NTSB is required.

[NTSB 830.5 \(10\).](#)

5. What defines a Gross Navigation Error (GNE)?

Lateral errors of 25 nautical miles or more from the aircraft's cleared route. Note: The North Atlantic Systems Planning Group (NAT SPG), in its Conclusion 48/21 of 06/12, reclassified a GNE as a "lateral deviation from a cleared track by 10 Nautical miles (nm) or more." The FAA is examining this new ICAO NAT Region definition for possible adoption.

[FAA Order 8900.1 Volume 7, Chapter 3, Paragraph 7-81](#)

6. Short of calling a service provider how do you determine which countries require an Overflight Permit?

Research the AIP's from the overflown countries.

[Search inside the "General" section, "National Regulations" and find the paragraphs titled "Entry, Transit and Departure..." Jeppesen provides excerpts from these documents in the "Entry Requirements" section.](#)

7. I saw information that Russian ATC now has to speak "English Only" at all of their airports. Is this a fact?

Not quite. All international airports in Russia will pass information in Russian or English. The requirements

for knowledge of the spoken English language will have to confirm the fourth level according to the ICAO scale. Six steps is the maximum.

Russia Federation AIP, Enroute ENR 1.7, Paragraph 6.1.3

8. Is there an HF frequency designated as “Guard” internationally (121.5 equivalent)?

Yes – 2182 and 4125, State the frequency in use, callsign, nature of distress/urgency, intentions of PIC, present position, altitude, heading

Annex 12, Chapter 2, Paragraph 2.6.5 “Note”, AC 91-70a, Chapter 3, Paragraph 3.4c, 3-10

9. Explain why you would expect a time-delay when transmitting position reports and requesting clearances from oceanic communications facilities.

It is important that pilots appreciate that routine air/ground ATS Voice communications in the NAT Region are conducted via aeroradio stations staffed by communicators who have no executive ATC authority. Messages are relayed by the ground station to/from the air traffic controllers in the relevant OAC.

NAT Document #007, Chapter 6, Paragraph 6.1 and AC 91-70A, Paragraph 9-3b, 14-3d

10. I have an aircraft heading to Australia in 2 days; our handler just informed us that we needed to have bug spray can with serial number on board. Where I can get this?

Disinsection procedure with 2% Permethrin and 2% d-Phenothrin aerosols are used with this process. Top of Descent has not been approved by the FDA/FAA for use or sale in the USA. The claim it is not safe for flight attendants. It comes from Sydney. Most of the Hawaiian FBO's carry a good supply. Most operators opt for the “Pre-Embarkation and Top-of-Descent”

With approval from the Australian government on operator may conduct “On-Arrival” disinsection procedures. You do not have to empty the bottle. Spray rates are based on the cabin/cargo hold size. For example: A Challenger 605 only requires 15sec spray duration.

Full details can be found at: <http://www.daff.gov.au/biosecurity/avm/aircraft/guidelines-operators>

11. We all dislike ramp checks, but what kind of stats can be gleaned from the SAFA program in EASA?

The stats below are taken from the latest summary from the EASA folks. SAFA program has been in-place since 1996. A new “force” behind the program is Implementing Regulation, Authority for Air Operations (ARO)-Ramp. This went active 27OCT14 and applies to EU countries (ECAC has also signed on).

- 2012 had just over 11,000 inspections performed, over twice as many as 2005.
- Most frequent private operator's country of registration inspected was USA, Isle-of-Man, Germany

- Frequency of inspections is almost evenly split between EU and Non-EU countries. Largest number of SAFA locations were France (71), Italy (34), UK (31) and Germany (30)
- On average, 40 of the 54 possible items were inspected each time with 46% of the findings labeled “Significant”
- “Significant” findings are reported to the operator and the registered CAA. These will also require “Corrective action” prior to flight Latin American/Carib operators had the most number of findings, USA and African operators were tied for second place
- Largest percentage of operators inspected, Germany (7.0%), Russian Federation and UK (6.8%), Turkey (4.9%) and USA (4.5%). France was 2.2%

12. When should a revised ETA be passed to ATC?

Position estimate time error of 3 minutes or greater. Occurs when an aircraft’s reported actual time of arrival, ATA is 3 minutes or more before/after the estimated time of arrival, ETA.

