

Philippines: Down The Permit Rabbit Hole

David Mumford
30 April, 2024



Key Points

- Charter/Non-Sched/Pt135 landings in the Philippines need a Foreign Air Operator Certificate (FAOC).
- It's a bit of a pain to get one. Takes 2-3 weeks, but local agents can help get a landing permit while the FAOC is in process.
- Read below for the latest on all Philippines Permits

A Cautionary Tale

An OPSGROUP member recently reported the following:

- *To operate non-scheduled air services into the Philippines we were told that we need a Foreign Air Operators Certificate.*
- *We were also asked to supply an ICAO Airline Three letter code. This is not something as a non-scheduled operator that we believe we can get!*
- *We used a local agent as our Third Party. They supplied the FAOC application form.*
- *We were successful in getting a one-off permit, however we still had to complete everything in the application form.*
- *We haven't determined if what we have submitted now as a one-off will be sufficient for the entire FAOC application - we'll find out soon...*

The Application Form

You can download it here:



**APPLICATION FOR
VALIDATION OF AIR OPERATOR
CERTIFICATE**

Application for Air Transport Operations by a Foreign Operator
(To be completed by a foreign air operator for an approval to conduct operations in the Philippines)

Section 1A. To be completed by the air operator

1. Company registered name and trading name if different, address, telephone, fax, and e-mail
2. Address of the principal place of business including telephone, fax, and e-mail

3. Proposed Start Date of Operations
(Minimum 120 days)
4. ICAO 3-letter Designator for aircraft operating agency

Section 1B. Type of approval requested – To be completed by the air operator, checking applicable boxes
5. Air Operator intends to conduct commercial flights to and from aerodromes in the Philippines

7. Air Operator proposed types of operation
8. Geographical areas of intended operations and proposed route structure

Passenger and Cargo
 Cargo Only
 Scheduled Operations
 Charter Flight Operations
 Dangerous Goods

Section 1C. To be completed by the air operator

9. Provide location on board or provide a separate documentation where individual aircraft, nationality and registration marks are listed as part of the aircraft fleet operated within the Philippines territory under the air operator certificate

Provide following information:

Aircraft type (make, model, serial number, or manufacturer)	RVSM Approval	ETOPS	Noise Certification	Remarks
(Aircraft type 1)				
(Aircraft type 2)				
(Aircraft type 3)				
(Aircraft type 4)				
Etc.				

Note: -3 As approved by the State of the Operator
-4 As approved by the State of Registry

CAA Form E1B/12/2016

Page 1 of 2

Section 2. Applicant's Certification
The undersigned, in my capacity and in the best of my knowledge and agree that they are to be considered as part of the basis for issuance operations specifications

A person shall not with intent to defraud or mislead, sign or affix my representation for the purpose of procuring the approval or any other permission, grant, renewal or variation of any such approval.

Date: _____ Operator's Director Name & Signature

Date: _____ Maintenance Director's Name & Signature

Date: _____ Philippine-Based Operator Representative & Signature

Section 3. CAAP Certification

CAAP Decision:	Approval granted	Evaluated By [Name & Title]
	<input type="checkbox"/>	<input type="checkbox"/> Not Approved
		Date [dd/mm/yyyy]

Risks

Attach copies of:

- Air Operator Certificate and associated operations
- Specifications, insurance certificate;
- In case of non-lease of aircraft: approval of CAA of the State of the Operator, with identification of the operator that exercises operational control on the aircraft; and
- Document authorizing the specific traffic rights, issued by (appropriate department) or resulting from a bilateral air transport agreement (if required by the State to which the operator is flying to.)

