

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

Kateřina Michalská

21 March, 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.

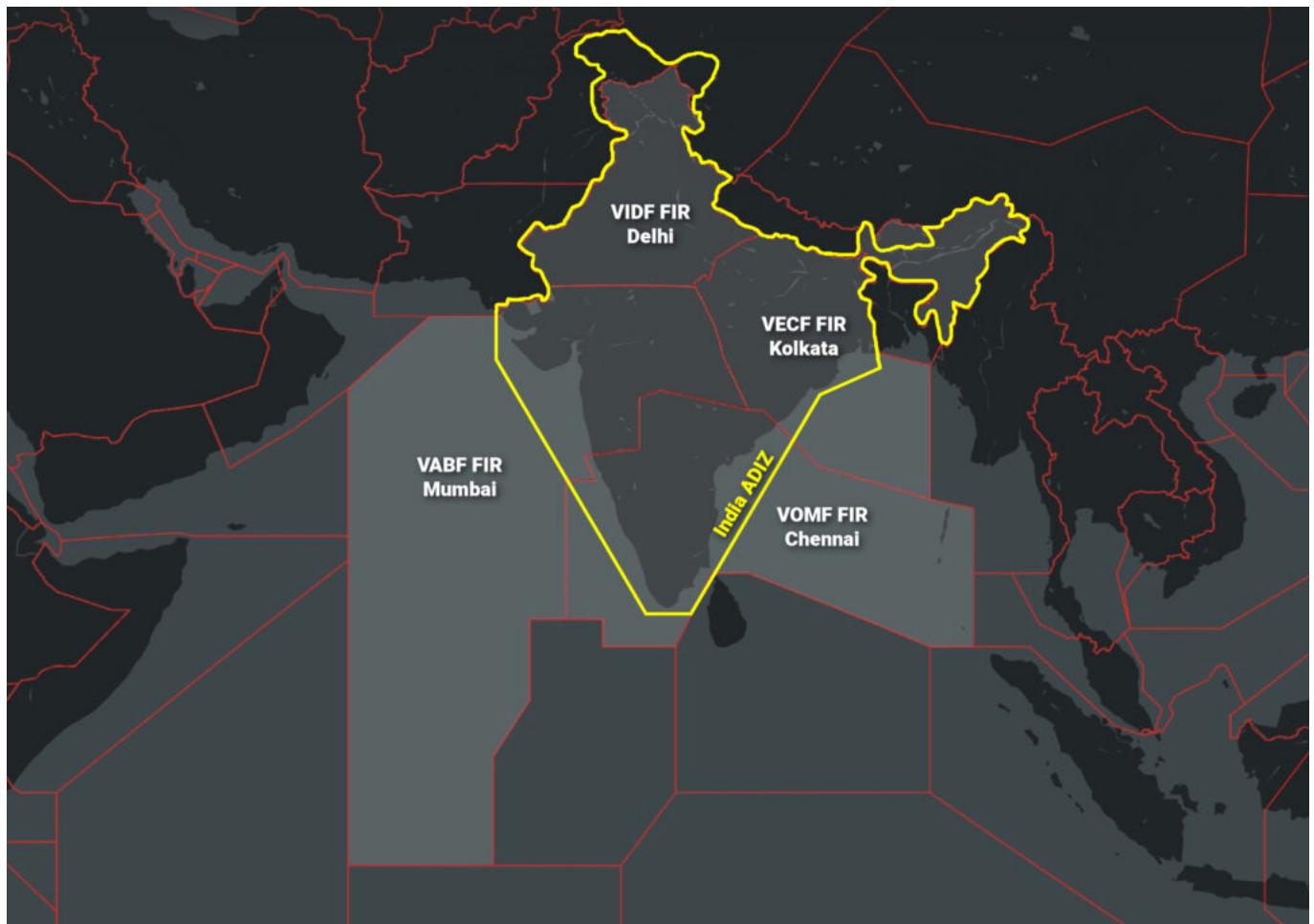
## Main gotchas to watch out for:

- **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

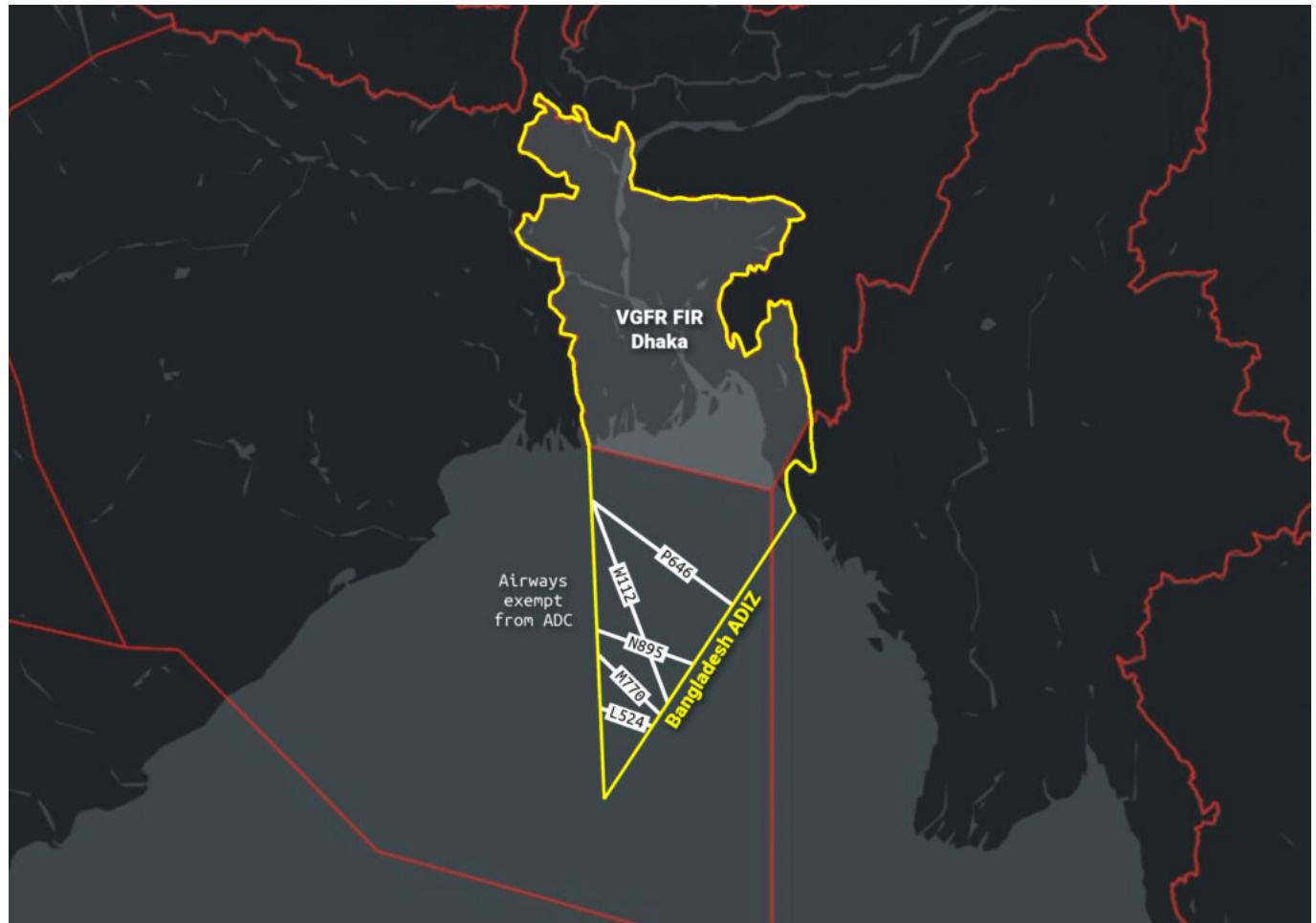


- **The process for getting an ADC number is kinda interesting here.** You basically have to file your flight plan with your overflight/landing permit (YA number) on it, then ATC review it and issue you a FIC number (Flight Information Clearance), then the Indian Air Force reviews it plan and issues 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.

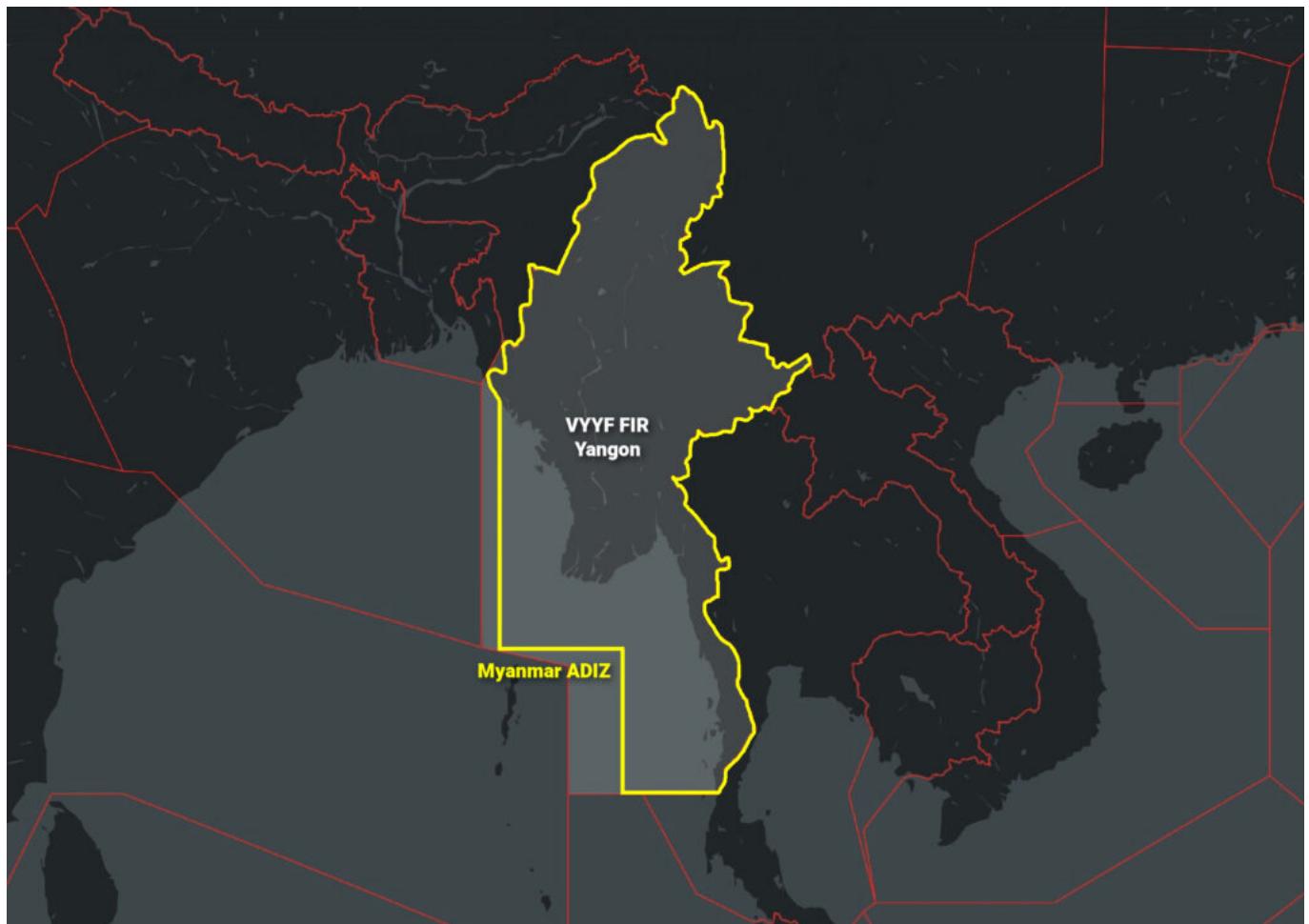
#### Bangladesh



- **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.

