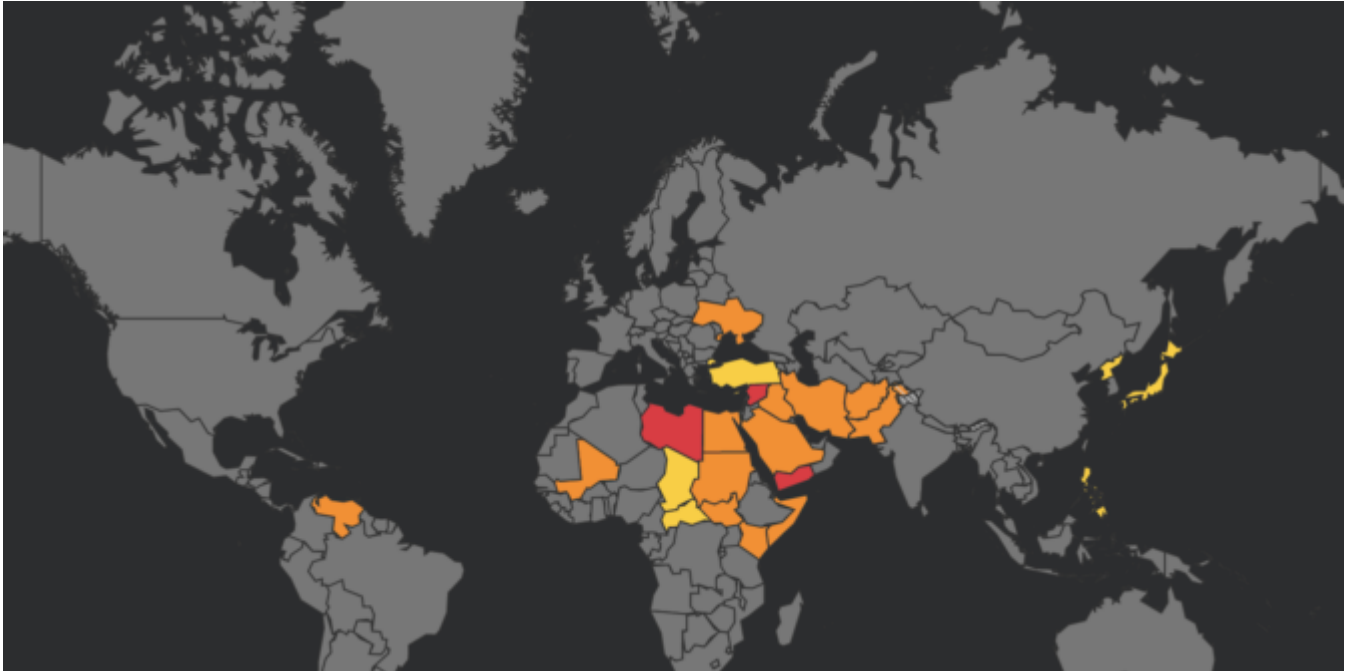


New features - Conflict Zone & Risk Database

David Mumford
19 June, 2019



To make it even easier to get a current risk picture for International Flight Ops, we've added a bunch of new features to the **Conflict Zone & Risk Database** at SafeAirspace.net.

Thank you to all OPSGROUP members - all our airlines, aircraft operators, pilots, dispatchers, and industry colleagues who've made this possible. Now we have a simple, single source of information for all risk warnings, analysis, that includes our Risk Radar project (so **for the first time** we can see what other operators are doing), all state warnings, and the ability to auto-generate a live Summary PDF of the current situation.

Start at SafeAirspace.net, where you have the current risk map, and feed of Updates and Alerts:



On each country page, you will now see Risk Radar information like this:



Iran: What are other operators doing?

⚡ 39 % with Avoid or Do Not Land policy

Avoid	24%
Do not land	15%
Specific routes only	8%
Case by case	20%
Unrestricted	27%
No policy	7%

For each country, you'll see the current list of warnings, both from the country concerned and other states:

Current warnings list :

Source	Reference	Issued	Valid to
Germany	Notam B0281/19	05 Apr 2019	04 Jul 2019
France	AIC 03/19	24 Jan 2019	Ongoing
USA	Notam KICZ A0025/18	10 Dec 2018	30 Dec 2020
UK	UK AIP ENR 1.1 (1.4.5)	22 Oct 2018	Ongoing
USA	Notam KICZ A0009/18	14 Apr 2018	Ongoing
UK	UK AIP ENR 1.1 (1.4.5)	12 Jun 2015	Ongoing

Scrolling down, you'll get the current Notam/AIC/AIP reference and a copy of the text:

Source: USA

Reference: [US FAA Background Notice](#)

Issued: 16-May-19, valid until: 16-May-20

Plain English: Exercise caution in the overwater airspace above the Persian Gulf and Gulf of Oman regions.

Due to increased political tensions and heightened military activities in the region, there is an increasing inadvertent risk to U.S. civil aviation operating in overwater airspace above the Persian Gulf and Gulf of Oman. As a result, on 16 May 2019, the FAA issued Notice to Airmen (NOTAM) KICZ A0015/19, advising U.S. civil flight operations to exercise caution when operating in the above area.

For each country, there is a Summary and Analysis, so you get some background on why these warnings exist:

Iran

Risk Level: **Two - Danger exists**

[about risk levels]

Developments in Iran should be closely monitored, especially for US operators. In June 2018, tension between the US and Iran has continued to rise, with the US sending 1,000 additional troops to the region, while Iran announced the deployment of an indigenous air defense missile system, capable of tracking and shooting down six targets at the same time. On 16 May 2019, the US issued a new Notam and Background Notice advising operators to exercise caution in the overwater airspace above the Persian Gulf and Gulf of Oman region. The US has deployed warships and aircraft to the Gulf, and several attacks on tankers in the Strait of Hormuz have been blamed on Iran.

