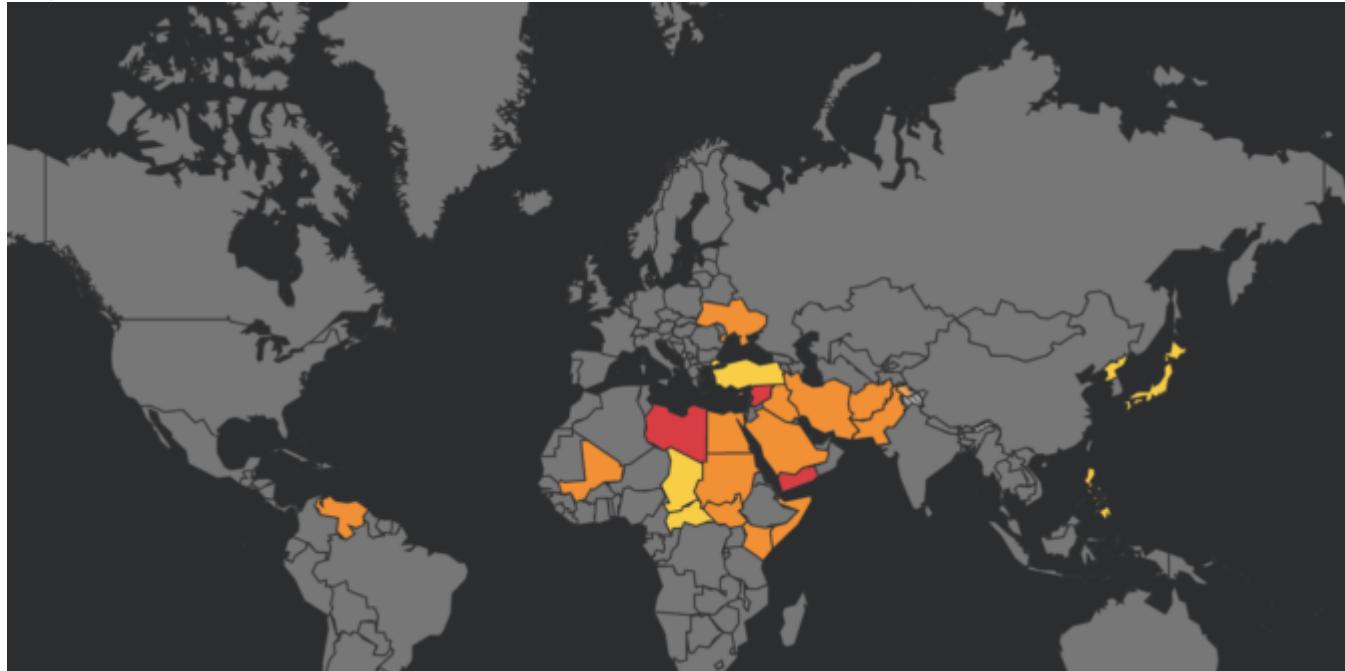


New features - Conflict Zone & Risk Database

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 B0261/19	05 Apr 2019	04 Jul 2019
France	AIC 03/19	24 Jan 2019	Ongoing
USA	Notam KIC2 A0025/19	10 Dec 2018	30 Dec 2020
UK	UK AIP ENR 1.1 (1.4.5)	22 Oct 2018	Ongoing
USA	Notam KIC2 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 region.

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) 2019-0015778, 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 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 (000), 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

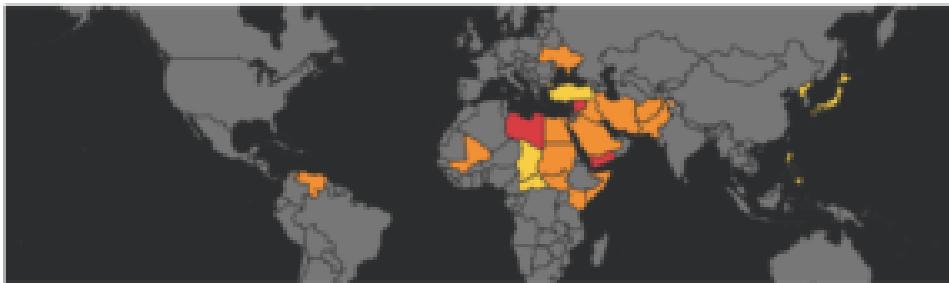
19 JUN 2019

WORLD AIRSPACE RISK SUMMARY



RISK SUMMARY
19 JUN 2019

ISSUED BY OPSGROUP
SITA PHILIPS AIRTECH
ATTN: KAREN KUHL
EMAIL: REPORT@SAFEAIRSPACE.NET



World airspace risk map at SafeAirspace.net as of 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 (OIR), as landings in Iran for US operators especially could be an issue. A Norwegian T337 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 kidnapping. The main threat comes from extremists in response to Kenya's military intervention in Somalia. IED attack at HJK/Nairobi in 2014.

