

DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.



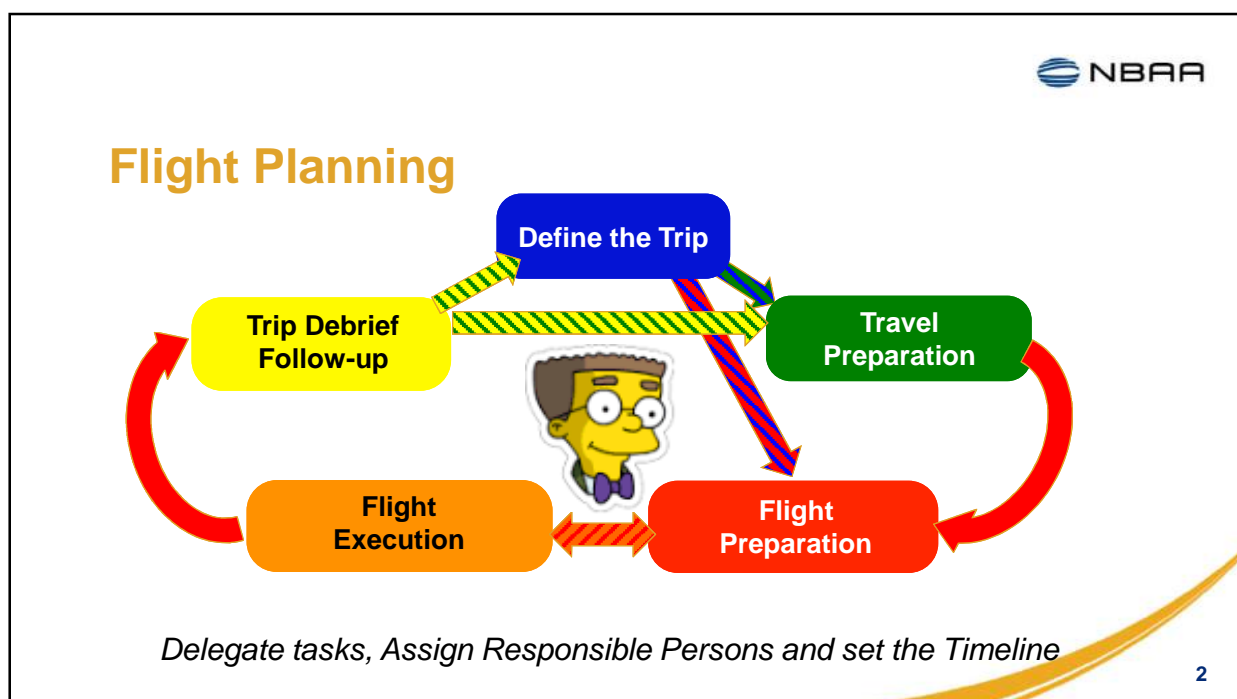
Europe

What Could, Might and Will Happen to Your Operation Here

February 9, 2017 – 8:45 am – 10:00 am

PRESENTED BY:
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Guy Gribble, General Manager, International Flight Resources, Fort Worth, Texas