CAA Form E1B/12/2016

Page 2 of 2

Requirements for Application of Validation of Foreign Air Operator Certificate

For submission	A. Pre-application letter of intent
For submission	B. Fully accomplished Application Form for Foreign Air Operator
For submission	C. Prescribed Fee: PHP 5,000.00 (for 2 years) PHP 1,500.00 (for 1 year)
For submission	D. Civil Aeronautics Board (CAB) Approval Permit
For submission	E. Aircraft Insurance Coverage
For submission	F. Copy of valid Air Operator Certificate (AOC) or equivalent issued by the State of the Operator or the State of Registry. Specifications of the aircraft to be operated
For submission	G. List of aircraft intended to be operated approved by Civil Aeronautics Board (CAB) of the Philippines
For submission	H. Copy of approval page of the MIL for each aircraft type intended to be operated approved by Civil Aeronautics Board (CAB) of the Philippines
For submission	I. Copy of Certificate of Registration issued for each aircraft proposed to be operated by the Air Operator
For submission	J. Copies of Certificate of Airworthiness
For submission	K. Copies of Aircraft Radio Station License
For submission	L. Copies of Aircraft Noise Certificate
For submission	M. Copy of Maintenance Agreement Contract between Air Operator and AMO
For submission	N. Copy of Agreement/Contract between Air Operator and Ground Handling Agent
For submission	O. Copy of the license or authorization granted to the air operator by the appropriate authority of the State of the air operator to operate an air transport service to and from the Republic of the Philippines
For submission	P. Compliance with requirements for carriage of TCAS II (Change 7.1) aircraft
For submission	Q. Certified aircraft minimum take-off weight
For submission	R. Latest Aircraft Operator Security Program

Address your letter to:
CPT. MANUEL ANTONIO L. TAMAYO
DIRECTOR GENERAL
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

MLA Building corner Ninoy Aquino Avenue, Pasay 120, Metro Manila, Philippines, 1300
Tel: (+632) 944-2307 / www.caap.gov.ph

Click for PDF.

What are the Philippines Permit Requirements?

Here's some **utterly useless official stuff** to "help" start you on your journey.

The Philippines AIP



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Time in UTC : 13:41:15

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Any content-related questions? Email us at phil.aisops@gmail.com
Any technical issue? Contact [AeroInfodotCom](#).

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Click for... a dead end.

Requires a log-in. Don't have one, and can't get one. Website doesn't even load most days.

I sent them an email and got a reply saying that even if you have a login, the site *doesn't actually have the eAIP on it*. But if you would like to pay them \$324 USD each year, they can send you a hard copy.

Nope.

Philippines CAA Website



SEARCH RESULTS FOR: EAIP

YOU ARE HERE: HOME >

NOTHING FOUND

It seems we can't find what you're looking for. Perhaps searching can help.

eAIP

Click for... nothing.

Searched for "eAIP". Nothing found. Moved on.

GEN 1.2

Backdoor access achieved via the EAD website! We have found the elusive AIP GEN 1.2!

