

# We Need To Talk: Some Comms Hot-Spots to Look Out For

OPSGROUP Team

2 July, 2021



Communications in aviation are meant to be standard. **Everyone speaking the same language, in the same way.** Alas, alack, and unglücklicherweise, we all know **this ain't always the case**. Some areas have their own ways of doing things, others just seem to be difficult on purpose.

So here is a rundown of some of the places you might want to listen out for on your international adventures.

## Er-can't hear you

If you are routing between the **Ankara FIR** and **Nicosia FIR** then you are going to need to look out for **Ercan Control**.

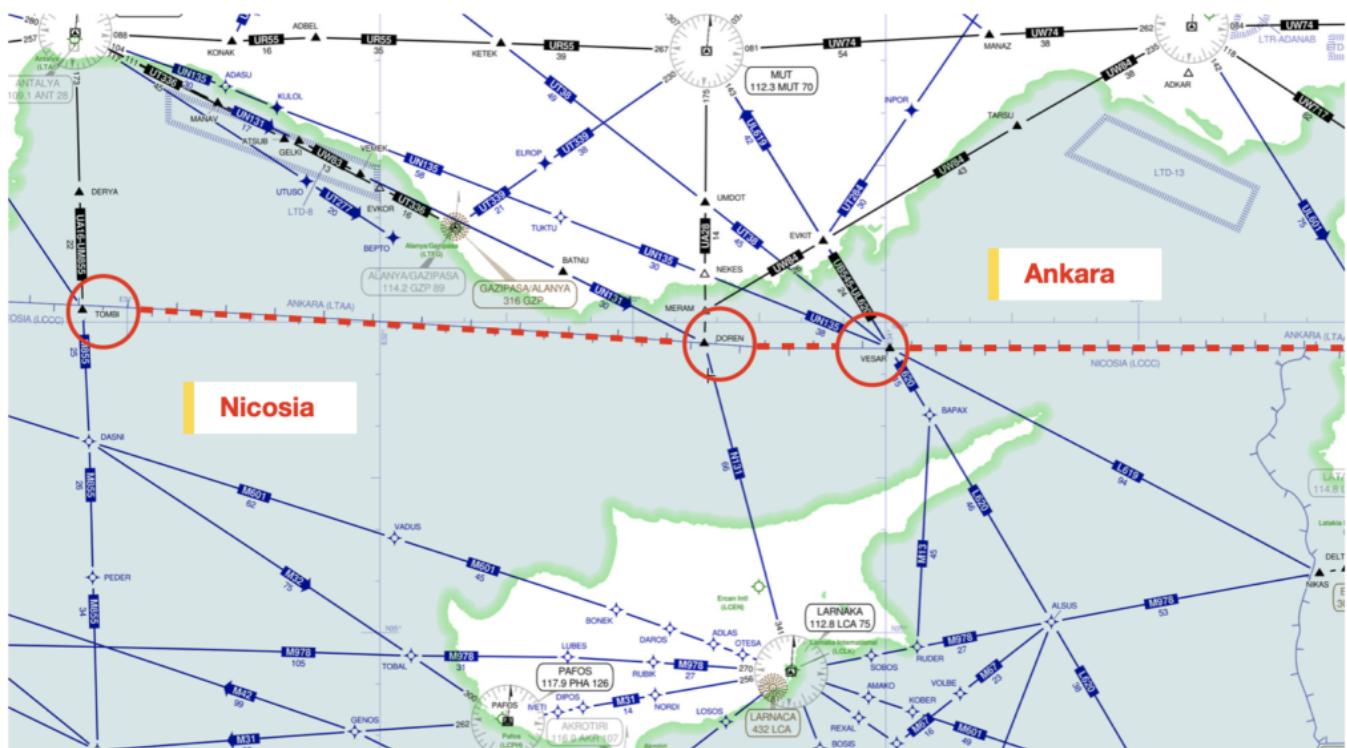
Ercan want to control an area over Northern Cyprus, but ICAO don't recognise their authority. So you'll probably have to **call each centre separately** as they don't like to talk to each other directly.



Ercan is that yellow bit (it isn't yellow in real life)

To make matters worse, you need to coordinate with Ankara and Nicosa **ten minutes before reaching their respective FIR boundaries**, which often means relaying via Ercan because Ankara can't hear you.

The waypoints to look out for are **TOMBI** (125.5) or **DOREN** or **VESAR** (126.3). **Call the next FIR 10 minutes before you reach these.**



Where the handover happens... or sometimes doesn't

Southbound is the messiest - make sure you **keep following the instructions from Ankara**, (or relayed

by Ercan 126.7/ 126.9) until you reach these points. Once you do, there is a chance they will tell you you are now under Ercan control, which you should **politely acknowledge and then ignore**.

At this point, talk to Nicosia, **do what they instruct**, and once that's all sorted, then call Ercan as a courtesy to let them know what you're doing.

### **In Brief:**

- **North** of TOMBI/DOREN/VESAR = **Ankara** controls you.
- **South** of TOMBI/DOREN/VESAR = **Nicosia** controls you.

You might have to relay info to Ankara via Ercan, and you might have to tell Ercan what you're doing in Nicosia airspace, but remember - **Ercan don't have control!**

### **Asia old politics**

This is just a plain old case of political rivals. Pakistan and India don't like talking to each other, which often means **they won't hand over to each other between their airspace**. So be sure to have the frequency ready - and a call to let the previous know that you're changing over at boundary is a good idea.

Pakistan Air Defence need to hear from you at least 15 minutes before you enter their airspace, and often ask for your ADC number.

There are different frequencies depending on where you're entering, but the main ones are Karachi 128.350 and Lahore 124.100.

### **A run in with Iran**

Tehran are another strict **"call us first" airspace**, and they take it pretty seriously if you don't get in touch.

The Air Defence want a **10 minutes heads-up**. If you are departing out of a UAE airport, this probably means calling as soon as you pass 10,000ft.