SCHEDULERS & DISPATCHERS CONFERENCE
 February 7-10, 2017 | Fort Worth, TX

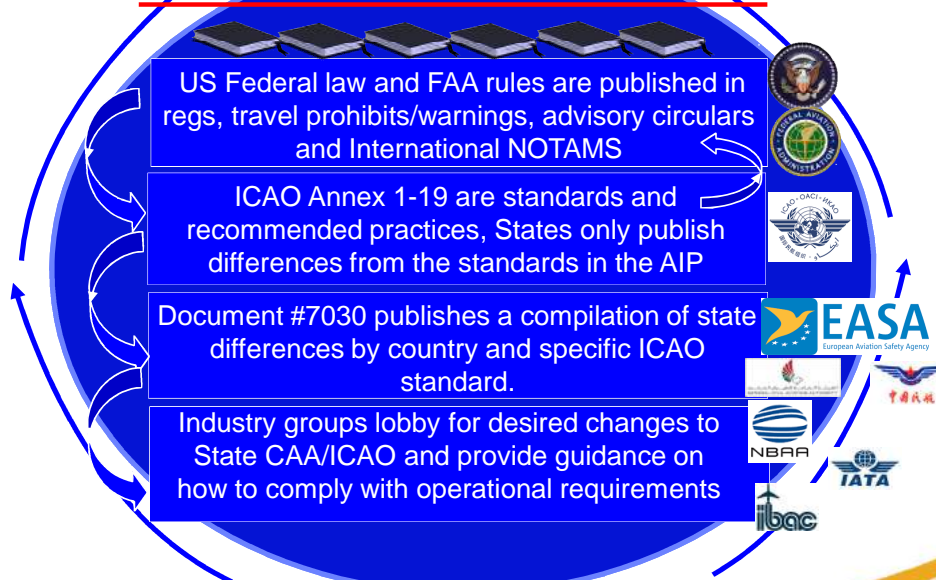





Top Ten Things **Not to Do** Internationally

1. Over packing, overweight luggage, in the cabin vice baggage compartment
2. Late for processing at airport, missing a PPR or slot time
3. Ill prepared for passport, visa and CIQ requirements
4. Expecting your cell phone internet connection to work w/o prep
5. Forget to keep a watch on home while gone, (Stop mail, newspaper ect)
6. Don't prepare to mitigate Jetlag, overbook itinerary events
7. Run outa' cash, card won't work= Chip and PIN
8. Did not notify your bank (Theft and fraud lockdowns)
9. Clueless about the destination, signifigance of surroundings, local's customs
10. Bring fruit, flowers or banned items (pets) into the country

Just Who's Rules Should I Use?





14 CFR 91.703, 135.3, 121.11

Operations of civil aircraft of U.S. registry outside of the United States.

(a) Each person operating a civil aircraft of U.S. registry outside of the United States shall -

(1) **When over the high seas, comply with Annex 2** (Rules of the Air) to the Convention on International Civil Aviation and with §§ 91.117(c), 91.127, 91.129, and 91.131;

(2) **When within a foreign country, comply with the regulations** relating to the flight and maneuver of aircraft there in force;

(3) Except for §§ 91.117(a), 91.307(b), 91.309, 91.323, and 91.711, comply with this part so far as it is not inconsistent with applicable regulations of the foreign country where the aircraft is operated or annex 2 of the Convention on International Civil Aviation; and

(4) When operating within airspace designated as Minimum Navigation Performance Specifications (MNPS) airspace, comply with § 91.705. When operating within airspace designated as Reduced Vertical Separation Minimum (RVSM) airspace, comply with § 91.706.

The European Union

Austria	Romania	Slovakia
Belgium	Germany	Slovenia
Bulgaria	Greece	Spain (Balearic Islands, Canary Islands)
Cyprus	Hungary	Sweden
Czech Republic	Ireland	United Kingdom
Denmark	Italy	(OTAR- Anguilla, BVI, Cayman Islands, Montserrat, Gibraltar, Bermuda, Turks and Caicos)
(Faeroe Islands- Greenland)	Latvia	
Estonia	Lithuania	
Finland	Luxembourg	
France	Malta	
(Saint Martin, Guadeloupe, Martinique)	Netherlands	
	Poland	
	Portugal (Azores, Madeira)	

The European Union+

Austria	Romania	Slovenia
Belgium	Germany	Spain (Balearic Islands, Canary Islands)
Bulgaria	Greece	Sweden
Cyprus	Hungary	United Kingdom
Czech Republic	Ireland	(OTAR- Anguilla, BVI, Cayman
Denmark	Italy	Islands, Montserrat, Gibraltar, Bermuda,
(Faeore Islands- Greenland)	Latvia	Turks and Caicos)
Estonia	LithuaniaLuxembourg	Iceland, Lichtenstein
Finland	Malta	Norway, Switzerland
France	Netherlands	
(Saint Martin, Guadeloupe, Matrinique)	Poland	
	Portugal (Azores, Madeira)	
	Slovakia	