<p>AIP PHILIPPINES</p> <p>GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT</p> <p>GEN 1.2 - 1 25 AUG 11</p>	<p>GEN 1.2 - 2 25 AUG 11</p> <p>AIP PHILIPPINES</p> <p>2. Scheduled flights</p> <p>2.1 General</p> <p>2.1.1 For regular international scheduled flights operated by foreign airlines into or in transit across the Philippines, the following requirements must be met:</p> <ol style="list-style-type: none"> the State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement whenever the Philippines is a party to both Agreements; the airline must be eligible to make the flights under the provision of a bilateral or multilateral agreement to which the State of the airline and the Philippines are contracting parties; the airline must have a permit to operate into or in transit across the Philippines. Applications for such permits shall be submitted to the Civil Aeronautics Board, copy furnished the Department of Foreign Affairs with address found on AIP page GEN 1.1-1 <p>2.2 Documentary requirements for clearance of aircraft</p> <p>2.2.1 It is necessary that the undocumented aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from the Philippines. All documents necessary to obtain the ICAO State of origin permit as set forth in the relevant appendices to ICAO Annex 9 and 10 are required when furnishing Engine and completed in logistic handingover. No visas are required in connection with such documents.</p> <p>2.2.2 Aircraft documents required (arrival/ departure)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 2px;">Required by</th><th style="text-align: left; padding: 2px;">General Declaration</th><th style="text-align: left; padding: 2px;">Passenger Manifest</th><th style="text-align: left; padding: 2px;">Cargo Manifest</th></tr> </thead> <tbody> <tr> <td style="text-align: left; padding: 2px;">a. Immigration</td><td style="text-align: left; padding: 2px;">2</td><td style="text-align: left; padding: 2px;">2</td><td style="text-align: left; padding: 2px;">-</td></tr> <tr> <td style="text-align: left; padding: 2px;">b. Customs</td><td style="text-align: left; padding: 2px;">1</td><td style="text-align: left; padding: 2px;">1</td><td style="text-align: left; padding: 2px;">-</td></tr> <tr> <td style="text-align: left; padding: 2px;">c. Health</td><td style="text-align: left; padding: 2px;">1</td><td style="text-align: left; padding: 2px;">1</td><td style="text-align: left; padding: 2px;">-</td></tr> </tbody> </table> <p>NOTE:</p> <ol style="list-style-type: none"> One copy of the General Declaration is endorsed and returned by Customs, signifying clearance. If passengers are embarking (disembarking) and no article are laden (unladen), no aircraft documents except copies of the General Declaration need be submitted to the above authorities. <p>3. Non-scheduled flights</p> <p>3.1 Procedures</p> <p>3.1.1 If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in the territory of the Philippines, it is necessary for the operator to obtain prior permission.</p> <p>3.1.2 If an operator intends to perform a (series of) non-scheduled flight(s) into the Philippines for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to obtain prior permission. The application must be submitted at least twenty-four hours in advance of the intended landing. The application must include the following information in the order shown hereunder:</p> <ol style="list-style-type: none"> name of operator; type of aircraft and registration marks; 	Required by	General Declaration	Passenger Manifest	Cargo Manifest	a. Immigration	2	2	-	b. Customs	1	1	-	c. Health	1	1	-	<p>AIP PHILIPPINES</p> <p>GEN 1.2 - 3 25 AUG 11</p> <p>3.1 date and time of arrival at, and departure from an aerodrome; 3.2 place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight; 3.3 purpose of flight and number of passengers and/or nature and amount of freight; and 3.4 name, address and business of charterer, if any.</p> <p>3.1.3 Military exit clearance for international non-scheduled commercial air carrier is no longer required.</p> <p>3.2 Documentary requirements for clearance of aircraft</p> <p>3.2.1 Same requirements as for SCHEDULED FLIGHTS.</p> <p>4. Private flights</p> <p>4.1 Advance notification of arrival</p> <p>4.1.1 The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft, such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival, the landing must be preceded by a previous notification.</p> <p>4.1.2 Application for flight permission must be submitted to the Civil Aviation Authority of the Philippines at least seven (7) days prior to entry over Philippine airspace.</p> <p>4.2 Documentary requirements for clearance of aircraft</p> <p>4.2.1 No documents, in addition to those mentioned under 3.2.2 above, are required in the case of an aircraft remaining within the Philippines for less than seven (7) days. For a stay beyond seven (7) days after the date of arrival, a "carte de passages en douane" will be accepted in lieu of or in addition to any other official guarantee.</p> <p>5. Requirements for Diplomatic Flight Clearances</p> <p>5.1 Scope</p> <p>5.1.1 Non-scheduled foreign air carrier, civilian or military desiring to land on Philippine airports on non-revenue flights or to overfly through Philippine airspace.</p> <p>5.1.2 Scheduled air carriers without CAB approved routes which will land on Philippine airports or will overfly through Philippine airspace.</p> <p>5.1.3 Scheduled air carriers desiring to operate extra section and charter flights to the Philippines.</p> <p>5.1.4 Supplemental and non-scheduled carrier of foreign countries desiring to operate charter or revenue flights to the Philippines.</p> <p>5.1.5 Foreign registered aircraft desiring to land on Philippine airports for reasons of emergency. Emergency landing prerequisites that on take-off of the aircraft from its point of origin abroad, no landing in Philippine airports was planned or intended but that such landing was caused by circumstances beyond the control of aircraft abroad.</p> <p>5.2 Procedures</p> <p>5.2.1 All operations of aircraft under 5.1.1, 5.1.2 above, including those making technical landings only, must request diplomatic flight clearances from the Department of Foreign Affairs (DFA), Manila, either through their respective diplomatic or consular representatives in the Philippines through representing or servicing local firms or through Philippine diplomatic or consular offices abroad.</p>
Required by	General Declaration	Passenger Manifest	Cargo Manifest															
a. Immigration	2	2	-															
b. Customs	1	1	-															
c. Health	1	1	-															
<small>CIVIL AVIATION AUTHORITY OF THE PHILIPPINES</small>	<small>AIRAC AIP AMDT 044/11</small>	<small>CIVIL AVIATION AUTHORITY OF THE PHILIPPINES</small>																
<small>CIVIL AVIATION AUTHORITY OF THE PHILIPPINES</small>	<small>AIRAC AIP AMDT 044/11</small>	<small>CIVIL AVIATION AUTHORITY OF THE PHILIPPINES</small>																

Click for... words and numbers, passed through the digestive tract of a bird, and then re-arranged into some vague semblance of order.

