

Germany publishes new concerns for Iraq overflights

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Late Monday evening, the German LBA published a **new warning for Iraq**, indicating areas of concern for overflying traffic, together with a new warning on ORBI/Baghdad Airport.

Notam B0007 of 2020 (issued Jan 6) replaces Notam 0002 (issued on Jan 2nd), and these are the routes that Germany now considers a potential risk for aircraft below FL260:

Airway UM860 NAMDI - NINVA

Airway UM688 RATVO - SOBIL

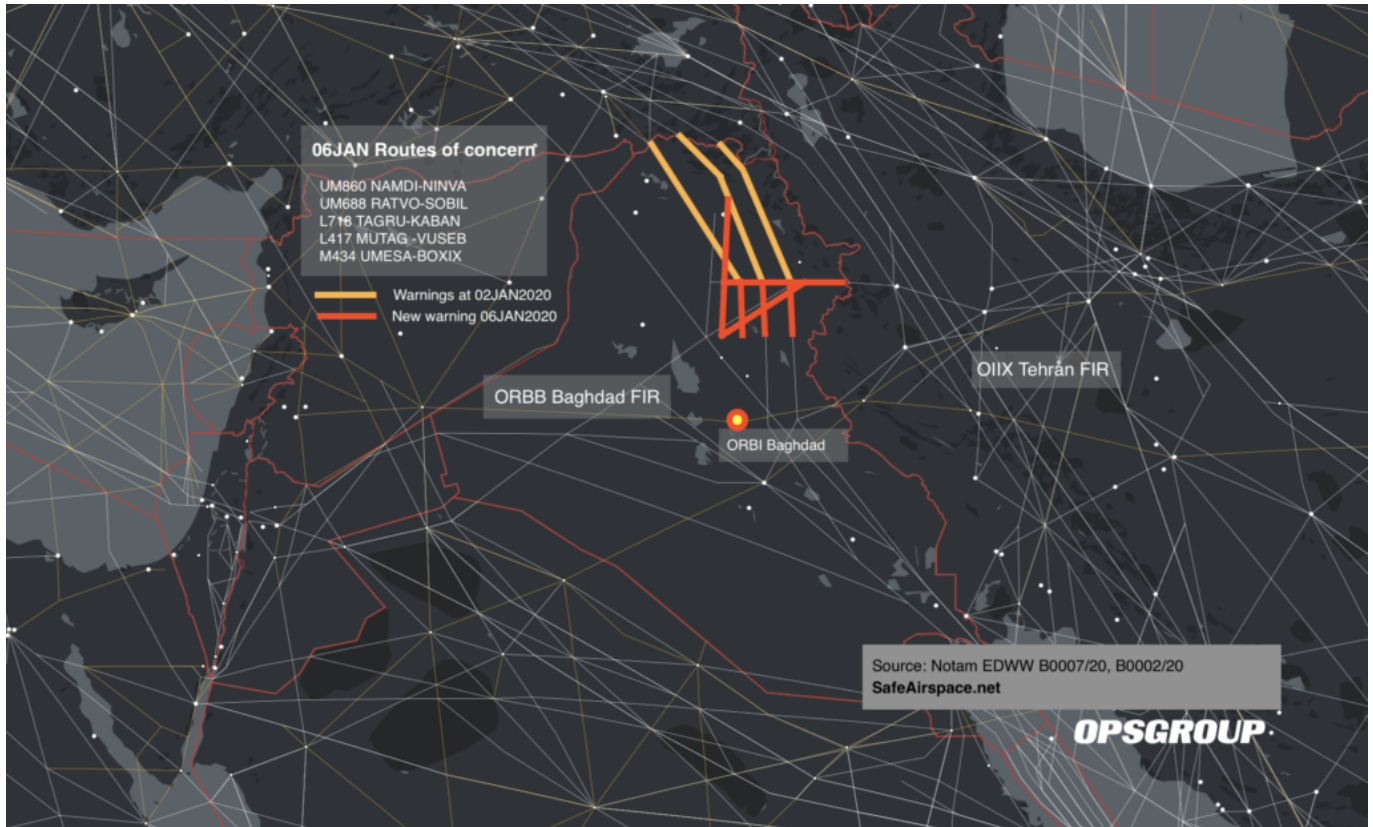
Airway L718 TAGRU - KABAN

Airway L417 MUTAG - VUSEB

Airway M434 UMESA - BOXIX

Airway R652 MUTAG - DAVAS

Seen on the map below, all these airways are in the north east of Iraq: the yellow lines are the warnings that existed on and prior to Jan 2nd, and the orange lines show the additional areas flagged in Mondays Notam.



Of the other primary states that issue airspace warnings - the UK, France, and the US - none have issued updated guidance yet this year.

There is no doubt that the events of Jan 3, 2019 at ORBI/Baghdad Airport have created an extremely tense situation between the US and Iran. The aviation security picture in the Middle East, already fragile and unstable, is now unpredictable. A response by Iran to the US airstrike of Jan 3rd seems possible.

Specific to the Baghdad Airport incident, it seems early reports of Katyusha rockets can be discounted, that it was an attack carried out on vehicles near the airport by US Apache Helicopters. Civil traffic resumed operations shortly after the attack with several departures operating 'as normal'. Overflights continued during the attack.

As to the Iranian response, anything that looks like a US asset or ally could be a target - military or civil. US operators, at a minimum, should be avoiding the Tehran FIR, and considering security carefully when operating in other countries in the region, most notably Israel, Lebanon, and Kuwait - as a response may target airports in those countries or foreign aircraft. That said, it's a guessing game right now, and predicting the specifics of a response is extremely difficult.

For full analysis, and a listing of all current warnings, see **Safe Airspace**.