EuroControl

Austria	Romania	Croatia, Georgia	Slovenia
Belgium	Germany	Monaco	Spain (Balearic Islands, Canary Islands)
Bulgaria	Greece	Montenegro	Sweden
Cyprus	Hungary	Serbia, Turkey	United Kingdom
Czech Republic	Ireland	Ukraine	(OTAR- Anguilla, BVI, Cayman
Denmark	Italy		Islands, Montserrat, Gibraltar, Bermuda,
(Faeore Islands- Greenland)	Latvia		Turks and Caicos)
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Finland	Malta		Norway, Switzerland
France	Netherlands		
(Saint Martin, Guadeloupe, Matrinique)	Poland		
	Portugal (Azores, Madeira)		
	Slovakia		

The Regulators

Individual State's (Country)

Aeronautical Information Publication

Joint Aviation Authority, JAA "JAR-Ops"

~~2009~~... Except for "Training"

European Aviation Safety Agency, EASA 18APR12

Binding on 27 Nations plus Overseas Territories

The Regulators

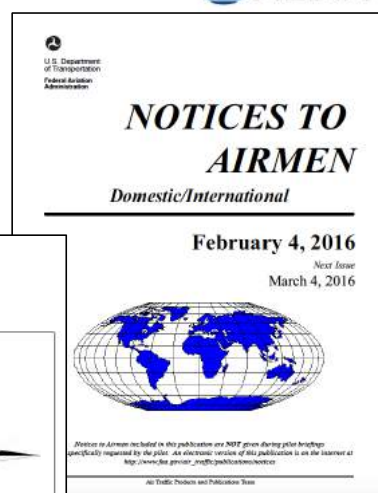
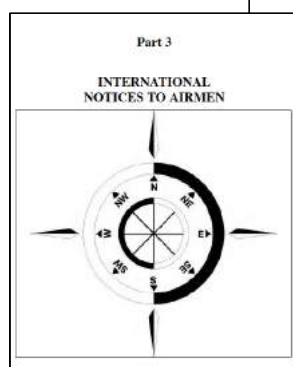
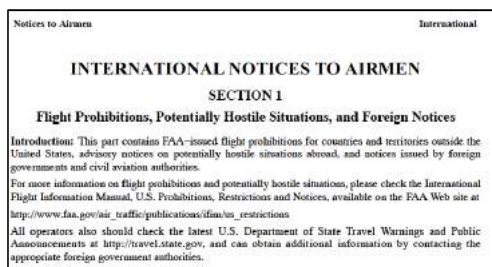
EASA Part NCC

- Non-commercial operations with a complex motor-powered aircraft

Applicable to:

- any legal or natural person, operating or proposing to operate one or more aircraft engaged in non-commercial operations of complex motor-powered aircraft and having its principal place of business or residence in one of the Member States.

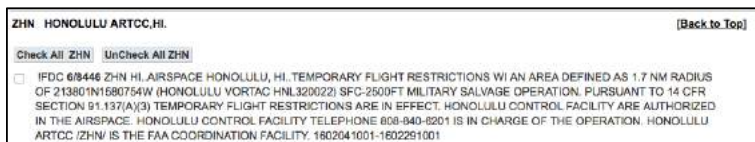
FAA Notifications, NOTAMS



FAA Notifications, FDC NOTAMS



- ✓ Issued by the National Flight Data Center
- ✓ Regulatory in nature
- ✓ Amendments to published IAPs, aeronautical charts
- ✓ Temporary flight restrictions, TFR's caused by such things as natural disasters or large-scale public events that may generate congestion of air traffic over a site.