But wait... it's dated 2011, and is an enraging mix of INCORRECT INFO and NOTHINGY PAP.

The quest continues...

Ask An Expert

We asked Jeff at Airmach Aviation for help - a local agent in the Philippines who knows **all the answers**:

- **All flights need a permit.** Landings, overflights, private, charter, scheduled, weird non-standard airworthiness... whatever you're doing, if you enter Philippines airspace, you need a permit.
- You'll want to use an agent here, as **Navigation Fees** and **CAA fees** must be paid prior to getting any permit.
- Permit approvals take anywhere between **48-72 hours**.
- They require the routing you'll use to calculate the **navigation fees**.
- **Permit fees** can add up, especially for Charter flights as there are different permits you need to get - one from CAAP (the CAA) and another from CAB (Civil Aeronautics Board).
- Scheduled and Charter landings will need a **Foreign Air Operator Certificate**.

OPSGROUP members can access all this info via the **Permit Helper** app on the Dashboard. This tool has **permit info for every country in the world** - what's required, and who to contact to get your permit.

Civil Aviation

Civil Aviation Authority

- +63 879 9100
- +63 879 9101
- odg@caap.gov.ph
- AFTN: RPLLYAYX

Agent

Airmach Aviation

- +63 9175810691
- ops@airmachaviation.com
- landing:\$250overfly; \$60 single flight (costs do not include CAA fees)

Click for... clarity.

Tell me about the Foreign Air Operator Certificate one more time

- This is required for Non-Scheduled (i.e. Charter/Pt135 landings) as well as Scheduled (i.e. Airline) flights landing in the Philippines.
- The application form is [here](#).
- Download it, fill it in, gather together the required docs listed in the form, and ask a local agent in the Philippines to get it for you. We recommend Airmach Aviation. Other agents are out there.
- Yes, you could try going direct to the authorities instead (CAAP: odg@caap.gov.ph). We once knew some people who tried. Their bodies have never been found.

Have you been through this FAOC process? **Got any extra tips to share?** Or maybe you've operated a flight to the Philippines recently and have some stories to share? Let us know!

International Bulletin: Hong Kong pain in the ass, Haiti relief operations

Cynthia Claros
30 April, 2024



Hong Kong is a pain in the ass - it's official 20OCT Authorities in Hong Kong confirmed yesterday that the airport is a giant pain, especially for non-scheduled operators. Lining up slots, parking, permits and handling is extremely difficult. End result: a mountain of frustration. Read the article.

Haiti relief operations - and Airbus Flight 101 20OCT After Hurricane Matthew last week, MTPP/Port-au-Prince (Toussaint Louverture) became a central focus in relief efforts for Haiti. **OpsGroup member Airbus** operated an amazing relief flight from Lyon. Read the article.

VTZZ/Thailand is in a period of mourning following the death of His Majesty, King Bhumibol on 13 October. This is a time of deep sorrow for Thai people - refrain from any behaviour that may be interpreted as festive, disrespectful or disorderly. Abide by local laws and respect Thai customs. There may be some disruption of commercial and public services during the mourning period, especially during the first 30 days (until 13 November). Tourist attractions are open with the exception of Wat Pra Kaew (Temple of the Emerald Buddha) and the Grand Palace in Bangkok. Expect traffic disruptions and heightened security around these areas as people pay their respects to the late King.

EBBR/Brussels All non-scheduled flights destined to EBBR are allowed only after special permission by Airport Authority before start of flight. Contact +32 2 7536900 or inspect@brusselsairport.be.

DTZZ/Tunisia extended the state of emergency on 18OCT, set to expire, by three months. The state of emergency went into effect following a series of terrorist attacks in 2015 and has been extended multiple times.

ORBB/Baghdad FIR Traffic entering from Baghdad FIR (ORBB) to Ankara FIR (LTAA) shall file their FPL as follows: NINVA-OTKEP-SRT at FL320 and above. NOTAM A4572/16 refers.

