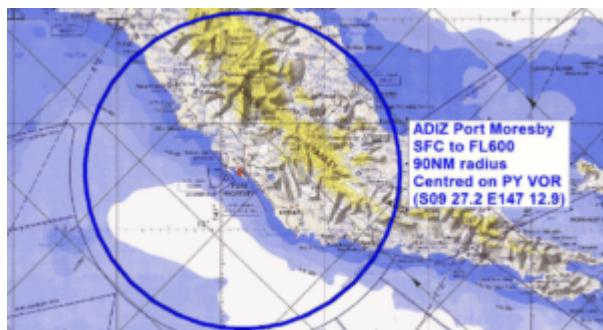


AYPY/Port Moresby restrictions during APEC 2018

OPSGROUP Team
7 November, 2018



The 2018 APEC meeting will be held in **AYPY/Port Moresby**, Papua New Guinea on 15 and 16 November, 2018. If you're trying to get there, here's what you need to know...

What's happening at the airport?

- **Parking** - There may not even be enough space for all the official delegations' aircraft, let alone anyone else, so expect parking congestion also at YBCS/Cairns and YBTL/Townsville airports. YBTL will also be used as a base by Australian military aircraft tasked with assisting the airspace security during the event; if you are heading there, make sure you read and carry the AIP SUP H99/18.
- **Night closures** - Closures of the main runway (14L/32R) mean that the airport is effectively closed each night from 2100-0430 local time until 13 November.
- **Customs** - if you're actually going to AYPY during this period, you can view the APEC Customs handbook [here](#).
- **Flight Plans** - If you indicate the wrong ADS-B FLT ID (in Section 7 of your FPL) and are inbound or outbound to AYPY/Port Moresby or AYNZ/Lae Nadzab you can expect a 20 minute

delay or holding (A1069/18 refers).

What's happening in the airspace?

AIP SUPP 5/2018 outlines the airspace restrictions for APEC2018. **Here are the important bits, all effective from Nov 2-20:**

- Watch out for overflights of AYPY, as there's a 90 NM ADIZ in place around the airport from SFC-FL600.
- There is a temporary restricted area (TRA931) 30 NM around AYPY, SFC-FL330. Anyone flying to/from AYPY with a valid flight plan and talking to ATC can enter this area.
- There is another more restrictive area (TRA930) over the CBD and event venue. Only APEC aircraft can enter this area.
- Actual activation times will be notified by NOTAM.
- Expect Royal Australia Air Force FA18 fast jets to be patrolling and operating with 'due regard' overhead during various times

A real life report...

Here's a report from an Opsgroup member trying to operate to AYPY/Port Moresby for the APEC summit:

- The closest parking spot we could get for a G650 is YPDN/Darwin. We were denied parking in YBCS/Cairns; we were told parking is reserved for head of states only. YBTL/Townsville denied us parking too, on the basis of no space available.
- The handler at AYPY/Port Moresby is not very responsive at the best of times, and has been unreliable also in the past, even when no special event was going on. In the past we once even got handling confirmed for an arrival during a scheduled runway closure!
- Until Nov 30, crew/pax visas cannot be arranged upon arrival, to enhance security during the APEC event. Instead, visa requests must be made through embassies during this time. This is normally not a problem outside of special events. The PNG Embassy in London have been very quick in getting visas approved for our crew, with a maximum turn of 5 working days, and as short as 3 working days.

Some other Supplementary information if you are operating to **AYPY/Port Moresby**:



- High terrain in close proximity.
- Navaids not monitored by ATC. Standby power reported to be available. Jackson and Parer locators no longer in operational use. Disregard any procedures that use these aids.
- Navaids may not be accurate or serviceable. Review all available information prior to use and perform appropriate crosschecks to verify navaid integrity.
- ATC may give inappropriate radar vectors and ALT instructions. During radar outage, ATC will provide procedural control. Maintain situation awareness to ensure safety not compromised. Refer to Radar Terrain Clearance Chart to cross-check altitudes.
- RWY 14L has upslope for 3/4 of its length, then slopes downward to the RWY 32R threshold, giving the illusion that the runway is shorter than actual.
- In gusty winds, expect windshear on approach RWY 14L.
- T-VASIS may be unserviceable without prior warning.
- Engine start clearance not required unless notified on ATIS.
- POB should be given with pushback request.
- Airway B220 is a designated two-way airway. Beware potential late-notice opposite direction traffic given close proximity to FIR boundary.
- Short-notice deterioration of ATC services may occur. If ATC not available, revert to CTAF on tower frequency.