ADIZ can be found on 127.900 and they're going to want to hear:

- Who you are
- Where you are going
- When you'll be reaching them
- What altitude you reckon you'll be at when you do
- Your squawk code

After relaying all this info to them you will probably get a cursory "call xxx", and that's that.

### **IFBPolite**

Over some parts of Africa, there are more giraffes than there is radar coverage. **Big swathes of Africa have little control**, so you are going to need to do some **in-flight broadcasting** here.



The areas where you need to be IFB-ing

It might sound like a chore, but numerous heavy and super jets route through here, and **not hitting their wake** is probably one the best reasons to work out where they are and when. (And if you're one of the big 'uns, then thinking of the little ones is a nice thing to do as well!)

Generally, one IFBP seems to wake everyone else up and triggers a bunch of others, and then you can get a good idea of where everyone is routing.

More info can be found in IATA's IFBP document, but here is a little **IFBP script** in case you need it:



WHERE

ASMARA / BRAZZAVILE / KANO / KHARTOUM /  
KINSHASA / LUANDA / MOGADISHU / NIAMEY /  
N'DJAMENA / TRIPOLI

HOW

126.900

WHEN

10 MINS before entering/ crossing FIR, airway or  
waypoint  
Not less than 20 MIN intervals  
BEFORE any change in Flight Level  
When you think you NEED to

WHAT

ALL STATIONS  
THIS IS [CALLSIGN] IN THE [XXX] FIR  
FL...  
[DIRECTION HEADING] ON XXX [AWY]  
ESTIMATE [XXXX] AT ...UTC  
[CALLSIGN]  
FL...  
IN THE [XXX] FIR

A handy print-it-out-and-take-it-with-you thing

### Mumbai, Mumbai HF etiquette

The HF radio over Mumbai airspace is the bane of many a pilot's long-haul life. It often seems to defy all logic of night versus day frequencies, and is usually a trial and error situation to try and work out which one is working.

We found 10018 / 8879 / 5658 tend to have the best reception.

You will know when you do find the golden frequency, because you will hear the ear-aching scratchy hissing, overlaid with a dozen airplanes all calling at once and not listening out for each other.

So try to **avoid talking over another aircraft**, but be ready with your finger on the mic trigger for when a tiny pause occurs and you get your call in. The radio is rarely good at the best of times so **headsets are recommended**.

Mumbai also have CPDLC. The logon is VABF. But they only use it for specific routes. If you cannot get a hold of them, give their SATCOM a go on 441901 or 441920.

### The lingo Down Under

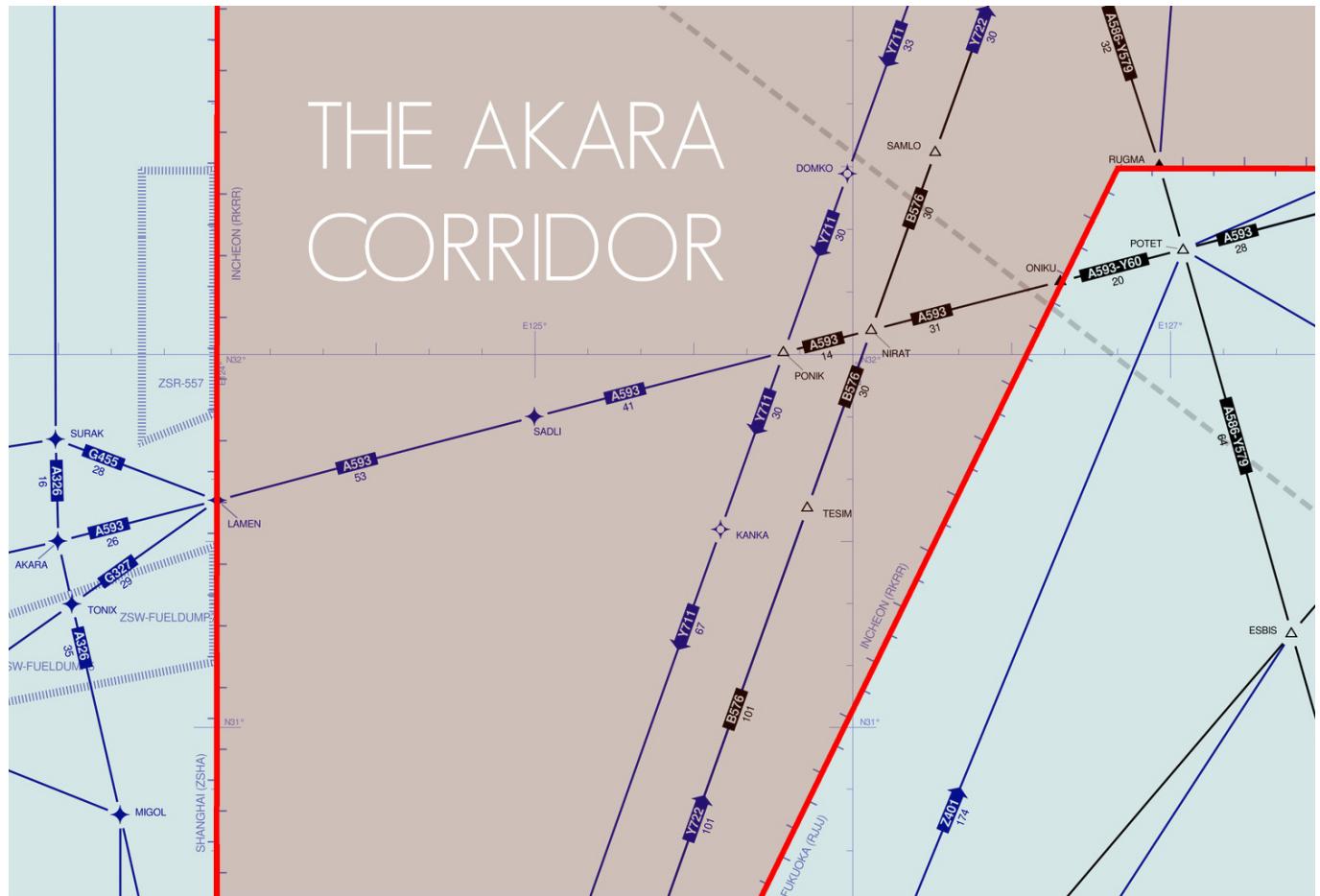
Australia are like teenagers - **happy to text, but rarely do they actually want to talk to you**. Nearly all of the Upper Preferred Routes in Australian airspace use CPDLC. Which is actually great. But only if you've got it, and only if you get it right (you do need **RNP10** and **ADS-C/CPDLC** to route along these).