 Risk Rating

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 FAA 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 (1.4.6) Risk to aircraft overflying Kenya at less than FL260.

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.

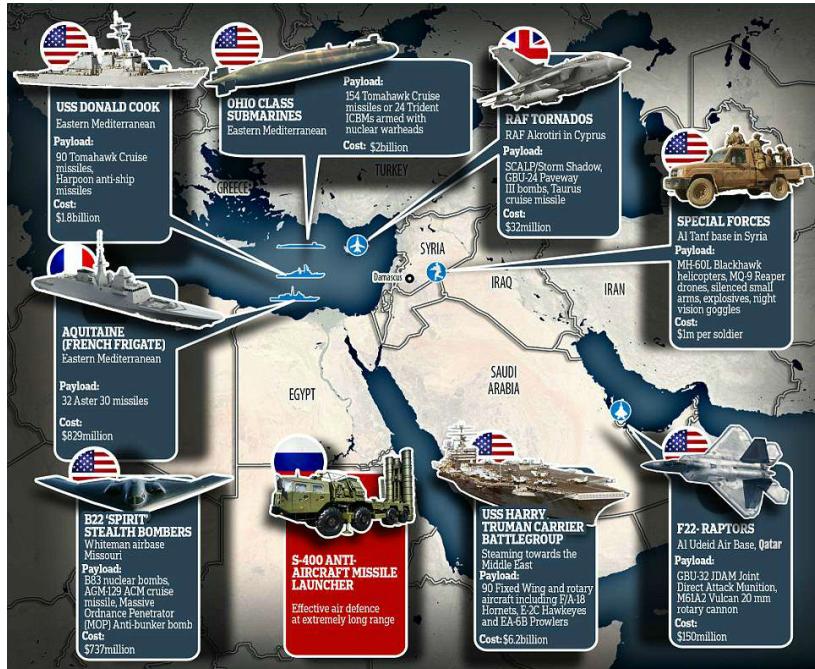
Contacting us

We rely on your input. If you have information to add, please email report@safeairspace.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.

European air traffic warned over Syria strikes

David Mumford
19 June, 2019



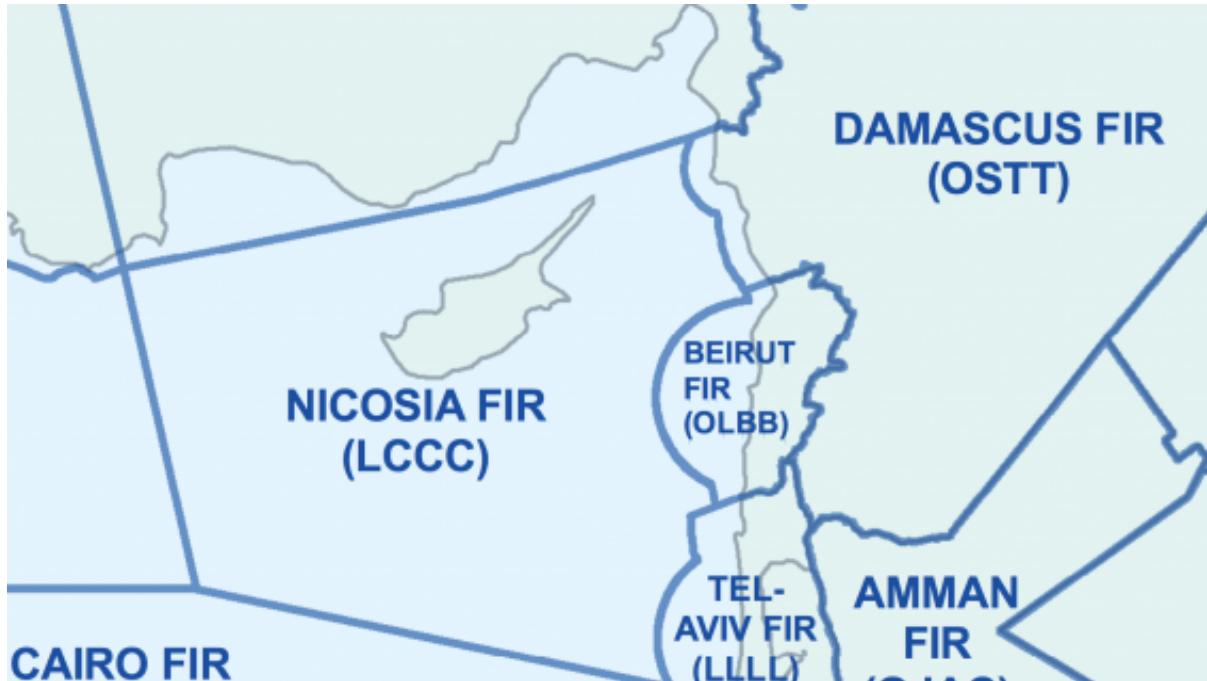
EASA are warning of possible air strikes into Syria being launched from locations within the LCCC/Nicosia FIR over the next 72 hours (Apr 11-14).