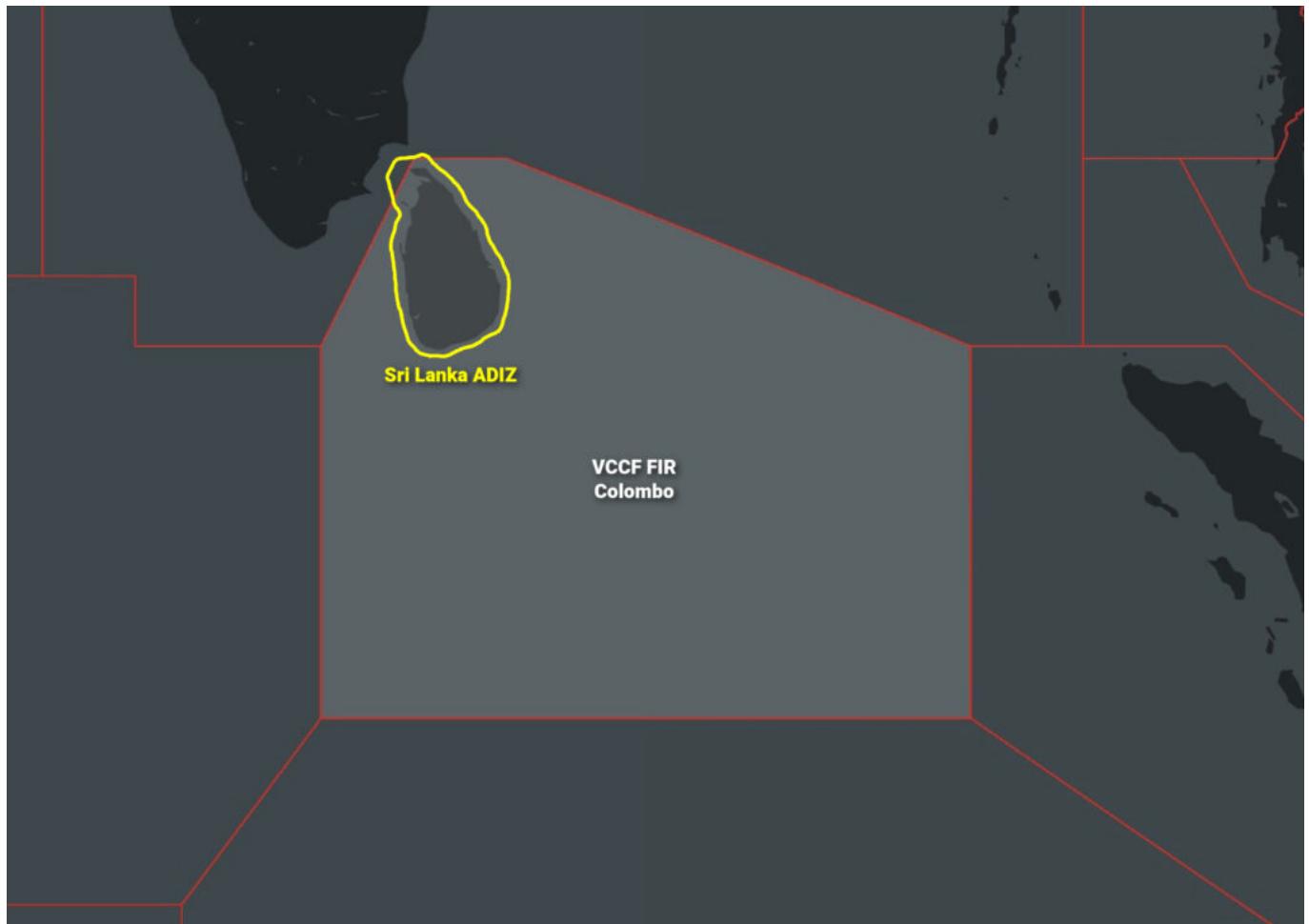
- **More info:** Bangladesh AIP ENR section 5.2.

## Myanmar



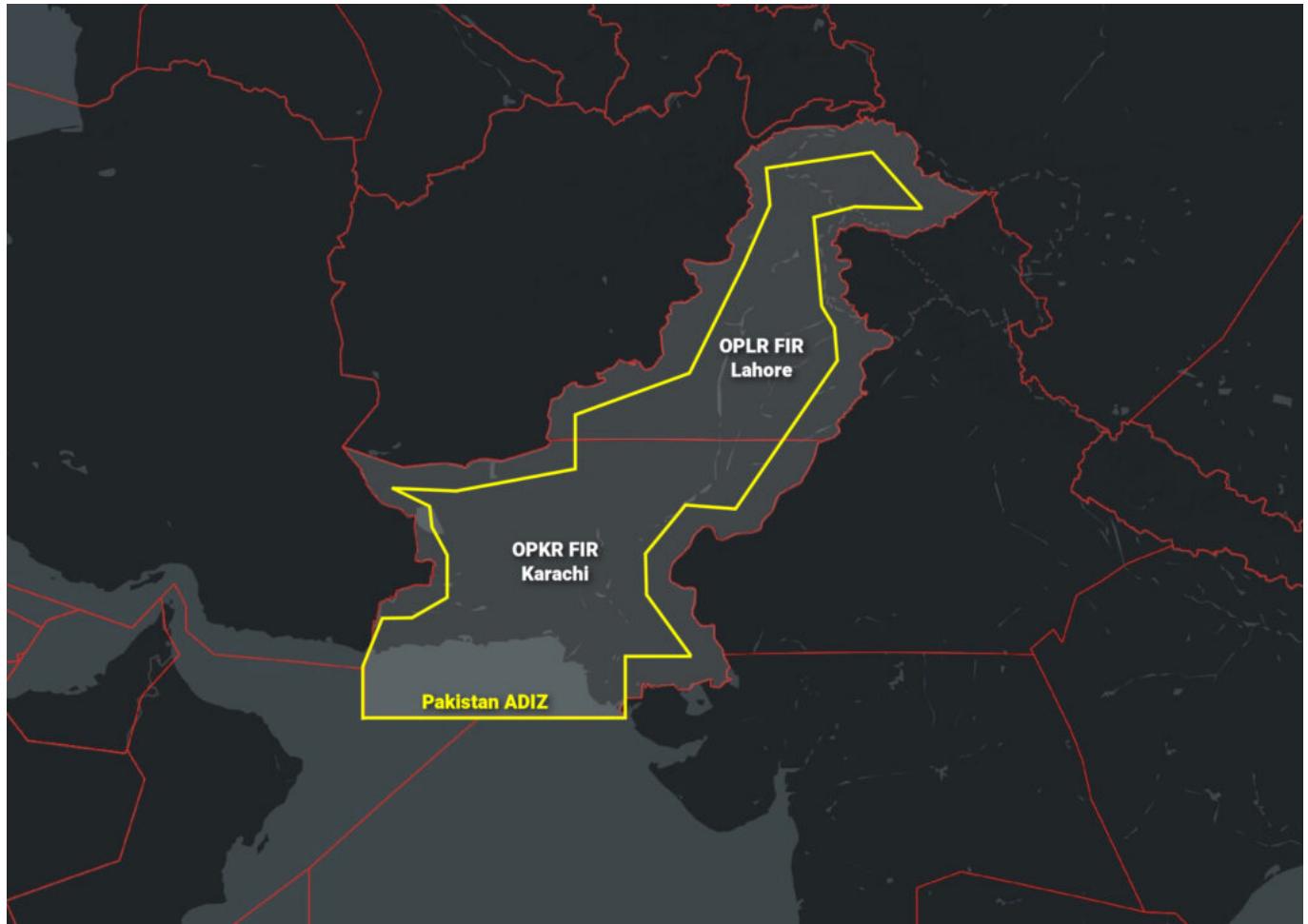
- Some crews report being asked for the **ADC number at the departure airport if entering Myanmar airspace within 30 mins of takeoff**. So if you're heading to/over Myanmar from somewhere nearby (i.e. VGHS/Dhaka, Bangladesh), try to get the ADC Number before you depart, to avoid delays.
- **Delays:** 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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## What is going on in Myanmar?