You can logon to YMMM/Melbourne or YBBB/Brisbane (15-45 minutes before) and when you enter, they like to receive a **position report**. From then on its very straightforward.

### A593: The Akara Corridor

There's a bit of airspace off the coast from ZSPD/Shanghai known as the 'Akara Corridor', where **different ATC centres are responsible for the control of aircraft at various different crossing points**.

South Korea (RKRR/Incheon) controls north-south flights here, while Japan (RJJJ/Fukuoka) controls east-west flights.



The Akarridor...

This area has always been unusual in that more than one center has had responsibility for controlling aircraft at different waypoints.

But on 11 Jan, 2021, ATC authorities in Japan, China and South Korea agreed to implement a proposal from ICAO regarding ATC management in this area - **so from 25 March, 2021, South Korea will control all flights in this area**.

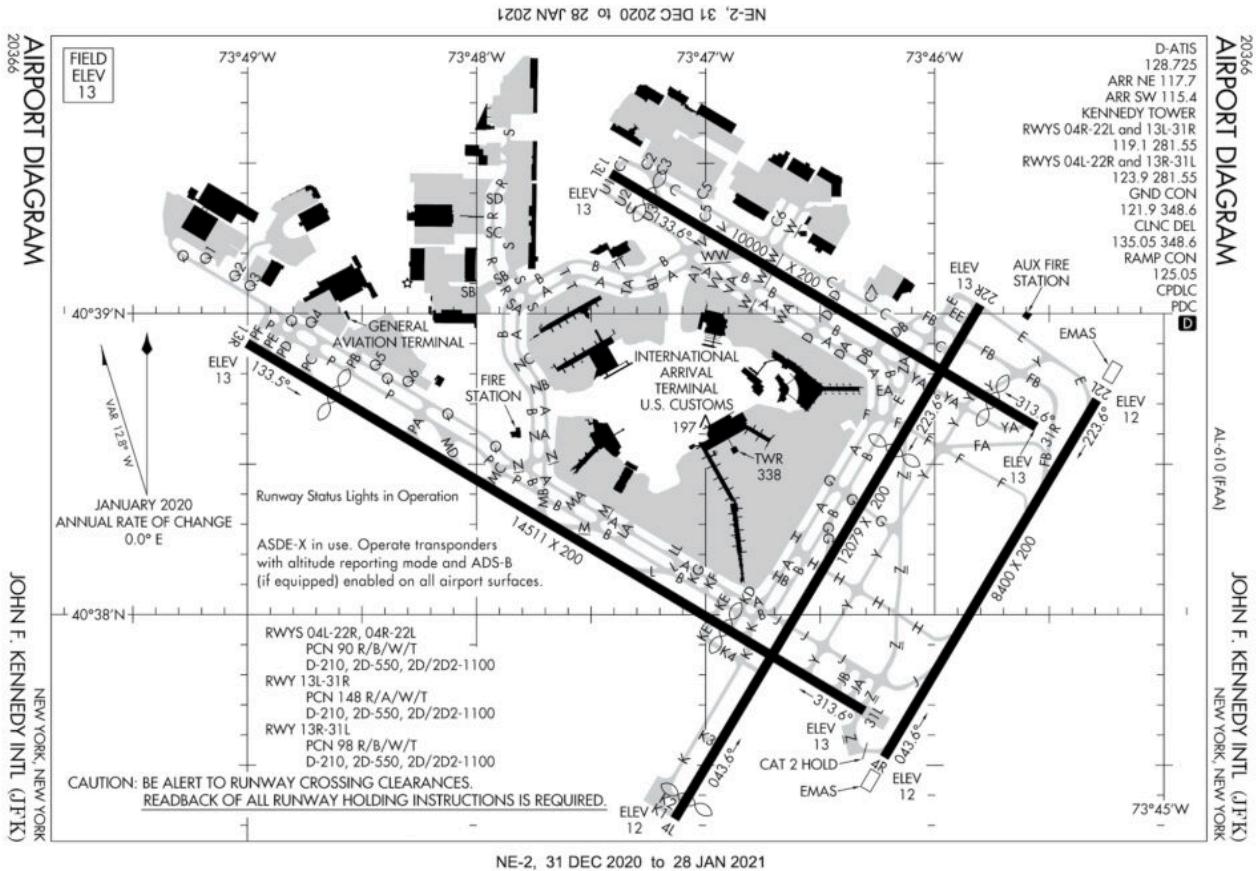
### Wild comms in Idlewild (JFK)

No briefing on 'The Comms Hot-Spots to Look Out For' would be complete without a mention of KJFK/New York controllers.