FAA Notifications, "KICZ" NOTAMS



- ✓ NOTAMs for a Special Federal Aviation Regulation (SFAR)
- ✓ "ZZZ" Phasing out, November 16, 2016
- ✓ Advisory or Prohibition

KICZ
Data Current as of: Tue, 16 Feb 2016 14:47:00 UTC
KICZ INTERNATIONAL CONFLICT ZONE [Back to Top]
<input type="button" value="Check All KICZ"/> <input type="button" value="UnCheck All KICZ"/>
<input type="checkbox"/> A0002/16 - SECURITY..UNITED STATES OF AMERICA FLIGHT PROHIBITION AGAINST CERTAIN FLIGHTS IN SPECIFIED AREAS OF THE SANAA (OYSC) FLIGHT INFORMATION REGION (FIR) 14 CFR 91.1611 SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 115 PROHIBITION AGAINST CERTAIN FLIGHTS IN SPECIFIED AREAS OF THE SANAA (OYSC) FLIGHT INFORMATION REGION (FIR) WAS PUBLISHED IN THE FEDERAL REGISTER ON 7 JAN 2016 AND WAS EFFECTIVE IMMEDIATELY. SFAR NO. 115 SUPERSEDES KICZ NOTAM A0036/15 AND CONTINUES THE PROHIBITION ON U.S. CIVIL FLIGHT OPERATIONS IN SPECIFIED AREAS OF THE SANAA (OYSC) FIR THAT WAS CONTAINED IN KICZ NOTAM A0036/15. ADDITIONAL INFORMATION IS PROVIDED AT: HTTPS://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/ . SFC - UNL, 07 JAN 18:38 2016 UNTIL 06 JAN 23:59 2018. CREATED: 07 JAN 19:26 2016

"Planning, Permits and Patience"



Landing permits (Charter Ops)

- ✓ Landing permits are required for non-EU registered charter (non-scheduled commercial) operations. However, they are not needed for private non-revenue flights.
- ✓ Official lead time for a charter permit is five business days it's often possible to obtain one within 24 hours, assuming all required documentation is assembled and submitted, and subject to CAA's approval.
- ✓ Must have your UK charter permit approved before your trip may begin



"Planning, Permits and Patience"

Germany Charter Aircraft Permits

To operate charter flights to Germany, you must complete a long (60+ page), very detailed questionnaire covering the security protocols of your company. Plan on two days or so to complete this questionnaire and at least five business days to have it approved.

France Charter Aircraft Permit

Must provide specific documents showing that all required equipment is installed in the aircraft. Not only must you provide a letter and documentation stating that you're in compliance with equipment requirements (as you must also do in the UK), but you'll also need to provide an equipment list of makes/models of actual equipment onboard, as well as the last time equipment was inspected.



"Planning, Permits and Patience"

Italy Charter Aircraft Permits

Blanket charter permit that is renewed annually. Permit approval involves submission of various documents and forms with approval taking up to 20 business days. It will be necessary to renew it every 12 months.

Documentation

- ✓ Required documentation includes: full schedule, passenger and crew manifest per flight leg, certificates of registration and airworthiness, worldwide insurance and air operator certificate (AOC)
- ✓ Operators are not required to submit a Third Country Operator (TCO) certificate when applying for charter permits.

"Planning, Permits and Patience"



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"Planning, Permits and Patience"



Passports and Visas

- ✓ Passports valid for intended length of stay
- ✓ Visas these must be obtained prior to arrival
- ✓ Crew, arriving and departing as active crew?
 - ✓ Inbound Comm Air, Departing Crew?
 - ✓ Inbound Crew, Departing Comm Air?