OPSGROUP Team  
21 March, 2025



**A new airspace warning for Myanmar** was issued by Germany on 23 November 2022. EDWW B1361/22 is valid through to February 2023, and looks like this:

SECURITY - HAZARDOUS SITUATION IN MYANMAR CIVIL GERMAN AIR OPERATORS ARE ADVISED TO TAKE POTENTIAL RISK INTO ACCOUNT IN THEIR RISK ASSESSMENT AND ROUTING DECISIONS WITHIN FIR YANGON (YYYF) BELOW FL160. POTENTIAL RISK FROM MILITARY OPERATIONS, SURFACE-TO-AIR FIRE AND ANTI-AVIATION WEAPONRY. CREATED: 23 Nov 2022 09:08:00 SOURCE: EUECYIYN

**Take potential risk into account if planning on heading below FL160 in the YYYF/Yangon FIR.**

You might not be a German operator, and as far as we know this is the only warning out there.

The UK hasn't issued one. France hasn't issued one. EASA haven't mentioned it, the FAA haven't either... but since Germany has, it is probably worth thinking about (whoever you are) if you operate in any way in the Yangon FIR.

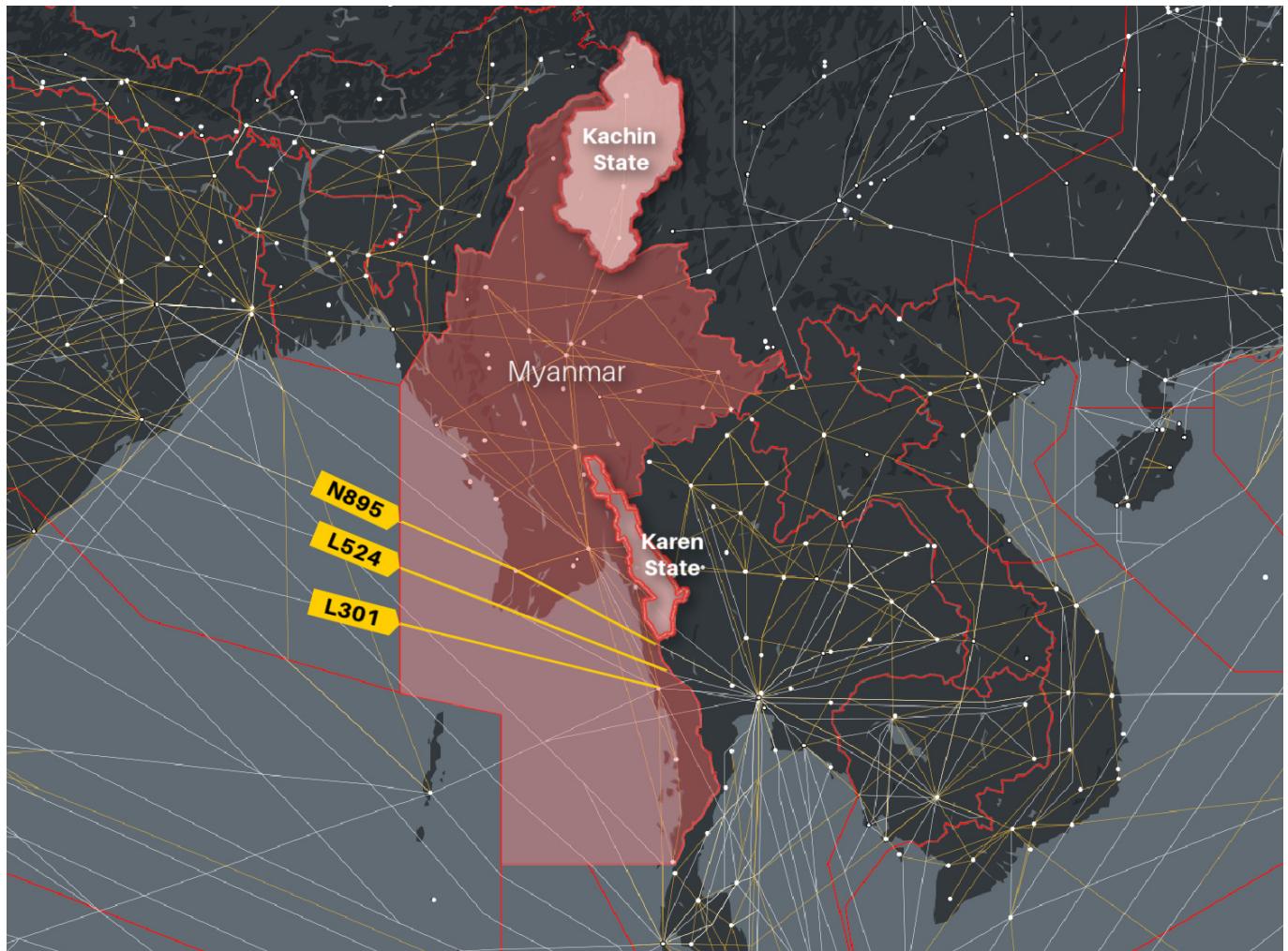
**So, what is going on in Myanmar?**

**Myanmar had a military coup in February 2021.** You might remember it because a sudden, significant lack of ATC occurred across their airspace.

We covered that here in a whole lot of detail, but in short: **the majority of ATC and AIS staff went on strike**, leading to contingency procedures (ATC zero) and very limited notams for a while. Since then, ATC and AIS services are back up and running.

But there has been **growing unrest in the country** with increasing numbers of strikes and mass protests by opposition groups. The response has been an **increase in military force resulting in clashes as well as airstrikes** on areas where militia are known to be active.