Did we miss something? Let us know!

Midweek Briefing: Residual Disinsection for

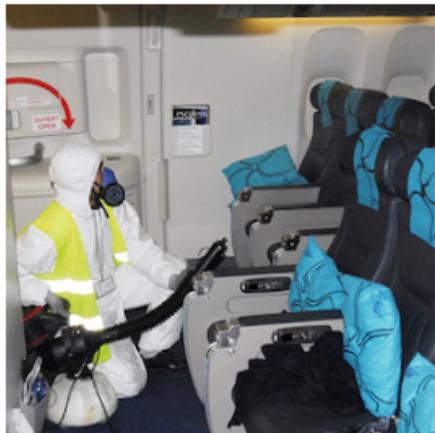
Italy, New Moscow Airport

Cynthia Claros
7 November, 2018

**INTERNATIONAL
BULLETIN**

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Italy now requiring Residual Disinsection 17FEB In light of the spreading global coverage of Zika Virus cases, countries are rapidly changing rules related to Quarantine and Health. Italy is now requiring residual aircraft disinsection for every aircraft coming from any area, not only Zika affected ones.

Moscow Ramenskoye opens to civil traffic 17FEB UUBW/Moscow Ramenskoye, which previously served as a military airfield, is scheduled to open to civil traffic as an International Airport on 16MAR, becoming the fourth Moscow Airport. [Read more ...](#)

UUBW/Moscow Ramenskoye, which previously served as a military airfield, is scheduled to open to civilians as an International Airport on 15MAR2016. The airport will be Moscow's fourth largest and is expected to serve approximately 1.9 million passengers per year. Russian Railways is planning on constructing a direct rail link between the facility and Moscow. [Read the full article.](#)

Worldwide As the mosquito-borne Zika virus spreads worldwide, some health and aviation authorities have begun targeting business aircraft to be treated with insecticide - similar to requirements that have been in place for commercial aircraft arriving from certain points of origin. The most prominent to date is Italy, which has reported several recent cases of the Zika virus affecting people who returned from trips to South America and the Caribbean. A "Certificate of Residual Disinsection" is now required for all aircraft operating in Italy, following recommended WHO and International Civil Aviation Organization Annex 9 procedures. Italy had originally limited the certificate requirement to aircraft arriving from Zika-affected

countries, but “within 36 hours that changed” to all countries. Authorities in Costa Rica are requiring that aircraft arriving from affected countries be sprayed on arrival – with crew, passengers and luggage aboard – with an insecticide provided by the local agriculture department.

UADD/Taraz, Kazakhstan has been upgraded to RFF/Rescue Fire CAT9, and with regular international flights starting in June, should have customs available. Maybe become a useful Central Asian en-route alternate.

UKLV/Lviv FIR, Ukraine A new Notam (A0193/16) is issued to extend the ban in Ukrainian Airspace of any aircraft operator registered in the Russian Federation until 09MAY.

NWWW/Noumea has multiple runway (and therefore airport) closures until 25FEB, check Notams carefully if operating.

NZAA/Auckland Work is currently in progress on the threshold of RWY 23L with the threshold inset 2,270m. The information is contained within AIP updates and not via NOTAM. Operators should note there are no ILS approaches available at Auckland until 30MAR. While weather is usually very good during February and March operators can expect delays in poor wx.

NZQN/Queenstown is closed from 1800 each day until 31MAR for runway widening works.

AYPY/Port Moresby Telecoms outage continues. To contact ATC Centre use (675) 325 8704 instead of published numbers. Multiple VHF freqs out of service, use HF 5565 as alternate.

RPHI/Manila has a radar outage on 18-19FEB meaning procedural control will affect the Luzon island area within the FIR, 10/15 minute enroute separation as standard.

Somalia A local terrorist organisation claimed responsibility for the bombing of a Daallo Airlines passenger aircraft on 02FEB shortly after it took off from Mogadishu's Aden Adde International Airport (HCMM/MGO). The bombing forced the Airbus A321-111 to make an emergency landing at Mogadishu's airport.

South Africa Refurbishment will affect Johannesburg's OR Tambo International Airport (FAOR/JNB) beginning 13FEB when security and immigration will move from Terminal A to the Central Terminal. Slow processing expected until end March.