[NAT Doc#007 Paragraphs 5.1.7, 11.7.14. FAA ORDER 7110.82D, AC 91-70A Appendix 2, Page 8](#)

13. Which Oceanic Control Agencies in the NAT Region have the ability to pass the crossing clearance via datalink ?

Via FANS/1A: New York OCA. **Via ACARS/AFIS:** Gander OCA, Shanwick OCA, Santa Maria OCA, Reykjavik OCA

[NAT Document #007, Chapter 5, Paragraph 5.1.4 NAT Operations Bulletins #5,#6,#8](#)

14. Is specific training required to be conducted in the area of Foreign ATC terminology and verbiage?

No. Recommended reading on this subject:

[Annex 10, Volume 2, Chapter 5, ICAO Document #9432, UK’s CAP 413 and the FAA’s Pilot/Controller Glossary](#)

15. What is the term “SLOP” and the procedure for applying it?

Strategic Lateral Offset Procedure. Aircraft can fly in automatic tracking mode 1 or 2 NM to the right of centerline of the cleared course. Position reports are given as if you are crossing the actual waypoint. When entering and exiting oceanic airspace you must cross the actual waypoint. In 2014 ICAO and the FAA have begun studying SLOP, offsets in tenths of a nautical mile up to a maximum of 0.5 NM. This is being considered where the lateral separation minima or spacing between route centerline is 6 NM or more and less than 30 NM.

16. What navigation problems do I need to know about when operating at an airport such as CYRB/Resolute Bay, or BGTL/Thule Air Base/Pituffik?

Besides the extreme cold temps, ground based navigation facilities are reference to True North instead of Magnetic North. Aircraft FMC and Navigation displays will need to be re-configured to allow for IFR operations. This may be an automatic function or require manual selection. Individual AFM's will contain the details. This is also correct for the Canadian Northern Domestic Airspace.

Canadian AIM Rules of the Air and Air Traffic Services Section 2.0 Para. 2.2.1 "Canadian Domestic Airspace"

17. If executing published contingency procedures in NAT airspace is it necessary to submit an Assigned Altitude Deviation Report?

Yes. Anytime you deviate from your altitude clearance including TCAS/ACAS, turbulence or contingency events 300ft or more an Altitude Deviation Report Form should be filed.

This form is found in NAT Document #007, Attachment 2

18. If SELCAL isn't functioning in Oceanic/Remote airspace, can I continue the flight?

Yes, SELCAL meets the "Continuous listening watch" requirement of 14 CFR 91.511. If SELCAL is inoperative one of the pilots must listen on the appropriate enroute frequency for calls.

Annex 6, Part 2, Paragraphs 2.5.1 and 3.7.1

19. In Europe, what is a "Maintenance Release" and how do I get one for an FAA Part 91 Operation?

Very basically, the European inspectors are looking for an entry in an aircraft maintenance logbook (Technical Log) that reads something like, "Return to Service in Accordance with 14 CFR § 43.9. I certify that the work specified; except as otherwise specified, was carried out in accordance with FAA airworthiness regulations, and in respect to that work the aircraft is considered ready for release to service. Signed XXXXX AP#XXXXXX" The sub clause "except as otherwise specified" is intended for use with two types of deviations:

(1) The case where all required maintenance was not carried out. In this case, list the maintenance not carried out on the 14 CFR § 43.9 Return to Service and/or attachments.

(2) The case where the particular maintenance requirement was only EASA-approved and not FAA-approved. Example: an EASA Airworthiness Directive not approved by the FAA.

NOTE: In the case of maintenance carried out by a U.S.-based EASA Part-145 approved organization

subject to the EASA/FAA agreement, EASA only recognizes the dual release FAA Form 8130-3 for component, engine, or propeller maintenance.

14 CFR 43.9, 43.11 and EASA 145.A.50, Rulemaking Interpretation # 13D51397 “Maintenance release of aircraft not covered by the Basic Regulation” and Annex 6, Part 1, Paragraph 8.8 and 8.4.1

20. I thought that with ADS-C the aircraft was sending position reports to a ground station (once logged on), Why do I have to make HF radio calls?

It depends on the OCA’s monitoring needs. If they state “Voice reports not required” then do not make routine voice reports. HF radios would be used to voice report position, maintain a back up to CPDLC. SELCAL would also have to be checked for functionality.

Global Operational Data Link Document (GOLD), 2nd Edition Chapter 5, Paragraph 5.6.3, NAT Document 007 Paragraph 6.1.22.