"Planning, Permits and Patience"

Airport Slots and PPRs

- ✓ Airport prior permission required (PPR)
is different from...
- ✓ Airport slots for arrival/departure (Operating Permit)
is different from...
- ✓ ATC Traffic Management Regulated flights ("Slots")

CIQ processing

- ✓ Usually requires notification, no later than four hours prior to arrival
- ✓ Forward full names of passengers/crew, dates of birth (DOBs), passport details and where each person onboard will be staying locally to your handler which will provide this to the agency
- ✓ Expedited CIQ is considered a premium service



"Planning, Permits and Patience"

Cabotage

Pick up and transport EU nationals on domestic legs within the EU, aboard foreign registered equipment...."cabotage concerns"

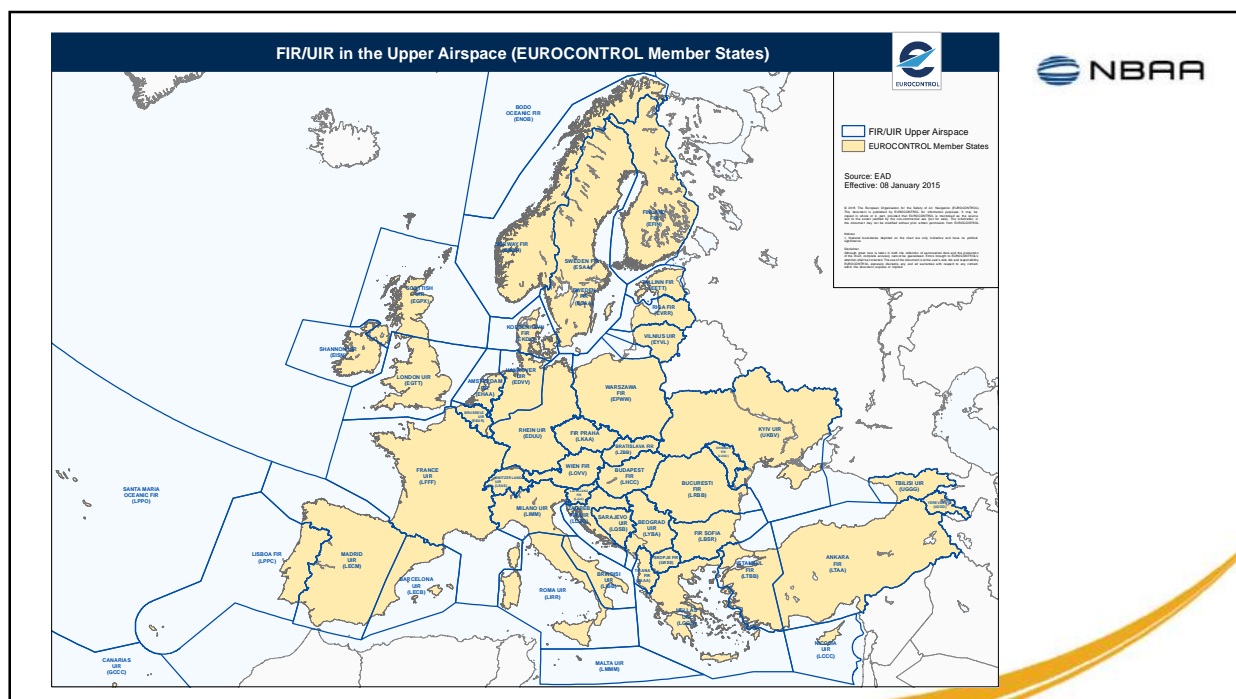
Pets on Board

- ✓ Only specific airports accept pet importation
- ✓ Have all applicable pet necessary health documentation verified and available or don't risk attempting to bring a pet!

"Planning, Permits and Patience"

Pilot Age Limitations

- ICAO rules for charter operations state that both the pilot in command (PIC) and second in command (SIC) be under age 65 with medical certificates issued within the past six months.
- Rules for France and the UK state that the PIC of a charter flight cannot be age 60 or older and anyone over age 65 may not be an active pilot. In Italy, pilots over age 60 cannot fly charter flights, even as SIC.
- Check the Country's AIP all such restrictions prior to operation.