US and Cuba advance Air Service agreement US officials will travel to Havana to officially sign the agreement that will make the two countries a step closer for its first commercial flights. Once the US-Cuba air travel pact that was agreed upon on 16DEC2015 will be finalized, airlines will have about two weeks to submit applications for US-Cuba routes with the US Department of Transport and get approval from Cuban authorities to obtain space at Cuban airports. Industry experts expect that the first Cuba-bound flights will be in the air sometime in 2016.

View the full International Bulletin 17FEB2016

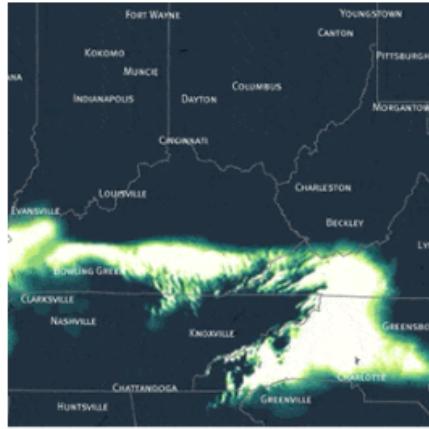
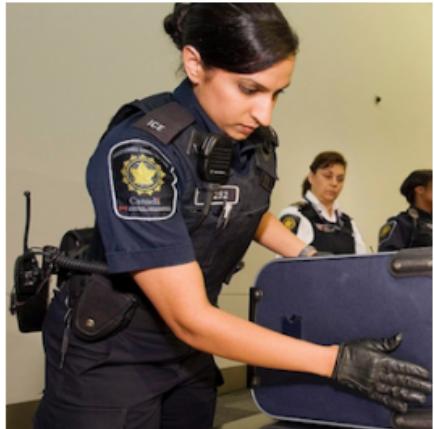
Midweek Briefing: New Canada Entry Rules,

Winter Storms clear Newfoundland

Cynthia Claros
7 November, 2018

**INTERNATIONAL
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ISSUED BY FLIGHT SERVICE BUREAU
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New Canada Entry Rules 10FEB CXXX/Canada Starting 15 MAR 2016, visa-exempt foreign nationals who fly to or transit through Canada will need an Electronic Travel Authorization (eTA). Exceptions include U.S. citizens and travellers with an existing visa, and commercial aircrew. [Read more ...](#)

Winter Storms clear Newfoundland 10FEB Nova Scotia and Newfoundland (CYQX, CYHZ, CYYT) have two severe Winter Storms passing through this week; Halifax will see up to 40cm of snow, affecting diversion choices on the North Atlantic. **The visualisation above** shows the US Winter storm at the end of January.

MKJK/Kingston FIR Jamaica, has ongoing issues with radar coverage and serviceability, leading to ad-hoc flow management procedures including 15 minute en-route separation, and 10 minute arrival separation at international airports. Latest update indicates this will continue throughout February. We have had several reports from international airlines of delays averaging around 1 hour on departure. Further reports welcome to bulletin@fsbureau.org.

SKED/Bogota ACC, Colombia is applying 20 minute spacing for northbound flights heading into Jamaican airspace due to the increasing delays there.

SPIM/Lima FIR Peru have published new Aircraft Interception procedures for Civil Aircraft. Probably worth a look - although, we must warn you, they are in Spanish only, and exceptionally lengthy. Maybe just double check that overflight permit and keep in touch with ATC instead.

North Atlantic As mentioned last week, effective 04FEB MNPS Airspace is replaced by HLA/High Level Airspace on the North Atlantic. A popular topic. RNP4 or RNP10 now required. Read our International Ops Notice 01/2016 or our blog post: Did you know MNPS is over?

NVVV/Port Vila, Vanuatu Several airlines have suspended operations here effective 01FEB16 over concerns as to the condition of the runway. Airport remains open without restriction.

PACD/Cold Bay has no Jet A1 Fuel available until 29FEB

HYR/Kigali's runway is closed on a nightly basis from 0200-0700 local time (0000-0500 UTC) until 31MAR for repairs.

North Korea launched a long range rocket at 0031Z on 07FEB. According to preliminary reports, the rocket passed over the Japanese island of Okinawa and landed in the Pacific Ocean. US military officials stated that the rocket did not pose a threat to the United States or allies in the region. South Korean media reported that North Korea is preparing for another nuclear test and has the technology necessary for an inter-continental ballistic missile (ICBM).

AYPY/Port Moresby has a number of common VHF frequencies out of service because of a Telecomms fault. ATC advise to call them on HF HF 5565, 8861, 6622, or 8837, if able.

View the full International Bulletin 10FEB2016