Granted, this is a busy airport, in busy airspace, but operating into JFK is not for the faint-hearted. **Controllers speak fast, only say what they need to say once, and get very mean very fast if you mess up.**

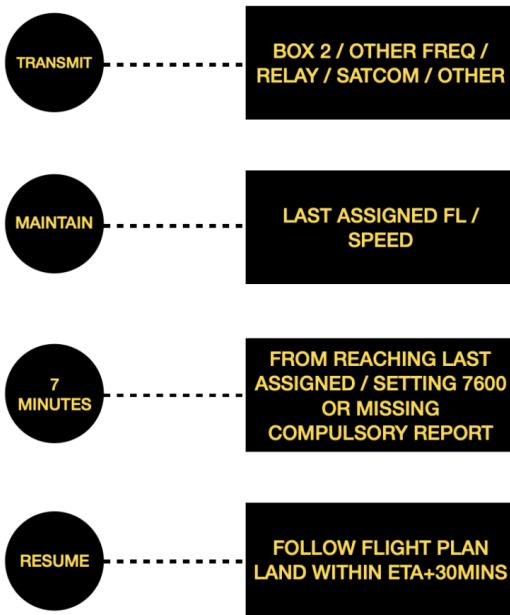
**Expect multiple runway changes for landing**, and on departure keep an eye on the ATIS because they won't always tell you if your departure runway changes, you'll just find out on the taxi.

There are quite specific when's and where's to call on the ground as well – once clear of the runway, check in with ground, but also apron to find out your gate and entry to the apron, because ground will probably want to know this, and sometimes the two don't seem to talk to each other.



## JFKrazy taxiways

## Lost Comms



ICAO Doc 4444 contains the **standard lost comms procedure**. Some countries have their own versions too.

**If you're in IMC:**

- Maintain last assigned speed and level (or minimum flight altitude if higher) for 20 minutes after the point you failed to report at.
- Then follow your flight plan.

**If you're in IMC and in an area with ATS surveillance:**

- Maintain your last assigned clearance (minimum flight altitude if higher) for 7 minutes. The 7 minutes runs from when you first reach the last assigned altitude (because you lost your comms in the climb), from when you set 7600 (because you realised you'd lost comms while cruising), or from when you were unable to report at a compulsory point (you tried and it didn't work because your comms aren't working...)
- Then follow your flight plan.

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## US updates its Syria airspace warning



**Following the US, UK and French airstrikes on Syria on April 14, the US FAA say there is now a risk posed to civil aviation within 200 nautical miles of the country due to increased military activity, GPS and comms interference, and the potential for more long range surface-to-air missiles in the area.**

In the updated US FAA conflict zone Notam and Background Information for Syria, US civil aviation continues to be prohibited from operating within Syrian airspace, but has also now been instructed to "exercise caution" when operating within 200 nautical miles of Syria's OSTT/Damascus FIR.

As they say in the Background Information doc, here's why this updated guidance has been published:

"Heightened military activity associated with the Syrian conflict has the potential to spill over into the adjacent airspace managed by neighboring states and eastern portions of the Mediterranean Sea. Military operations may result in the risk of GPS interference, communications jamming, and errant long-range SAMs straying into adjacent airspace within 200 nautical miles of the Damascus Flight Information Region (OSTT FIR). These activities may inadvertently pose hazards to U.S. civil aviation transiting the region. This concern stems from the Syrian military response to previous airstrikes on 10 February 2018, which included Syrian forces launching long-range SAMs. Some of the Syrian SAMs flew into adjacent airspace and landed in Lebanon and Jordan, according to media reporting. GPS interference and communications jamming in the region may also occur associated with the military activity. Some U.S. air carriers have reported GPS interference in portions of the eastern Mediterranean Sea in the period following the 10 February airstrikes, and the interference may have originated from the Damascus Flight Information Region (OSTT FIR) as a defensive response."

The US FAA haven't provided a map to show where boundary would lie for 200 nautical miles from the border of Syrian airspace, but we think it would look something like this:

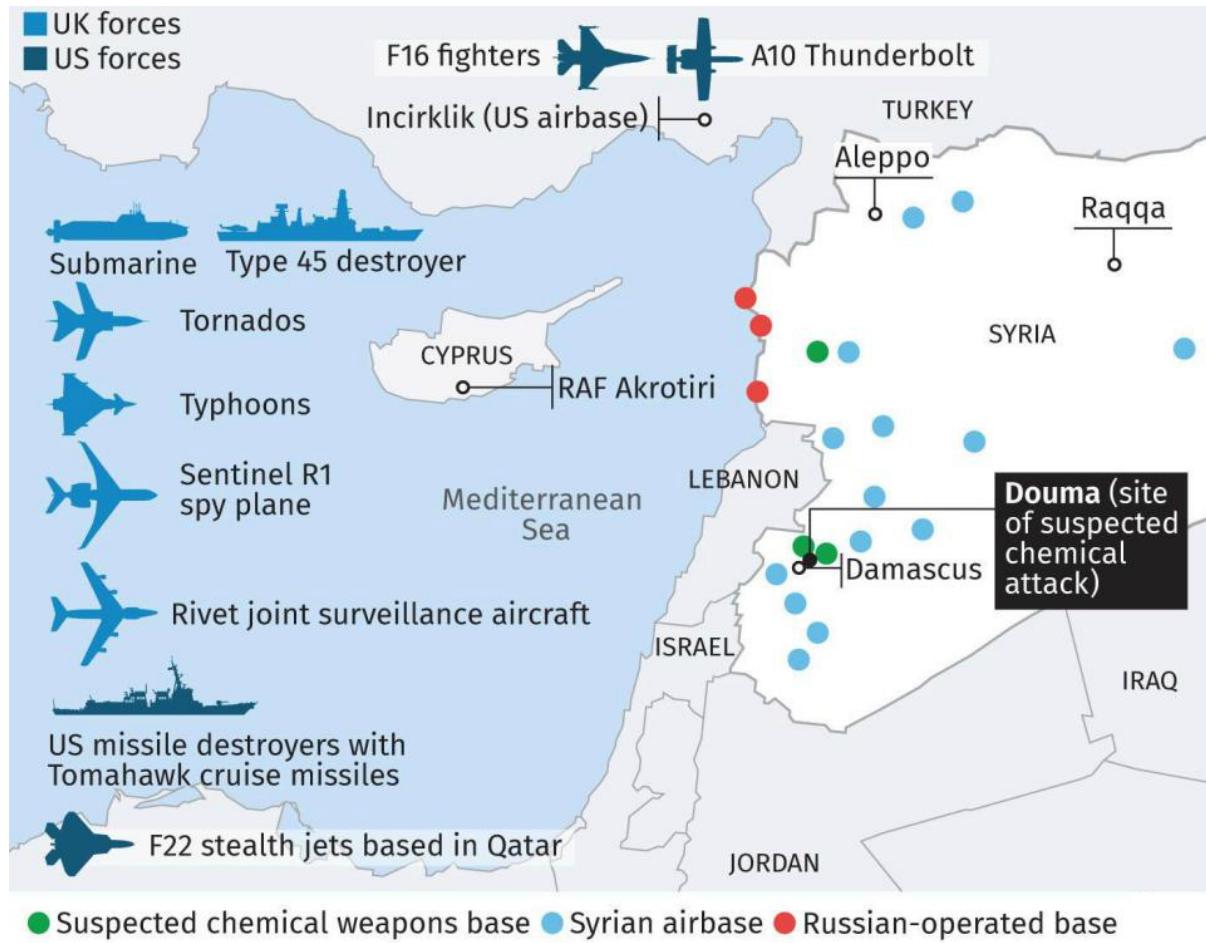


The 200 nautical mile zone would include the entire airspace of Lebanon, Jordan and Israel; half of Turkey and Iraq; and a portion of airspace over the LCCC/Nicosia FIR that covers the whole island of Cyprus!

The area may seem vast, but the possibility of further US, UK and French strikes against Syrian targets does still exist, as well as the Syrian military using surface-to-air missiles in response to any attacks.

During the airstrikes on April 14, the Syrian military reportedly used Russian-made missile systems to attempt to counter the strikes – these included missiles which have the capability to engage aircraft at altitudes well above FL900 and at ranges of around 190 miles.

While there is likely no intention to target civil aircraft, with all the missile defence activity going on in Syria and the spillover into neighbouring countries there still remains a risk of misidentification – and that's what the 200 nautical mile warning seeks to address.

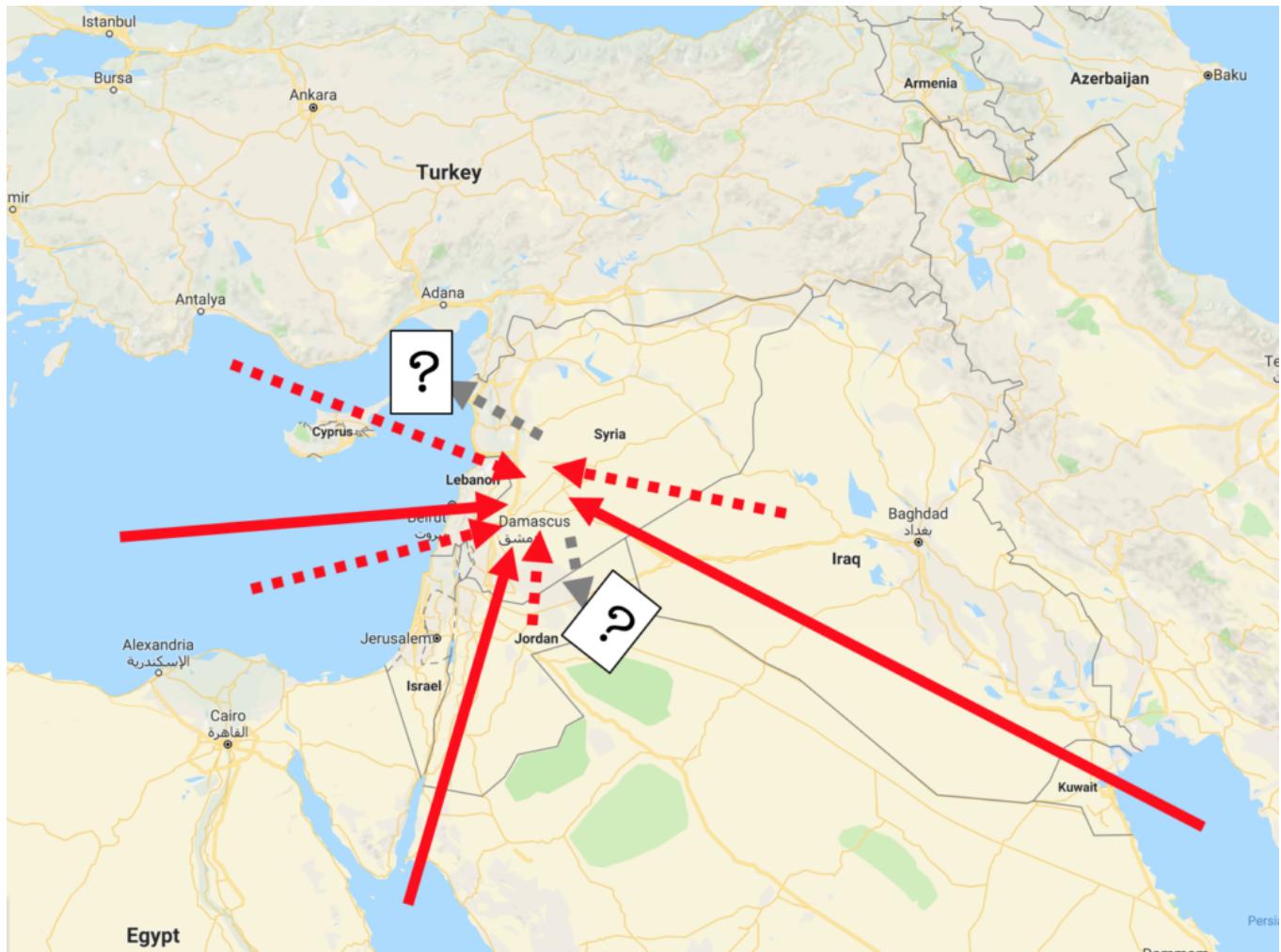


Amidst continued heavy military air presence in the region, almost all airlines are now avoiding Syrian airspace entirely. Lebanon's Beirut based MEA has now also re-routed all of their flights to avoid Syrian Airspace (was using it post recent attacks). Only local operators Fly Damas, Charm Wing Airlines, Syrian Air and Iran's Mahan Air continue to use the airspace.