Trip Planning Checklists?

- ✓ Tribal Knowledge
- ✓ Part of the Company Operations Guide
- ✓ SMS review and mitigations
- ✓ Standardized Checklist
- ✓ Service Provider

The collage displays several key documents for international flight planning and regulatory compliance. It includes a sample oceanic expanded checklist, a pre-trip review checklist, a dispatch international trip checklist, an international trip planning guide, and a screenshot of the NBAA website's feedback search results.

The Regulators

Maintenance Release

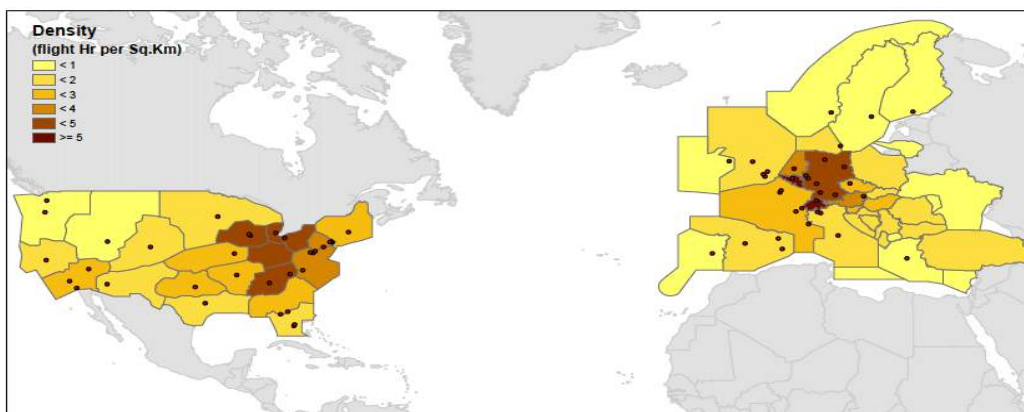
- A maintenance status report showing the next due items, typically covering all items up to 90 days/100 hours/100 cycles. Additionally included in the "Aircraft Technical Log Book, ATLB" a statement from the Director of Maintenance that prior to leaving for the trip that the aircraft was airworthy and all maintenance was up to date.

The Regulators

Journey Logbook

- A Journey Log Book shall be maintained in respect of every aircraft engaged in international navigation. In this log shall be entered particulars of the aircraft, crew and each journey. Recommended items are aeroplane nationality, registration, date, crew names and duty assignments, departure and arrival times and points, purpose and observations of the flight, PIC signature.
- A “General Declarations” as described in ICAO Annex 9 may substitute.

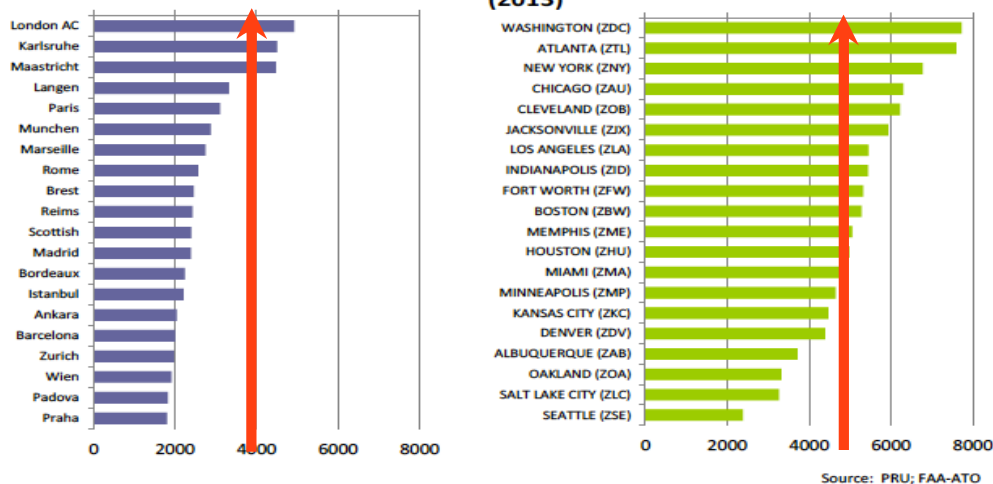
Air Traffic Management, “Density”