Eurocontrol have published a 'Rapid Alert Notification' on their website, with a statement from EASA that reads:

"Due to the possible launch of air strikes into Syria with air-to-ground and / or cruise missiles within the next 72 hours, and the possibility of intermittent disruption of radio navigation equipment, due consideration needs to be taken when planning flight operations in the Eastern Mediterranean / Nicosia FIR area."

Very few commercial flights operate over Syria, and authorities in the US, UK, France and Germany have all previously issued warnings for Syrian airspace.

But many airlines regularly transit the LCCC/Nicosia FIR: there are frequent holiday flights to the main Cypriot airports of LCLK/Larnaca and LCPH/Paphos; overflight traffic from Europe to the likes of OLBA/Beirut, OJAI/Amman and LLBG/Tel Aviv; as well as traffic from Istanbul heading south to the Gulf and beyond.



Last year, two US warships in the eastern Mediterranean fired missiles at an air base in Syria after a chemical weapons attack by the Assad regime killed more than 80 people.

This week, following another suspected chemical attack by the Syrian government against civilians in a rebel-held town in Syria, the US President Donald Trump warned there would be a “forceful” response. On Apr 11, he took to Twitter to warn Russia to prepare for strike on Syria:



Donald J. Trump

@realDonaldTrump

Russia vows to shoot down any and all missiles fired at Syria. Get ready Russia, because they will be coming, nice and new and “smart!” You shouldn’t be partners with a Gas Killing Animal who kills his people and enjoys it!

11:57 AM - 11 Apr 2018

For the airstrikes on Syria last year, the US gave Russia advance warning of the attack, and Russian forces opted not to attempt to shoot down the missiles using its air defence systems stationed in the region.