Security and safety within the country is deteriorating, and **airspace risk is increasing** because of the potential risk from military ops, surface-to-air fire and anti-aviation weaponry.



### **Passenger injured by bullet.**

On Sep 30, 2022, a Myanmar National Airlines passenger was reportedly shot in the face as **bullets passed through the fuselage of the ATR 72 aircraft on approach to VYLK/Loikaw.**

Myanmar's military gave a statement at the time saying the aircraft came under fire at a height of approx 1,000 m about 4 miles north of Loikaw Airport, and blamed the attack on two resistance forces – the Karen National Progressive Party (KNPP) and the People's Defence Force. KNPP reportedly said that they were not involved, and avoid civilian targets.



### **The military are also a concern.**

Cambodia recently 'disinvited' Myanmar from attending a major defense meeting involving the Southeast Asian Nations (ASEAN), as they wish to '*diplomatically isolate the military regime*'.

This isn't quite 'sanctions level' from Myanmar's neighbours, but it is an indication that the ruling government's method of controlling the situation is not one which is ensuring safety and security in the country.

There are travel warnings in place, including ones from the UK and the US, and the US Embassy issued a new warning on Nov 29 warning of a general increase in violent attacks in the country. **If you do have crew heading in, consider the information in these**, and think how it might impact your crew:

- Security and safety due military response to gatherings and protests is a concern
- Airspace risk due military traffic and airstrikes is a concern

## US Sanctions?

The **FAA doesn't have an airspace warning**, but they do have something, and it can be read here (it's under the FAA prohibitions, restrictions and notices bit).

Re-issued in January 2022, this advisory is from the **OFAC (Office of Foreign Assets Control)** and it talks about the *"Risks and Considerations for Businesses and Individuals with Exposure to Entities Responsible for Undermining Democratic Processes, Facilitating Corruption, and Committing Human Rights Abuses in Burma."*

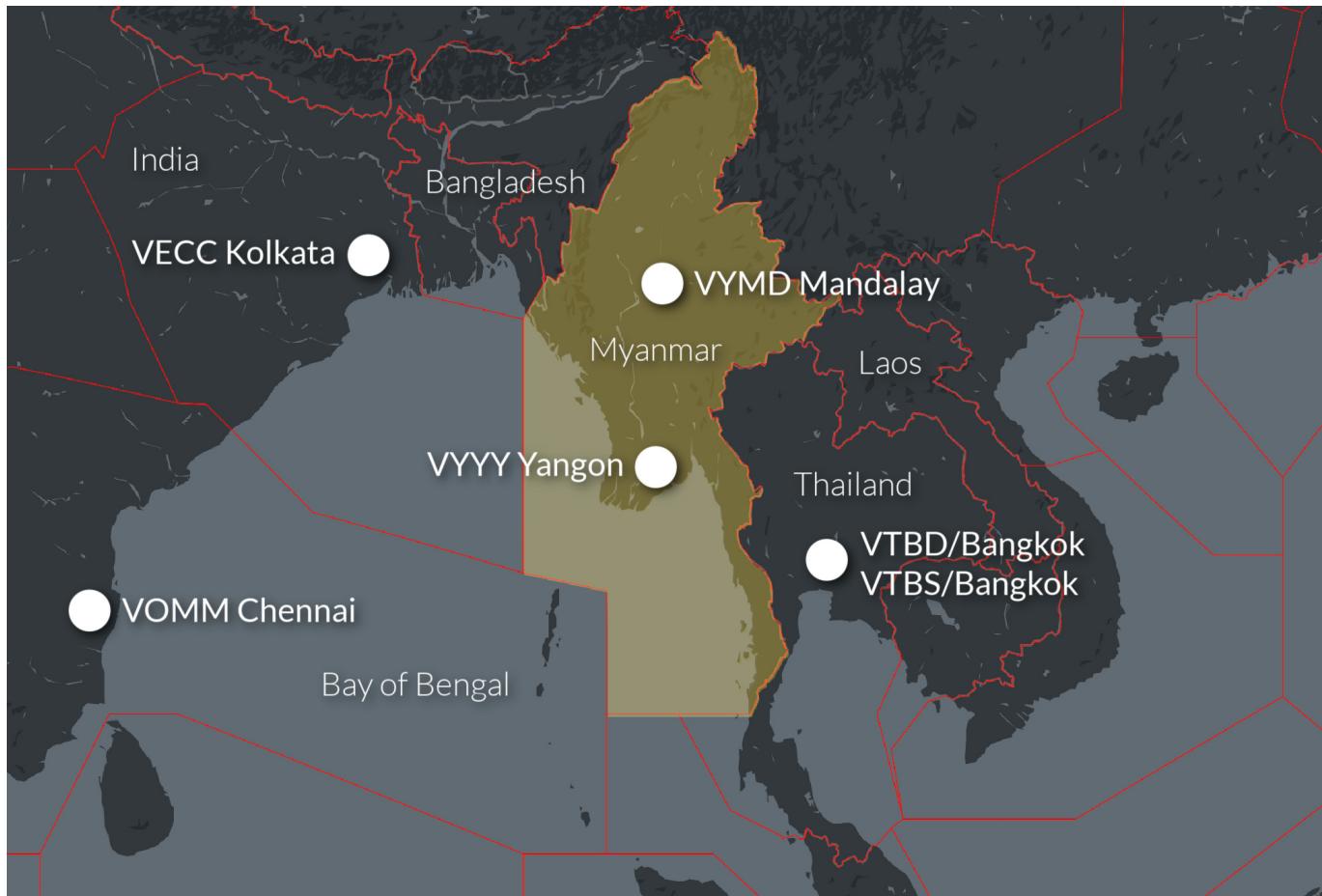
Basically, **be careful doing any sort of business** with anyone there, because if it's with Tatmadaw (that's the military folk) you could get into trouble with the US, or with Tatmadaw (because they're apparently quite corrupt).

Most goods from Myanmar cannot be imported back to the US. While other sanctions have eased off a bit, you can still **run into issues with paying for fees** (overflight permits etc) so using a 3rd party service (that has an OFAC licence) to organise these may prove easier.