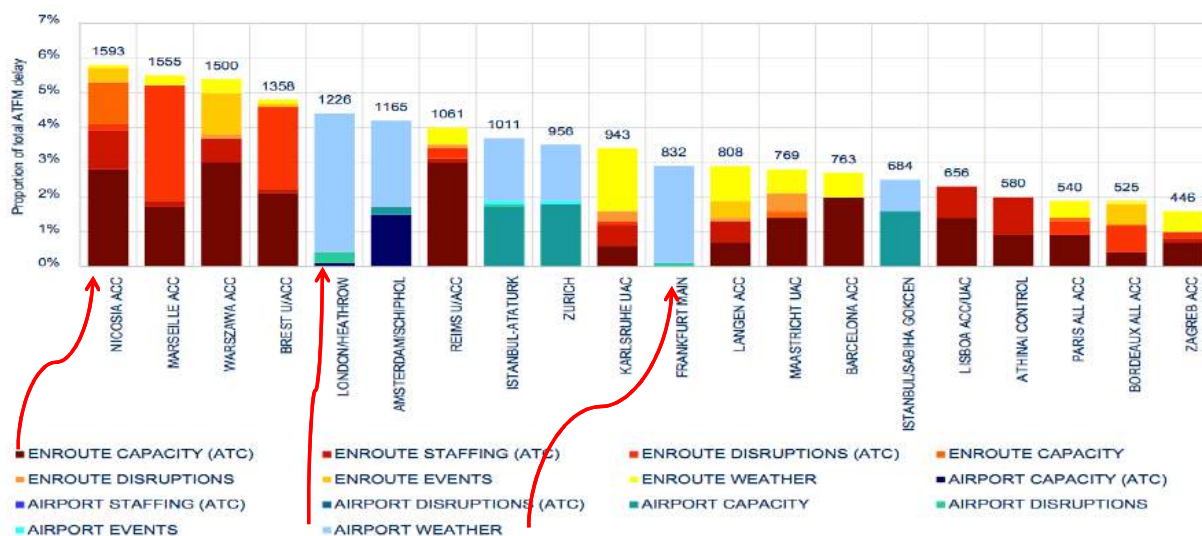
Air Traffic Management, "Busy"



Average daily IFR flights in the top 20 en route area control centres (2013)



Air Traffic Management Delays



NBAA

Air Traffic Management, “Regulated Flights”

Network Operations Portal

The screenshot displays the Network Operations Portal (NOP) interface. At the top, it shows the date 03/01/2017 and time 02:58:38 UTC. The interface is divided into several sections:

- Network Plan:** Includes a map of Europe and a list of network events.
- Network Headline News:** Displays the latest news and ongoing news.
- Network Events:** Lists upcoming events with details such as dates and times.
- Network Static Map:** Provides a static map of the network.
- Network Headline News:** Shows a calendar view for January 2017.

NBAA

Air Traffic Management, “Regulated Flights”

The screenshot displays the CFMU NOP interface. At the top, it shows the date 16/04/2012 and time 16:18:32 UTC. The interface is divided into several sections:

- Axis Management:** Includes a map of Europe and a list of axis events.
- Network Operations Weather Assessment:** Provides a detailed assessment of network operations.
- Network Headline News:** Displays the latest news and ongoing news.
- Calendar:** Shows a calendar view for April 2012.
- ATFCM Network Situation:** A central module showing flight statistics and a map of Europe. It includes a table with the following data:

Category	Count	Percentage
Total	27,335	(92%)
Landed	10,520	(39%)
Airborne	9,220	(34%)
Expected	6,107	(22%)

Air Traffic Management, "Regulated Flights"

ATFCM QUICK REFERENCE GUIDE

OPERATIONAL PROBLEMS HELP-DESKS

Clients experiencing on-line problems should inform the relevant Units as indicated below depending on the nature of the problem.