Solomon Islands There has been a confirmed outbreak of dengue fever in the capital city, Honiara; you should follow the advice of the local authorities and take steps to avoid being bitten by mosquitoes; you should take out comprehensive travel and medical insurance before travelling to the Solomon Islands

TXKF/Bermuda Due to maintenance, the Bermuda Radar system will be out of service on Friday. Recommended reroute to avoid airspace. New York Center overflight procedures will be in effect. Routes have been developed to provide limited non-radar service within the airspace. All departures from

Bermuda will be held down at FL310.

OJAI/Amman, Jordan Runway 26L/08R will be closed for urgent pavement maintenance on these days in November: 01,08,15,22,29: from 0930-1330Z. The airport will not be available for either normal operations or emergency diverts during the closure period.

OEZZ/Saudi Arabia From 8 to 10 October there were several missile attacks reported near the Saudi / Yemeni border and the southern Red Sea.

ZZZZ/Worldwide Regulatory and voluntary bans on Samsung Galaxy Note7 smartphones is spreading as airlines and airport authorities around the world are announcing bans or restricted usage on the device, which has been withdrawn by Samsung after some devices caught fire. Ban notices are being issued primarily through airline online check-in pages, as well as via public announcements in airport terminals and onboard aircraft. The US Department of Transportation (DOT) was first to issue a total ban on taking the device on board, as a passenger or as air cargo, when it gave an emergency order Oct. 15 with FAA. The devices are being banned because of fire concerns, and the fallout following an incident involving a smoking smartphone on board a Southwest Airlines aircraft in Louisville, Kentucky on Oct. 5.

YZZZ/Australia will not be implementing the changes in the ICAO PANS-ATM (Doc 4444), as they say they haven't had enough time to work on the safety case - ie. figuring out if these changes are dangerous in any way. In short, they won't be saying "Climb via SID" or "Climb via STAR", which are the new phraseologies.

TTZP/Piarco wins the award for most confusing AIC of the week, namely AIC03/16 issued on 13OCT. Titled "RVSM Implementation", it appears that Trinidad is finally implementing RVSM in their airspace. But wait, they did that in 2005. So what's new in this AIC? It's a mystery. Take a look and see if you can spot it.

KLAX/Los Angeles 3 out of the 4 runways at KLAX have now been renovated. Runway 6R/24L reopened on 16OCT after renovations. Improvements to the fourth and final runway, 07L/25R, will begin OCT22 and continue until June 2017. This last runway will be partially closed until January, and then closed completely to allow for more extensive work to be done

FSIA/Seychelles Runway will be closed on Thursday 20 and 27 Oct between 1815-0245z and Friday 21 and 28 Oct between 1900-0215z. Can be opened in cases of emergency.

UHPP/Petropavlovsk Eruption in progress at Klyuchevskoy volcano (N5603E16038) near UHPP. Ash cloud reported at 0720z on 17 Oct from ground level up to FL300.

VVZZ/Vietnam Typhoon Sarika is forecast to bring hazardous sea and weather conditions to parts of northern Vietnam from around 19 October 2016; heavy rainfall could lead to flooding and landslides

KLAS/Las Vegas Because of the next presidential debate that will be held in Las Vegas on October 19, 2016, intermittent road closures will affect access to McCarran International Airport (LAS) between 4 pm and 10 pm on that date. The recommended route to the airport from the east side of the valley is westbound Flamingo Road to southbound Paradise Road. The recommended route to the airport from the west side of the valley is eastbound Tropicana Avenue to southbound Paradise Road.

OIIX/Tehran FIR The minimum safe level on R462 between DENDA and METBI has been raised to FL140.

KSFO/San Francisco has a new ATC Tower operational since Sunday last, located between Terminals 1 and 2. Per the local report, it "offers controllers a 650-square-foot work area with unobstructed 235-degree views of the airport's runways and taxiways". Hopefully there's not much going on in the other 125 degrees.

OSZZ/Syria Russia's only aircraft carrier, Admiral Kuznetsov, is nearing the end of a work-up period

outside the port of Murmansk before heading for the eastern Mediterranean, reportedly to begin air operations against targets in Syria.

EGPK/Prestwick will be closed from midnight to 0400Z on 21OCT, due to a planned ATC power outage. ATC reachable during outage at +447917 424603.

