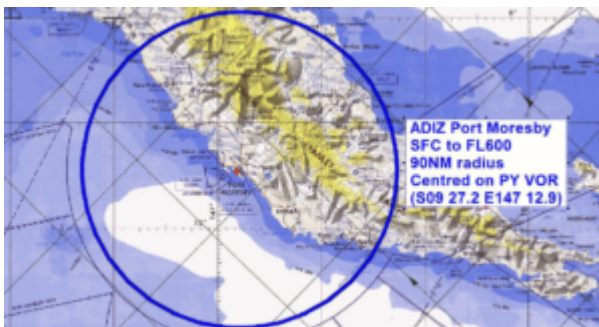


AYPY/Port Moresby restrictions during APEC 2018

OPSGROUP Team
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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.
- Nav aids not monitored by ATC. Standby power reported to be available. Jackson and Parer locaters no longer in operational use. Disregard any procedures that use these aids.
- Nav aids may not be accurate or serviceable. Review all available information prior to use and perform appropriate crosschecks to verify nav aid 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!