FLIGHT PLAN FILING PROBLEMS

A problem with an FPL message including RPLs within 20 hours of EOBT.

Action Contact the relevant IFPS Unit Supervisor

FP1 - BRUSSELS		FP2 - BRÉTIGNY
OPS TELEPHONE ++32 (0) 2 745.19.50		++33 1 69.88.17.50
OPS FAX ++32 (0) 2 729.90.41		++33 1 69.88.38.22

OPERATIONAL ATFCM PROBLEMS

Action Contact the Central Flow HELPDESK
TELEPHONE ++32 (0) 2 745.19.01

CFMU Flow Management Supervisor

TELEPHONE ++32 (0) 2 745.19.00	
FAX ++32 (0) 2 729.90.27	
OPS AFTN EUCHEUW	OPS SITA BRUEC7X

TECHNICAL PROBLEMS (Transmission, Terminals)

Action Contact the CFMU SYSTEM OPERATIONS (CSO) HELPDESK

TELEPHONE ++32 (0) 2 745.19.97 FAX ++32 (0) 2 729.90.23
mailto:cfmu.cso.help-desk@eurocontrol.int

OPERATIONAL POST EVENT PROBLEMS

Action Contact the CFMU OPSD Investigation Team
FAX ++32 (0) 2 729.90.28
mailto:cfmu.incident@eurocontrol.int

STANDARD PROCEDURES

FPL FILING

When do I file an FPL?

Not later than 3 hours before EOBT. You will get either:
ACK (FPL accepted).
MAN (errors in FPL; after manual processing you will get either ACK or REJ)
REJ (FPL rejected).

FPL UPDATES

How do I revise my FPL?
Send a DLA/CHG.

When do I notify a delay?

Send a DLA/CHG for any change of EOBT greater than 15 minutes. However, do not update EOBT as a result of delay given by CTOT.

SLOT

When do I get a slot (CTOT)?

At the earliest, 2 hours before EOBT you will receive a SAM with a CTOT. However, if a regulation is applied after this time a slot will be issued immediately.

Why have I not received a slot 2 hours before EOBT?

Flight is currently not subject to regulation.

What happens if I update my EOBT after I have received a slot?
Normally, if the new EOBT still enables the flight to depart according to its CTOT, the slot will not be recalculated.

If a recalculation is necessary, the next available slot will be issued. To avoid a substantial delay, especially in busy regulations, it is therefore important to update EOBT as soon as practicable.

What happens if my slot changes?
You will receive an SRM with a new CTOT.

Why did I receive an SRM?

There are several reasons why an SRM would be sent such as:
A better slot has been found for you.
In response to a rate change in a regulation.
In response to a DLA/CHG message, etc...

What action do I take if I receive an SRM?
Comply with the new CTOT stated in the message.

What action do I take if I cannot comply with my slot?

As soon as possible send a DLA/CHG stating your new EOBT or send an SMM, if your new EOBT is not known, to ensure that the slot can be reused and to minimise your risk of substantial delay.

What do I do if I have missed my slot?

If your new EOBT is known send DLA/CHG.
- You will receive either:
- SRM, SLC or FLS

AVIATION WEEK & SPACE TECHNOLOGY

Defense & Security Conflict Map

Tap the icons on the countries and use navigation arrows for more





Crowd Source Question #2

What Rules/Regulations do US Operators have to follow when "International"?

- A. None, Once across the US border outbound
- B. USA always, ignore local regulations
- C. ICAO ONLY outside the US
- D. The Country you are in, ONLY
- E. ICAO Annex 2 after 12NM, the country your are in, and US



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