Here's what the Pentagon had to say about the airstrikes on April 14:

- **105 missiles** were launched in the strikes against Syria. They included **30 Tomahawk missiles fired from** the USS Monterey and seven from the USS Laboon in the Red Sea. Another **23 Tomahawk missiles were launched from** the USS Higgins in the North Arabian Gulf.
- A submarine, USS John Warner, fired **six Tomahawk missiles from the eastern Mediterranean** and a French frigate in the same area fired another three missiles.
- At least one US Navy warship operating in the Red Sea participated in airstrikes, as well as US B-1 bombers.
- The air assault involved **two US B-1 Lancer bombers**, which fired **19 joint air to surface standoff missiles**. The **British** flew a combination of **Tornado and Typhoon jets**, firing **eight Storm Shadow missiles**, while **French** Rafale and Mirage fighter jets launched **nine SCALP missiles**.
- Four Royal Air Force Tornado GR4's were used in the strikes, launching Storm Shadow missiles at a "former missile base — some 15 miles west of Homs," according to the UK Ministry of Defense.

- **Syria fired 40 surface to air missiles 'at nothing'** after allied air strikes destroyed three Assad chemical sites.
- The United States remains **"locked and loaded"** to launch further attacks.
- **United States and Allies maintain positive posture of force** in the region, especially in the air.



*105 missiles launched from multiple locations in the region.  
Over 40 Syrian surface to air missiles fired "at nothing".*

#### **Further Reading:**

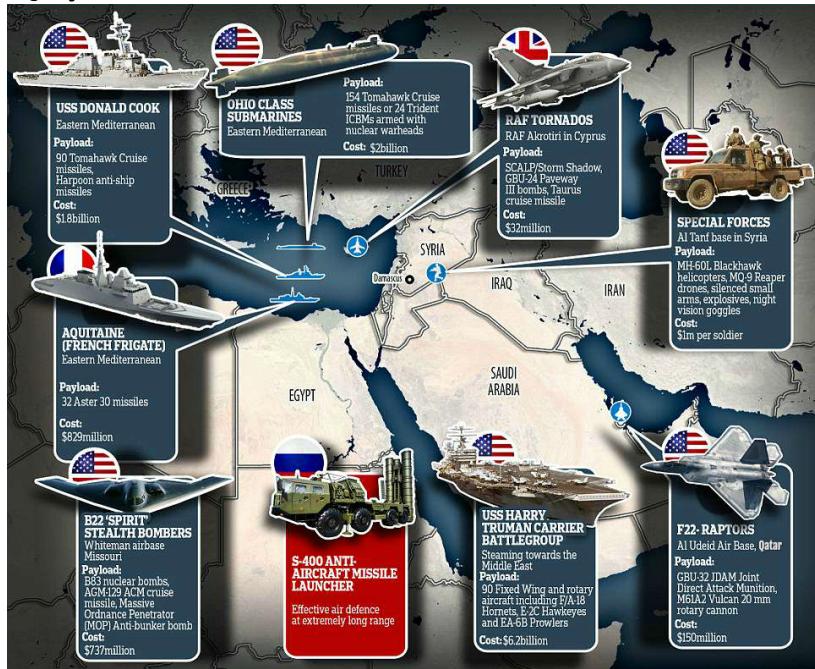
- Everything We Know (And No One Has Said So Far) About The First Wave Of Air Strikes On Syria.
- US FAA KICZ Notam 9/18 – Syria.
- US FAA Background Notice.
- Safeairspace has been updated to reflect the latest information.
- And finally, just in case you were wondering what the airspace authorities in Cyprus have to say about all this, here's the superbly vague Notam they issued on the subject:

THE DEPARTMENT OF CIVIL AVIATION OF THE REPUBLIC OF CYPRUS IS CONTINUOUSLY MONITORING THE GEOPOLITICAL DEVELOPMENTS IN THE REGION AND WILL NOTIFY THE AVIATION COMMUNITY IF AND WHEN ANY RELEVANT AND RELIABLE INFORMATION IS AVAILABLE THE DEPARTMENT OF CIVIL AVIATION IS TAKING ALL APPROPRIATE ACTION TO SAFEGUARD THE SAFETY OF FLIGHTS. 12 APR 15:25 2018 UNTIL 12 JUL 15:00 2018 ESTIMATED. CREATED: 12 APR 15:26 2018

If you have anything to share that we've missed, please tell us by email [bulletin@fsbureau.org](mailto:bulletin@fsbureau.org)

## European air traffic warned over Syria strikes

David Mumford  
2 July, 2021



**EASA are warning of possible air strikes into Syria being launched from locations within the LCCC/Nicosia FIR over the next 72 hours (Apr 11-14).**

Eurocontrol have published a 'Rapid Alert Notification' on their website, with a statement from EASA that reads:

"Due to the possible launch of air strikes into Syria with air-to-ground and / or cruise missiles within the next 72 hours, and the possibility of intermittent disruption of radio navigation equipment, due consideration needs to be taken when planning flight operations in the Eastern Mediterranean / Nicosia FIR area."

Very few commercial flights operate over Syria, and authorities in the US, UK, France and Germany have all previously issued warnings for Syrian airspace.