Consider carefully overflights of the Tehran FIR (ORX), as landings in Iran for US operators especially could be an issue. A Norwegian 737 was stuck in Iran for two months, due to sanctions around spare parts. The US says that Iran has publicly made threats to US military operations, and are concerned about "a possible risk of miscalculation or misidentification, especially during periods of heightened political tension and rhetoric". They also warn of increased GPS jamming by Iran throughout this region.

A new feature is the ability to generate a **live summary** into a PDF, so you can print out everything into one document to share with your crew, dispatchers, and security team:

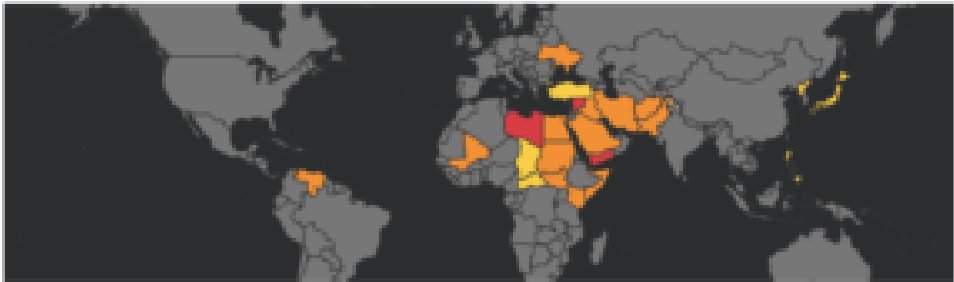
 Print PDF

19 JUN 2019

WORLD AIRSPACE RISK SUMMARY



RISK SUMMARY 19 JUN 2019	ISSUED BY OPSGROUP
	SITA HNLFD00H AKLFD00H
	AFTN RMCD00AL EMAIL: REPORT@SAFEAIRSPACE.NET



World airspace risk map at SafeAirspace.net as at Jun 19th, 2019

LEVEL 2: Danger exists

Criteria: Any of these will trigger Level 2: A prohibition warning is issued by another state, for specific altitudes or areas (usually with a "Do not operate below FLxxx"), but not for the entire airspace, OR more than one caution warning from other states, OR an OPSGROUP quick assessment of risk shows a clear threat to operators, and that risk is at least low.


Iran Level 2

Developments in Iran should be closely monitored, especially for US operators. In June 2019, tension between the US and Iran has continued to rise, with the US sending 1,000 additional troops to the region, while Iran announced the deployment of an indigenous air defense missile system, capable of tracking and shooting down six targets at the same time. On 16 May 2019, the US issued a new Notam and Background Notice advising operators to exercise caution in the overwater airspace above the Persian Gulf and Gulf of Oman region. The US has deployed warships and aircraft to the Gulf, and several attacks on tankers in the Strait of Hormuz have been blamed on Iran.

Consider carefully overflights of the Tehran FIR (GIRX), as landings in Iran for US operators especially could be an issue. A Norwegian 737 was stuck in Iran for two months, due to sanctions around spare parts. The US says that Iran has

Kenya Level 2

Kenya is affected by the ongoing Somali Civil War. There is a high threat from terrorism, including kidnaping. The main threat comes from extremists in response to Kenya's military intervention in Somalia. IED attack at HRJK/Nairobi in 2014.

 **Risk Gauge** 12% avoiding

26FEB19 USA Notam KICZ A0002/19 Exercise caution below FL260 in Kenya's airspace east of 40 degrees East longitude (the border region with Somalia) due to extremist and militant activity.
26FEB19 USA US FIA Background Notice Exercise caution below FL260 in Kenya's airspace east of 40 degrees East longitude (the border region with Somalia) due to extremist and militant activity.
12AUG16 UK UK AIP ENR 1.1 (1.4.5) Risk to aircraft overflying Kenya at less than FL250.

You can download an example of the PDF, generated on June 19th, 2019, here:

PDF Summary - World Airspace Risk at SafeAirspace.net



Download PDF, 800kb

You can generate your own live PDF here.

About the Conflict Zone & Risk Database

The Conflict Zone & Risk Database provides a single, independent, and eternally free resource for all airspace risk warnings, so that airlines and aircraft operators can easily see the current risk picture for unfamiliar airspace.

Safe Airspace is an initiative from OPSGROUP, an independent organisation with 5000 members, made up of airlines, corporate flight departments, private operators, charter operators, military, and government.

The Conflict Zone & Risk Database was launched in September 2016 as the lifespan of the ICAO CZIR was coming to a close, keeping the work ICAO did on the project alive, and providing the autonomous platform needed to make the concept work.

Objective - one single source

A single source for all risk warnings issued about an individual country, independent of any political or commercial motivation, so that a pilot, flight dispatcher, security department, or anyone responsible for flight safety can quickly and easily see the current risk picture.

Oversight and independence

The CZ&RD is managed by OPSGROUP. Because we are outside the chain of government, we are responsible only to our member airlines and aircraft operators, and more importantly, to the people ensuring a safe flight operation, and to the passengers that fly on our aircraft. For this reason, all information pertinent to a country can be assured to be carried here.

Eternally free

To remain completely independent of any bias, and to ensure that everybody has access, the Conflict Zone & Risk Database is completely free of charge. We have no commercial interest in publishing this information, it exists as a public service because our members care deeply about flight safety.

Contacting us

We rely on your input. If you have information to add, please email report@safefairspace.net. You can also use this address to discuss any content here. The collaborative effort is our focus. We're still a team of humans, and we miss stuff. If you see something missing here, please tell us!

All submissions are anonymous, and our only concern is for the safety of all airspace users - the crew and the passengers. We appreciate your help.