With sincere thanks to **International Flight Resources**. They are a pilot focused training provider emphasizing International Operations and Human Factors training with on-line and in-person training options. If you’d find a cost estimate, standard rate sheet and course outline useful, visit their website at www.InternationalFlightResources.com or email admin@InternationalFlightResources.com

Did you like these?

- Let us know: questions@opsgroup.co
 - If you have a burning question that you’d like answered – let us know at questions@opsgroup.co. We’ll research it and include in the next round.
 - If you haven’t already joined **OPSGROUP**, please do!
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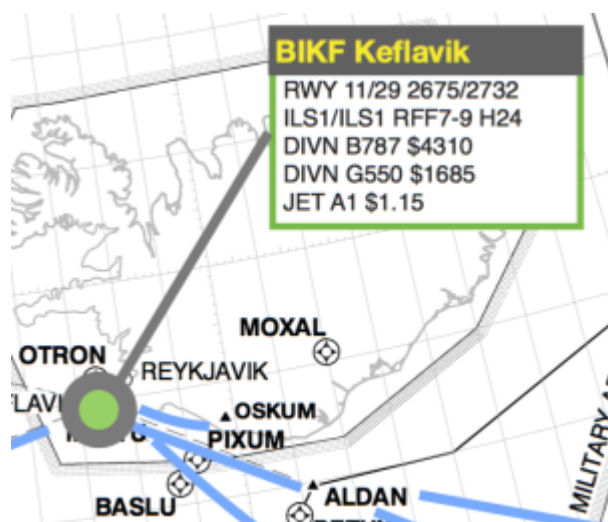
Cheapest Jet fuel on the Atlantic? \$1.15 a gallon

Declan Selleck
30 June, 2019



The cost of a gallon of Jet A1 has been rather unstable lately. Over the last couple of years, we've produced several versions of our **North Atlantic Plotting Chart**, and as we've done so, the price of Jet A1 has dropped each time across the Atlantic seaboard.

So, where is cheapest? **Answer: Keflavik.** \$1.15 for a gallon of Jet A1 at the best available commercial airline rate. Now, that was six weeks back or so, when we did the research for the chart, and prices have been rising since (tracking the Oil price pretty well).



Next best on the list is Shannon, Ireland – \$1.37 USD/USG, thanks to the Shannon Free Zone, which strips out most of the taxes that the EU levies as standard.

Next question, then: most expensive? **Narsarsuaq, at \$5.65 for a gallon.** Why so much more? Primary reason: getting the fuel to BGBW is an awful lot harder than getting it to BIKF. The rest is down to the difference in government tax policy.

Fuel price is of course not the only tech stop or diversion consideration on the North Atlantic, but given that security, safety, and service quality is pretty much equal across the entire NAT region, it's an important factor – along with the cost of handling.

If you look at the snapshot above, you can see that your G550 will cost around \$1685 including Airport Fees; taking a B787 to KEF will run around \$4300 all in.

The **North Atlantic Plotting Chart** has all this information for all the common North Atlantic ETOPS/Diversion Fields – namely: CYYT/St Johns, CYQX/Gander, CYJT/Stephenville, CYYR/Goose Bay, CYFB/Iqaluit, BGSF/Sondrestrom, BGBW/Narsarauq, BIKF/Keflavik, EGPF/Glasgow Intl, EGAA/Belfast, EINN/Shannon, and LPLA/Lajes.

[Download NAT Plotting Chart](#)

On simplifying International Flight Information ...

Mark Zee

30 June, 2019



Our aim with the weekly **International Ops Bulletin** that we produce is to take relevant operational news affecting International Flight Operations each week, and **simplify it**.

It's a learning process for us as well, because the technical language of aviation is often unnecessarily **verbose, legalese, jargon-filled text**. Spare a moment for those of us that don't have English as our first language (and that's most).

Our process is to read through the source data, translate them into bullet point plain English, and combine these with the Flight Reports, News, and Input that we get from our 25,000 or so readers.

For each item, we also ask ourselves one simple question. **Would this affect my decision as an Aircraft Operator to fly to this Airport?** If yes, then we'll include it – relevance is as important as clarity.

Some stories are worth expanding into a quick blog post, primarily to gather the useful links into one spot so that you can explore more of the story if you want to, and those will appear here.

We've now moved to publishing the Bulletin on a Wednesday; blog posts can happen anytime. For regular email delivery, just **pop your details in here**.