RPZZ/Philippines Typhoon Sarika recently passed through the island of Luzon as a category 4 storm. Transportation routes, power and telecommunications systems could be affected in some areas. Other services that may be affected in these areas include emergency and medical care, as well as water and food supplies. If travelling to affected areas, exercise caution, monitor local news and weather reports, and follow the advice of local authorities.

[View full International Bulletin 20OCT2016](#)

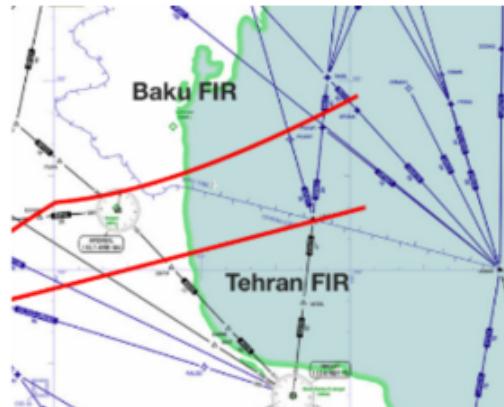
Monday Briefing: North Atlantic Changes, Caspian Sea Missiles

Declan Selleck
30 April, 2024

**INTERNATIONAL
BULLETIN**

ISSUED BY FLIGHT SERVICE BUREAU

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



19OCT2015 Flight operations in the NAT region will see significant changes in around three weeks time, including new 'half-degree' NAT tracks, new Entry Points in Gander and Shanwick OCA's, and several procedural changes. A Special Bulletin with plotting chart, summarising the changes, will be issued by Flight Service Bureau next week.

19OCT2015 Last week 26 cruise missiles were launched across International air routes in Azerbaijan, Iraq, and Iran, with reports suggesting 4 did not travel as intended. The risk to aircraft operators is summarised in our International Ops Notice 10/15, see below for details.

RPHI/Manilla FIR, Philippines Typhoon Koppu has maintained its strength as it continues to move northward with slightly increasing forward speed along the shores of Ilocos Sur, Luzon. Current location (1200Z Monday) is to the west of RPLI/Laoag Airport. It is forecast to weaken to a Tropical Storm within 24 hours. No reports of airports affected so far.

OMDW/Dubai World hosts Dubai Airshow 08-12NOV. Landing Permit required for all flights, 3 days processing, standard documents and requirements. Slot required for OMDW, window +/- 5mins. Show details at www.dubaiairshow.aero

OPRN/Islamabad, Pakistan closed 1300-1800 daily due runway works 18-28OCT.

SEXX/Ecuador A new DGAC resolution now effective permits non-scheduled aircraft to land without a Landing Permit as long as the aircraft is operating under private ops, will not stay longer than 72 hours in Ecuador, and visits only one location in Ecuador. The official document is here (in Spanish).

VHHH/Hong Kong with effect 25OCT (IATA Winter 2015) will amend slot issuing procedures to give priority to operators with higher capacity aircraft, and where same types conflict for the same slot time, lower noise levels.

LIXX/Italy ATC Strike confirmed for 24OCT (Saturday) 0800-1600, service will be provided to Overflights and Intercontinental flights only.

LTXX/Turkey Traffic operating through the south eastern part of Turkish airspace to/from Tehran and Baghdad FIRs should check Notams for restrictions. Several restrictions up to FL310 due to military operations.

EGXX/Shanwick Large scale Military Exercise 'At Sea Demonstration' ASD15 affecting OEP's ERAKA and GOMUP starts on 19OCT.

LFxx/France Datalink implemented from 22OCT LFRR/Brest and LFBB/Bordeaux ACC from 0900L. Initial phase, no ACL (Clearance via CPDLC), and aircraft must be on Eurocontrol whitelist. Ref France AIC A22/15.

VNXX/Nepal continues to experience shortages of fuel due to a halt in shipments coming from India. Available fuel for domestic airlines is rapidly decreasing, and authorities worry that domestic flights will soon be unavailable. The Nepalese government has requested that international airlines carry return fuel or refuel at airports en route, as Tribhuvan International Airport (VNKT/KTM) has no available fuel.

View the full International Ops Bulletin for 19OCT2015.