But many airlines regularly transit the LCCC/Nicosia FIR: there are frequent holiday flights to the main Cypriot airports of LCLK/Larnaca and LCPH/Paphos; overflight traffic from Europe to the likes of

OLBA/Beirut, OJAI/Amman and LLBG/Tel Aviv; as well as traffic from Istanbul heading south to the Gulf and beyond.



Last year, two US warships in the eastern Mediterranean fired missiles at an air base in Syria after a chemical weapons attack by the Assad regime killed more than 80 people.

This week, following another suspected chemical attack by the Syrian government against civilians in a rebel-held town in Syria, the US President Donald Trump warned there would be a “forceful” response. On Apr 11, he took to Twitter to warn Russia to prepare for strike on Syria:



**Donald J. Trump** 

@realDonaldTrump

Russia vows to shoot down any and all missiles fired at Syria. Get ready Russia, because they will be coming, nice and new and “smart!” You shouldn’t be partners with a Gas Killing Animal who kills his people and enjoys it!

11:57 AM - 11 Apr 2018

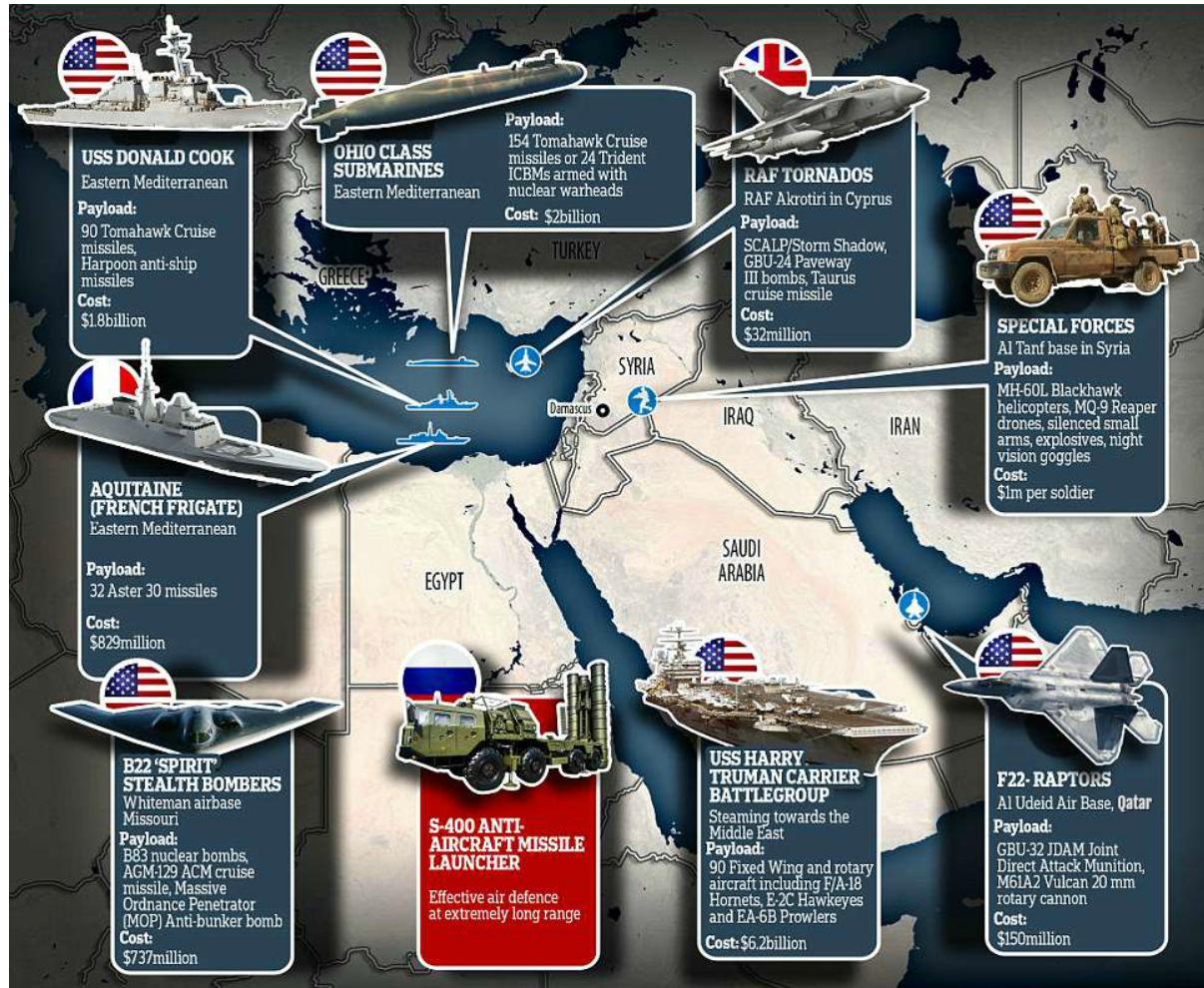
For the airstrikes on Syria last year, the US gave Russia advance warning of the attack, and Russian forces opted not to attempt to shoot down the missiles using its air defence systems stationed in the region.

However, this time round things could be very different. This week, Russia’s ambassador to Lebanon reminded the US that the head of the Russian military has said his forces in Syria would not only shoot down any missiles that threatened them but would target the source of the weapons as well.

The only US warship currently in the Mediterranean and capable of a possible strike is the USS Donald Cook, which left port in Larnaca and started to patrol in vicinity of Syria on Apr 9. According to some reports, it has since weighed anchor off Syrian territorial waters, and has been “buzzed” by low-flying Russian military jets.

Another 3 warships of the Sixth Fleet are already in the Atlantic Ocean, and on Apr 11 the entire US Truman Fleet (including an aircraft carrier, 6 destroyers, and nearly 6,500 sailors) departed Norfolk, Virginia, to head to the Mediterranean Sea. However, it may take up to a week for any of these warships to arrive.