## Some general considerations.

Here are some general considerations and info, to help you plan:

- **VECC/Kolkata**, India, is a good diversion airport if needed to the west of Myanmar. It has 2 runways, 01/19 L/R and both are over 3000m. There are CAT II/III approaches available.
- **VOMM/Chennai**, India, is a good option if on a more southerly routing. 07/25 is over 3500m and has an ILS. 12/30 is 2800m and RNP only.
- **VTBS/Bangkok Suvarnabhumi and VTBD/Bangkok Don Meang**, Thailand, are decent options just to the east of Myanmar. VTBS has 01/19 L/R which are both over 3500m and CAT II. VTBD has 03/21 L/R, over 3000m and CAT II capable.
- More southerly routings will take you across the **Bay of Bengal** and you will only cross a thin sliver of Myanmar land, but the airspace itself continues quite far south. This may be preferable if routing towards Malaysia, Singapore or Indonesia.
  - L301 is mostly offshore, crossing the small sliver of land prior to the Thai border. M770 is offshore, routing SE.
- If routing towards Hanoi, Hong Kong and Taiwan you may find a more northerly routing which crosses central Myanmar is required.



### Myanmar airspace and airport considerations.

- **VYYY/Yangon** airport has runway 03/21 which is 3414m, with an ILS CAT I.
  - **MJets are the main FBO** +951 401 590 / +95 978 639 5811 / yangon@mjets.com
  - There were reports of explosions and gunfire at an army checkpoint near VYYY/Yangon airport during protests in 2021
  - There were reports of difficulty uplifting fuel at VYYY/Yangon due to local political restrictions. While this was in 2021, ongoing concerns regarding **military airstrikes against civilians may lead to fuel sanctions** from foreign suppliers, leading to a shortage for civilian aircraft as well.
- **VYMD/Mandalay** airport is an international airport. Runway 17/35 is over 4000m, with an ILS CAT I on 17.
  - There are notams downgrading RFF to 7, and advising the AWOS is u/s.
  - The city itself has seen heavy military action and is considered a security and safety risk on the ground.
- **There is an ADIZ within the Yangon FIR.** You do need to check in in advance with them, and they do sometimes request confirmation of your ADC number.
- **There may be an increase in military traffic.** Caution with radio comms and accurate navigation is important.
- **Weather can be challenging in the entire region.** Consider it in advance in case detours

are required.

- Yangon has **CPDLC (VYYF)** but it isn't compulsory.
- M770, L301 remain offshore. L524 passes over the southern tip. N895 routes across Myanmar.

#### **Last but not least, permits:**

- You need a permit for everything here. Takeoff, landing, overflights, and regardless of whether you're private or commercial.
- **Navigation fees have to be paid in advance.** If you have time you can set up an account with the CAA and apply for your permits directly. If not you can use an agent who can pay these on your behalf (and we recommend that). You need to give **five days notice for landing and three days notice** for overfly permits. Here's a handy list from Asia Flight Services for all the prices in the region.
- DCA +95 1 533015 / [dgdca@dca.gov.mm](mailto:dgdca@dca.gov.mm)
- **Asia Flight Services** +66 2329 5938 / [occ@asiaflight.aero](mailto:occ@asiaflight.aero)

**Member Top Tip:** *"If you are planning of fly any sort of business jet into Myanmar, be prepared to have a lot of cash (USD preferred). They assume that business jets are full of wealthy individuals and 'expediting fees' are often liberally requested. This is one of those places you don't want to negotiate, just pay and get in the air as soon as possible."*

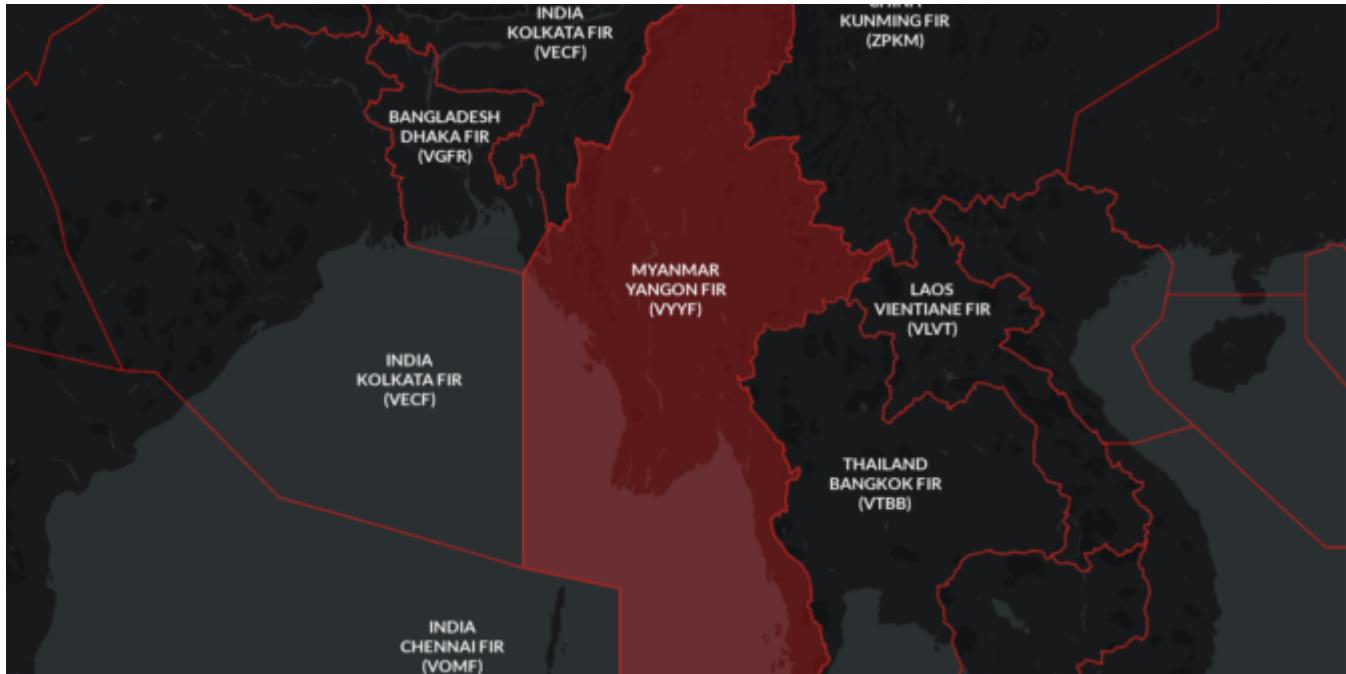
**Member Top TIP:** *"Paying in USD is preferred. Some pointers on condition of the notes that will be accepted:*

1. Notes have to be new ones
2. Notes have to be clean, devoid of any writing, marking, stamp, bank seal etc
3. Notes cannot be folded or with creases
4. No hole or tear allowed on the note"

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## **ATC service back to normal in Myanmar**

David Mumford  
21 March, 2025



#### **Update March 4:**

Local agents report that **ATC services are back to normal in Myanmar**, as most ATC staff have returned to work. Operators overflying the VYYF/Yangon FIR should therefore be getting normal ATC service again now, and the Contingency Procedures are no longer in effect, but be on alert for the situation to change quickly.