Monday Briefing: China ADIZ Flight Planning Rules, Warsaw FIR reroutes

Declan Selleck
30 April, 2024

China ADIZ FPL Rules Dec 4: Last weeks introduction of a new Air Defense Identification Zone (ADIZ) in the East China Sea requests operators to send FPL data to Beijing. There is no new requirement for

overflight permits or prior permission. Advice being given to operators is to copy the ATC plan to the two AFTN addresses listed. Read more below ...

Poland FIR reroutes Dec 3: With the introduction of a new ATC System in Poland, significant restrictions exist in the Warsaw FIR and will continue into the new year. To reduce complexity, traffic originating in Russia is rerouted around Poland, the ACC is at 65% capacity and TMA at 75%.

LSGG/Geneva Transition to new stripless ATC system will be complete 11DEC. Approach running at 80% capacity until 10DEC.

EPWW/Warsaw ACC Significant restrictions in place for the next few months due to new system. Overall Enroute capacity reduction of 35%. Restrictions affect traffic departing from U... with destinations LI** LE** LO** EG**, LFP* and EHAM from 26 November until 15 January.

Afghanistan PPR is Mandatory for all flights to Bagram (OAI), Jalalabad (OAJL), Kabul (OAKB), Kandahar (OAKN) and Tereen (OATN). For operations to more than one airfield, a separate PPR request form must be submitted for each one.

NAT/North Atlantic The FAA will publish a NOTAM on 12DEC detailing plans for the rollout of Phase 2 of the North Atlantic datalink mandate. Implementation will begin with Phase 2a on 05FEB2015, at which time flights within the North Atlantic Tracks (NAT) between FL350 and FL390 must be equipped with Fans 1/A controller-pilot datalink communications (CPDLC) and ADS-C systems. The program expands to these altitudes in the entire ICAO NAT region on Dec. 7, 2017, and to all flights in this region above FL290 on Jan. 30, 2020.

Philippines Due to ongoing relief efforts, fuel supply at the following locations is limited: RPMB/General Santos, RPMD/Davao, RPVI/Iloilo, and RPVK/Kalibo. There are also intermittent shortages at RPPL/Manila.

YMM/Melbourne is introducing Ground Delay Program capability as an ATFM measure. Currently exists at Sydney, Brisbane, and Perth. Operators will be issued a COBT slot time and must adhere. Slots are available from the Australian National Operations Centre (NOC).

South America Chile and Peru have introduced Oceanic Procedures for flights operating within their Antofagasta and Lima Oceanic FIRs, particularly on routes Lima-Santiago and vv. Refer AIC 5/13.

LTAI/Antalya Technical Stops are now accepted during the Winter Period. Previously, AYT did not accept any technical stops due to slot demand.

Russia New requirements for API and PNR data for Airlines operating both scheduled and non-scheduled flights in effect 01DEC. API data should be transmitted 15 mins prior departure to SITA MOWRU8X. NOTAM A2345/13 and AIC 04/13.

Central America. Many operators overlook payment of Navigation invoices in Central America, overdue payment of which is not discovered **until a permit is applied for**. COCESNA, the agency managing ATC in the region, has reminded operators that flights will not be allowed with overdue balances. The following are contact email addresses for the CAA/DGAC Billing department each country - check that your balance due is nil. Belize: est-belice@cocesna.org. Guatemala: cobrosguatemala@cocesna.org. El Salvador: cobroselsalvador@cocesna.org. Honduras: cobroslamesa@cocesna.org. Nicaragua: cobrosnicaragua@cocesna.org. Costa Rica: cobroscostarica@cocesna.org. **Ensure that you apply for a CENAMER Permit (CENAMER Notification)** before your flight into any FIR in this region.

Saudi Arabia Any flights landing at King Abdulaziz International Airport (KAIA) with passengers from Jijiga, Ethiopia (HAJJ) will be subject to a fine.

Turkey The DGCA announced on 27NOV that with immediate effect, original insurance certificates are

required for **overflight** as well as landing permits related to scheduled flights. Previously, a PDF copy was accepted for overflights.

India Crews operating Ferry Flights and General Aviation crews can once again secure visas or TLP's (Temporary Landing Permits) on arrival into Indian airports. In addition, Indian missions and posts abroad have been authorized to grant business visas to crew of private non-revenue and charter flights within three days of the visa application. These visas will be endorsed on their national passport and not on the crew member certificate. These visa processing times also do not apply to crew who are nationals of a PRC country. Visas for these crew members could take as many as 30 days.