Here's an overview of US and coalition forces' military options currently thought to be on offer in the eastern Mediterranean:



With the downing of MH17 by a surface-to-air missile over Ukraine in 2014, as well as all the recent unannounced missile tests by North Korea, there has been increased focus by the aviation community on the risks posed by conflict zones. If any missiles are launched from the Eastern Mediterranean in the next few days, be prepared for possible last-minute reroutes, as any Notams that get published may not give much warning.

#### Further reading:

One of our biggest missions in OPSGROUP is to share risk information and keep operators aware of the current threat picture. Check out Safeairspace for the most up-to-date information on airspace safety around the world.

# International Bulletin: Winter is Coming, Updated Canada Requirements

Cynthia Claros  
2 July, 2021

**INTERNATIONAL  
BULLETIN**

**ISSUED BY FLIGHT SERVICE BUREAU**

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**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 overflight 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: Australia Airport Workers Strike, ICAO Toughens Aircraft Tracking

Cynthia Claros  
2 July, 2021

**INTERNATIONAL  
BULLETIN**

**ISSUED BY FLIGHT SERVICE BUREAU**

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**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.

**KZWY/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

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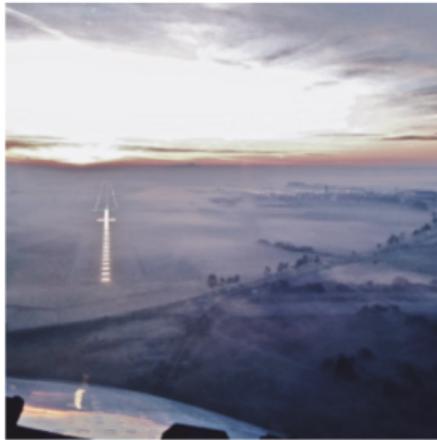
## Monday Briefing: Sinai Airspace avoided, Low Vis creates day of chaos

Declan Selleck  
2 July, 2021

# INTERNATIONAL BULLETIN

ISSUED BY FLIGHT SERVICE BUREAU

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**02NOV2015** HECC/Cairo has requested that traffic through PASOS point on the boundary with LCCC/Nicosia FIR be rerouted, effectively closing airway UL550 and the Sinai peninsula. Shown on radar image above, most traffic is avoiding the area that an A321 crashed in on Saturday. No definite link is being made but Authorities and Operators are naturally cautious.

**02NOV2015** Conditions perfect for fog across the UK and western Europe are causing widespread delays this morning. Unusually, almost all airports from EGCC/Manchester to EDDF/Frankfurt are affected by the same conditions, with many airports down to 100 metres vis. Most not accepting diversions. See below for further.

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**EXXX/Europe** High delays in most Airports in a square containing EGCC/Manchester, EBBR/Brussels, EDDF/Frankfurt, and EDDH/Hamburg. Total of approx 120,000 slot delay minutes in Eurocontrol system. Other high delay airports include EHAM, EGLL, EGKK, EGSS. Check NOTAMs as most are not accepting diversions either. Fog forecast to be similar again overnight.

**VTBB/Bangkok FIR** A minimum departure interval of 4-8 minutes between same direction departures is in force from 30OCT for aircraft departing VTCC VTCT VTUU VTUD VTSP VTSG VTSF VTSB VTSM AND VTSS. Delays during peak hours are expected.

**UUBC/Grabtsevo** New Russian Airport now fully operational with 2200m runway (12/30) and able to accommodate international traffic up to A320/737 size.

**UHSS/Yuzhno Sakhalinsk**, a common Polar alternate, is closed due runway repairs 1200-2100Z until 01DEC and therefore not available as ALTN for Flight Planning.

**NTTA/Tahiti** will be without radar on 03NOV after 1800Z. As with all radar outages there is potential for delays and restrictions.

**KXXX/USA** Runway current closures: BWI-RWY 10/28, SEA-RWY 16C/34C, LAS-RWY 7L-25R.

**KSFO/San Francisco** will close Taxiway Q and B on 07/08NOV to resolve a pavement issue. This will create a one-in-one-out restriction for aircraft taxiing to and from all gates west of Taxiway Q1. Specifically, this will affect United Airlines, SFO's largest customer, as a majority of its gates are west of Q1. Additionally, the proximity of the closure area to Taxiway B1 will render B1 unusable due to insufficient

wing tip and jet blast clearance with the construction area. The loss of Taxiway B1 means that access to the end-around Taxiway Z will be unavailable.

**HKXX/Kenya** No longer possible to obtain a visa on arrival for passengers. Must now be arranged prior to arrival online at <https://account.ecitizen.go.ke/register>.

**SOOO/Cayenne FIR, South Atlantic** - Aircraft not FANS 1A equipped, east of 50W in the Cayenne FIR, can now expect a maximum level of FL310 westbound.

**EXXX/Europe** The European Business Aviation Association (EBAA) is providing a new tool to calculate Passenger Taxes payable in EU countries. The "PaxTax" tool calculates the total passenger tax for the flight, and breaks down the cost for both departure and arrival for the respective national taxing authorities.

**YBBN/Brisbane** New \$45m international terminal opened 28OCT after 18 months of construction. The facility can handle 7.5m pax annually.

**VNxx/NEPAL** Fuel supply update: China will supply fuel to Nepal for the first time ever, in response to a dire fuel shortage caused by disrupted supply lines with India. China will supply 1.3 million liters of gasoline, which will be transported to Kathmandu from the border via 100 tanker trucks. Please continue to check local NOTAMs for fuel availability.

**DNxx/Nigeria FIR** Widespread reports of a strike forcing the closure of Nigeria's airspace have been deemed unreliable, per the Nigerian CAA. There is unrest and occasional industrial action, but no risk of airspace being closed.

**Timezone Changes** As DST ends in the Northern Hemisphere, series of clock changes completed on 01NOV as US ended Daylight Savings. Most of Europe completed theirs on 25OCT. Most northern countries are now on Standard Time.

**View the complete International Operations Bulletin for 02NOV2015.**