#### **Story from Feb 13:**

Myanmar is **no longer providing ATC service to overflights**, due to lack of ATC staff.

Thousands of people across the country are taking part in nationwide strikes and protests against the military who overthrew the government at the start of February, and some ATC staff have joined in.

Local sources estimate that **70% ATC and 80% AIS staff are on strike**, with very limited operations at NOTAM offices.

ATC service is still being provided at **VYYY/Yangon**, the country's main airport, which remains **open for arrivals and departures**.

But for **overflights** of the country (the VYYF/Yangon FIR), all operators now have to follow the **Contingency Procedures**:

- 15 minute separation will be applied to all overflights
- You can only transit the airspace via specific waypoints, airways, and at certain flight levels.

Here are the VYYF/Yangon Notams that carry the announcement:

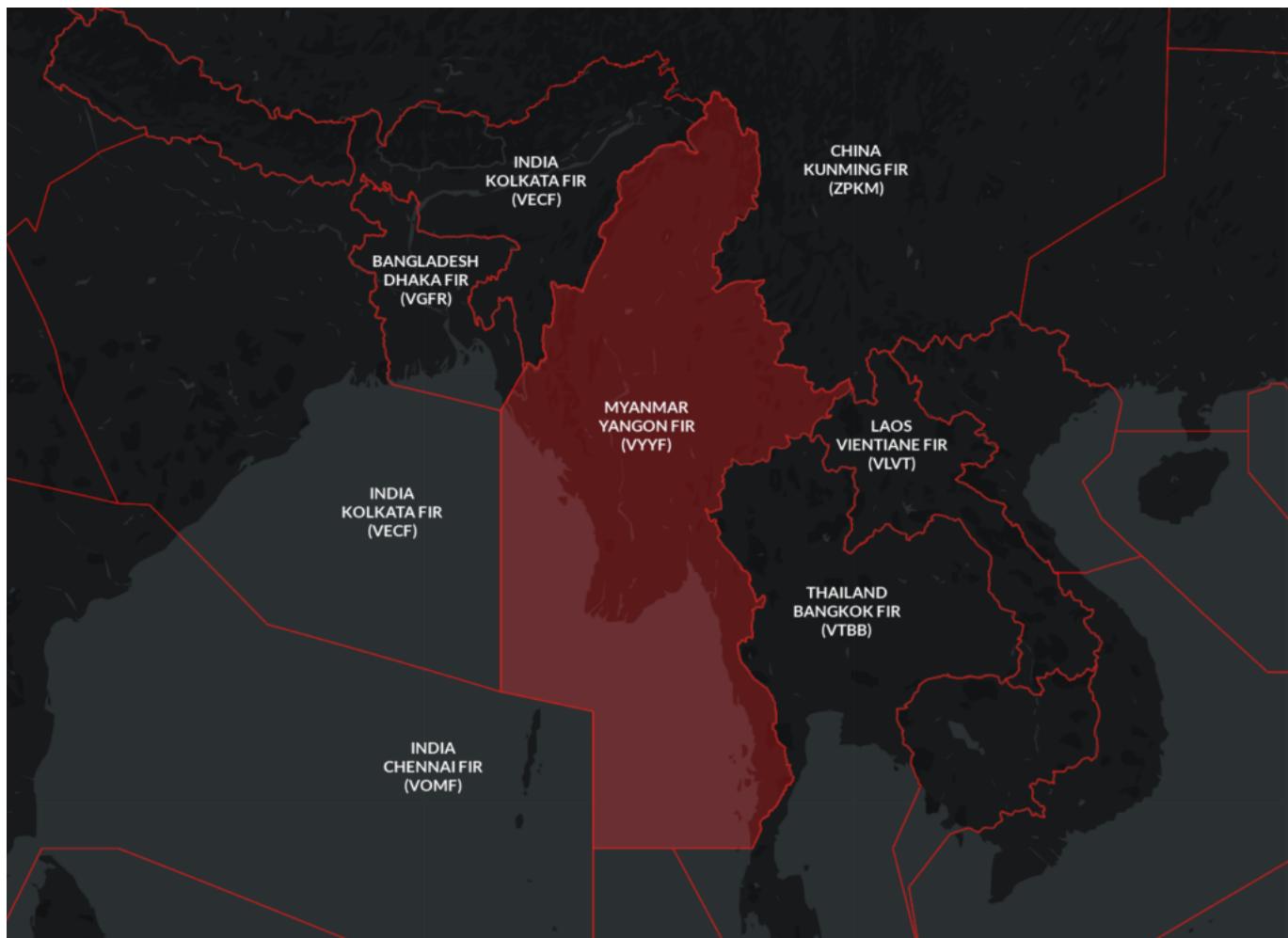
**A0038/21 - DUE TO DISRUPTION OF ATS IN YANGON FIR ALL ACFT ARE ADVISED THAT THE MYANMAR INT'L CONTINGENCY PLAN FOR ACFT INTENDING TO OVERFLY THESE FIRS IS IN EFFECT. FLIGHT PLANING MUST BE IN ACCORDANCE WITH THE CONTINGENCY ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INT'L FLIGHTS ARE PERMITTED TO OVERFLY MYANMAR AIRSPACE. (RMK- YANGON INT'L AIRPORT APP**

AND TWR CONTROL SERVICE AVBL FOR ALL ARR/DEP TRAFFIC. 08 FEB 12:28 2021 UNTIL 28 FEB 23:59 2021. CREATED: 08 FEB 13:04 2021

**A0037/21** - YANGON ACC WILL APPLY 15 MIN SEPARATION IN YANGON FIR FOR ALL OVERFLY TRAFFIC AND DEP/ARR TRAFFIC DUE TO LACK OF ATC STAFF. MAKE SURE TO PROVIDE ABOVE MENTIONED SEPARATION OVER ALL CONVERGING POINT IN YANGON FIR AND MONITOR THE ALL TRAFFIC. 08 FEB 06:30 2021 UNTIL 28 FEB 23:59

2021 ESTIMATED. CREATED: 08 FEB 08:36 2021

Here's a quick reference map of where we're talking about:



And here's the info on the **Contingency Routes** in effect, as published in the Myanmar AIP section ENR 3.5:

Contingency Route Name	ATS Route	Direction	FL Assignment	ACCs	Com
CRMMR001	L507, G473 TEBOV-BGO-MAKAS	<b>West bound</b>	<b>320,340</b>	Kolkatta ACC	HF, ADS/CPDLC
		<b>East bound</b>	<b>350</b>	Bangkok ACC	VHF
CRMMR002	A201 ANSOS-LSO-LINSO	<b>West bound</b>	<b>320,380</b>	Kolkatta ACC	HF, ADS/CPDLC
		<b>East bound</b>	<b>290</b>	Kumming ACC	VHF
CRMMR003	L301 RINDA-DWI-TANEK	<b>West bound</b>	<b>300,380</b>	Kolkatta ACC	HF, VHF, ADS/CPDLC
		<b>East bound</b>	<b>330,410</b>	Bangkok ACC	VHF
CRMMR004	P762 LULDA-DWI-CRY3-TANEK	<b>West bound</b>	<b>280</b>	Chennai OCC	HF, ADS/CPDLC
		<b>East bound</b>	<b>270</b>	Bangkok ACC	VHF

Contingency Route Name	ATS Route	Direction	FL Assignment	ACCs	Com
CRMMR005	B465 APAGO-MDY-AKSAG	West bound	300,320	Dhaka FIR	VHF/HF
		East bound	330,410	Vientiane FIR	VHF

Here's what that looks like in map form:

Following the coup on Feb 1, the Myanmar Military declared a state of emergency and assumed control. Airports across the country were briefly closed, but a Notam issued on Feb 3 declared they were all open again. The strikes and protests started up on Feb 6, and show no signs of stopping anytime soon – despite a ban on large public gatherings and night-time curfews imposed by the military.

The VYYF Notams say that the current **airspace restrictions will remain in place until Feb 28**, but given the volatile situation on the ground right now, this could well get extended. We will keep this page updated with the latest news as we get it.

You won't find the **full version of the Myanmar ATS Contingency Plan** in their AIP yet – the Myanmar CAA have stored it elsewhere on their website. You can find it [here](#).

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

Cynthia Claros  
21 March, 2025

<b>INTERNATIONAL BULLETIN</b>	<b>ISSUED BY FLIGHT SERVICE BUREAU</b>
	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 [here](#)

**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 [here](#)

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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/Côte 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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# Monday Briefing: Kenya concerns, Serbia flooding

Declan Selleck  
21 March, 2025

19MAY Operators have cancelled flights to **HKMO/Mombassa** amid increasing terrorist concerns in the north-east of Kenya; some have repatriated tourists mid-stay. The US Embassy is reducing staff numbers.

19MAY **Catastrophic flooding in Serbia and Bosnia** has led into increased aid traffic at LYBE/Belgrade and delays and parking restrictions may apply; the flooding is the worst since records began.

LYBE/Belgrade is seeing increased traffic due to aid activity as a result of flooding in the country. Delays of up to 2 hours for non-scheduled traffic possible.

LSGG/Geneva – anticipate high traffic volume and some delays due to EBACE traffic 20-22MAY. Aircraft static display is open on 22MAY.

SKCG/Cartagena, Colombia has restrictions until 28MAY requiring non-scheduled operators to seek permission at least 24H before arrival (though longer is recommended) SKBQ/Barranquilla is a sensible alternate during this period.

VYYY/Yangon, Myanmar is closed 29MAY 0730-0815Z for a live fire drill.

EGLL/London Heathrow ATC Regulation Trial continues, with a pre-tactical EGLLTC regulation of 52 aircraft per hour in place 0400-0800 daily until 31OCT.

HLLB/Benghazi, Libya closed until further notice due to security situation.

LDPL/Pula, Croatia is closed 23MAY 1600-1800Z due emergency exercise.

LIML/Milan Linate will close overnight for runway repairs between 03JUN-04JUL.

ULLI/St. Petersburg SPIEF International Economic Forum 21-24MAY. Refueling is available only on arrival and crews must be at the airport no less than two hours ahead of their departure time. Slots allocated to allow approx 10 arrivals per hour for the Forum. No overnight parking is available for unconnected flights during this period.

UKxx/Ukraine FIR's (Lviv, Kyiv and Dnipro FIRs) Several airline reports of loss of GPS signals flying through this airspace.

**Brazil** has issued airport slots for World Cup 2014 on 15MAY, most are allocated already. An AVANAC domestic operating permit is required for all operators before a slot can be requested. Slot validity is 15 minutes. All pax and most crews will require a visa before arrival during World Cup operations – there is no possibility to obtain on arrival.

**European Union** The European Commission has adopted a new regulation that requires commercial air transport (CAT) operators from outside the European Union (EU), also known as “third-country operators” (TCOs), to obtain a single EU-wide safety authorization to fly to, from or within the EU. The registration requirement applies to CAT TCOs, who must demonstrate to the European Aviation Safety Agency (EASA) compliance with ICAO standards. CAT operators include all airlines and charter operators. The TCO authorization is a single process for all operators flying to the 28 European Union states, EU overseas territories and the four European Free Trade Association (EFTA) states (Iceland, Liechtenstein, Norway and

Switzerland). The authorization will be a prerequisite to operating in these states and territories. A TCO authorization is not required for operators only overflying the EU member states, EU overseas territories and the four EFTA states. All existing operators must reapply for authorization, even if they hold authorization from individual EU member states. The regulation is in effect from 26MAY and EASA recommends approval be gained within 6 months.

**Turkey** The previously announced Turkish e-Visa scheme, abolishing Visa on Arrival, scheduled to become effective 10APR14, has been postponed until 31DEC14. <https://www.evisa.gov.tr/en/> for an e-Visa.

**United States** The FAA's Flight Standards Service (AFS) has created OpSpec/MSpec/LOA A153, a new and more efficient operations authorization for U.S.-registered aircraft in order to comply with early automatic dependent surveillance - broadcast (ADS-B) directives mandated by a growing number of other countries, primarily in the Asia-Pacific region. The new approval is in the final stages of development and is expected to be available to operators at the end of June 2014.

**Belarus** A visa-free regime will be in place for the official participants of the 2014 IIHF Ice Hockey World Championship and foreign tourists for the period from 25 April until 31 May 2014. An original or electronic ticket to a game of the 2014 IIHF Ice Hockey World Championship will become the basis for a visa-free entry in the territory of Belarus for tourists.