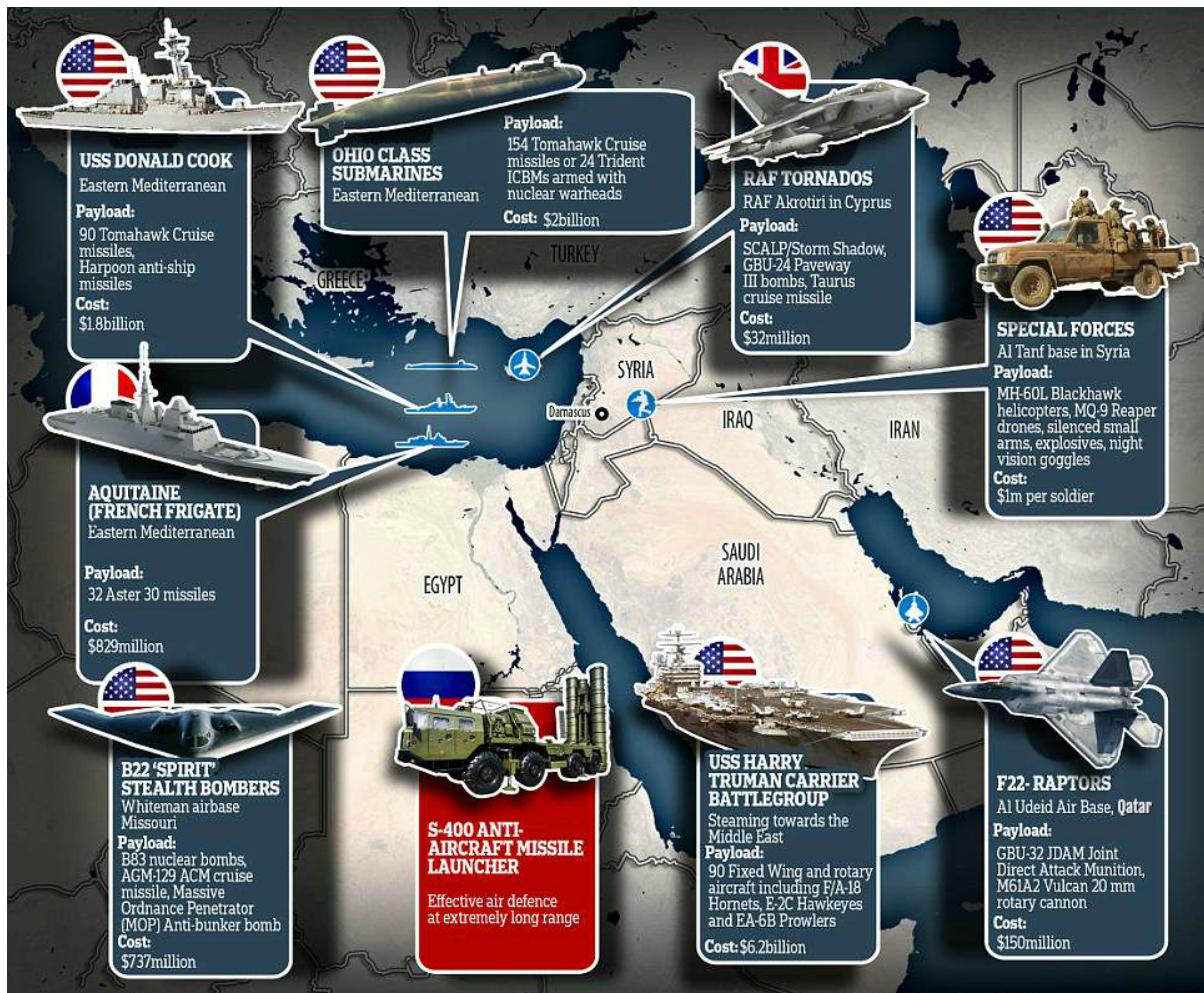
However, this time round things could be very different. This week, Russia’s ambassador to Lebanon reminded the US that the head of the Russian military has said his forces in Syria would not only shoot down any missiles that threatened them but would target the source of the weapons as well.

The only US warship currently in the Mediterranean and capable of a possible strike is the USS Donald Cook, which left port in Larnaca and started to patrol in vicinity of Syria on Apr 9. According to some reports, it has since weighed anchor off Syrian territorial waters, and has been “buzzed” by low-flying Russian military jets.

Another 3 warships of the Sixth Fleet are already in the Atlantic Ocean, and on Apr 11 the entire US Truman Fleet (including an aircraft carrier, 6 destroyers, and nearly 6,500 sailors) departed Norfolk,

Virginia, to head to the Mediterranean Sea. However, it may take up to a week for any of these warships to arrive.

Here's an overview of US and coalition forces' military options currently thought to be on offer in the eastern Mediterranean:



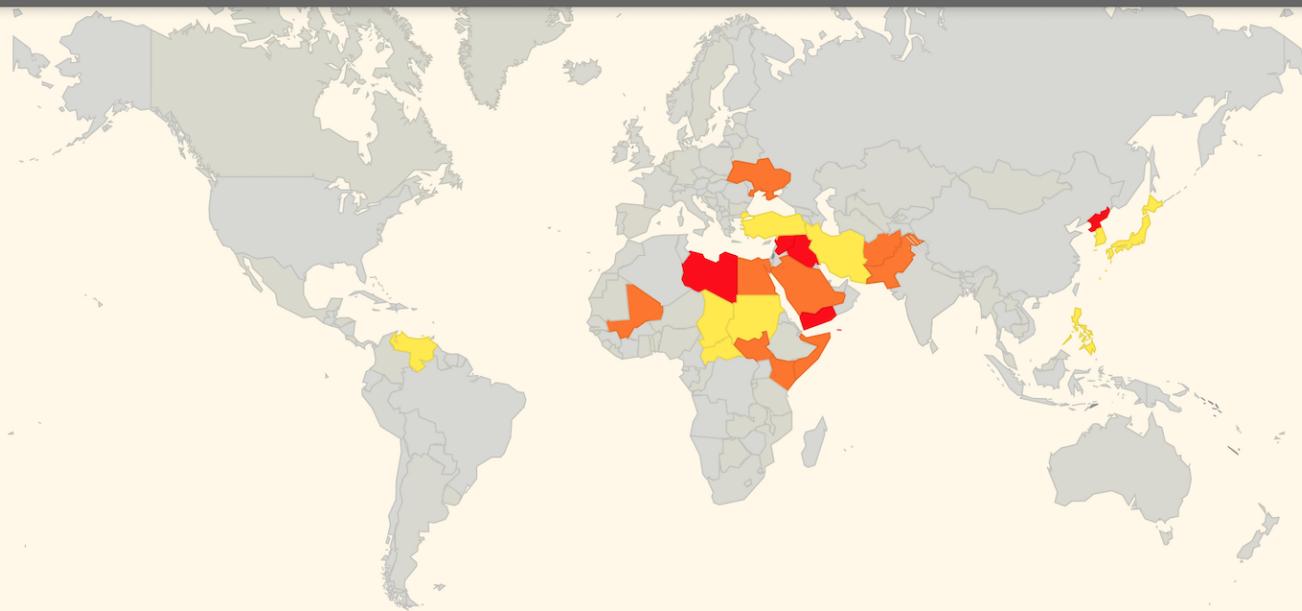
With the downing of MH17 by a surface-to-air missile over Ukraine in 2014, as well as all the recent unannounced missile tests by North Korea, there has been increased focus by the aviation community on the risks posed by conflict zones. If any missiles are launched from the Eastern Mediterranean in the next few days, be prepared for possible last-minute reroutes, as any Notams that get published may not give much warning.

Further reading:

One of our biggest missions in OPSGROUP is to share risk information and keep operators aware of the current threat picture. Check out Safeairspace for the most up-to-date information on airspace safety around the world.

New Unsafe Airspace Summary and Map

Declan Selleck
19 June, 2019



March 20, 2018: One of our biggest missions in OPSGROUP is to share risk information and keep operators aware of the current threat picture. The latest **Unsafe Airspace Summary** is now published, and available to members [here as a PDF download](#) (Unsafe Airspace Summary 20MAR2018, edition LIMA).

UNSAFE AIRSPACE SUMMARY

Flight Service Bureau • OPSGROUP • UNSAFE AIRSPACE 20 MAR 2018

SUBJECT: UNSAFE AIRSPACE SUMMARY

VALID DATE: 20 MAR 2018

SEQUENCE: LIMA

CHECK MEDIUM AT [SAFETYLIAZ.COM](#)

Situation/Event

With the events surrounding the conflict, Area of Moderate Risk assessment of previously unsafe airspace has given the greater weighting to the relevant uncertainty, and the potential for information to determine the area emergency risk levels. As is nature of the relevant uncertainty, challenging. Through FSB, briefing, and the use of the OPSGROUP website, we will provide operators with a sensible summary of the current situation which has been distilled from the most reliable information sources.

Danger

In assessing risk to flight over unsafe countries, factors to be considered include the following:

1. Risk of intercept, avoidance or re-positions.
2. Aircraft emergency requiring a landing.

Both these elements are taken into consideration in calculating a danger level. The highest level of risk to flight is 'danger', or other terms such as 'high', 'severe' would describe the actual level of risk in landing or avoiding the territories concerned.

Classification

Three levels of airspace risk are used in our assessments:

LEVEL 1: Moderate Risk - No Fly

LEVEL 2: Assessment Risk

LEVEL 3: Caution

Information Sources

This document is based on the most relevant updates for unsafe airspace area:

- US (FAA) - Through Notices and NOTAMs
- UK (EASA) - NOTAM
- Germany (BAM) - NOTAM
- France (DGAC) - NOTAM

Operators should note that in general, the Civil Aviation Authorities of the countries whose airspace is determined to be unsafe are unlikely to publish a formal advisory, but more at [safetyliaze.com/unsafe](#)

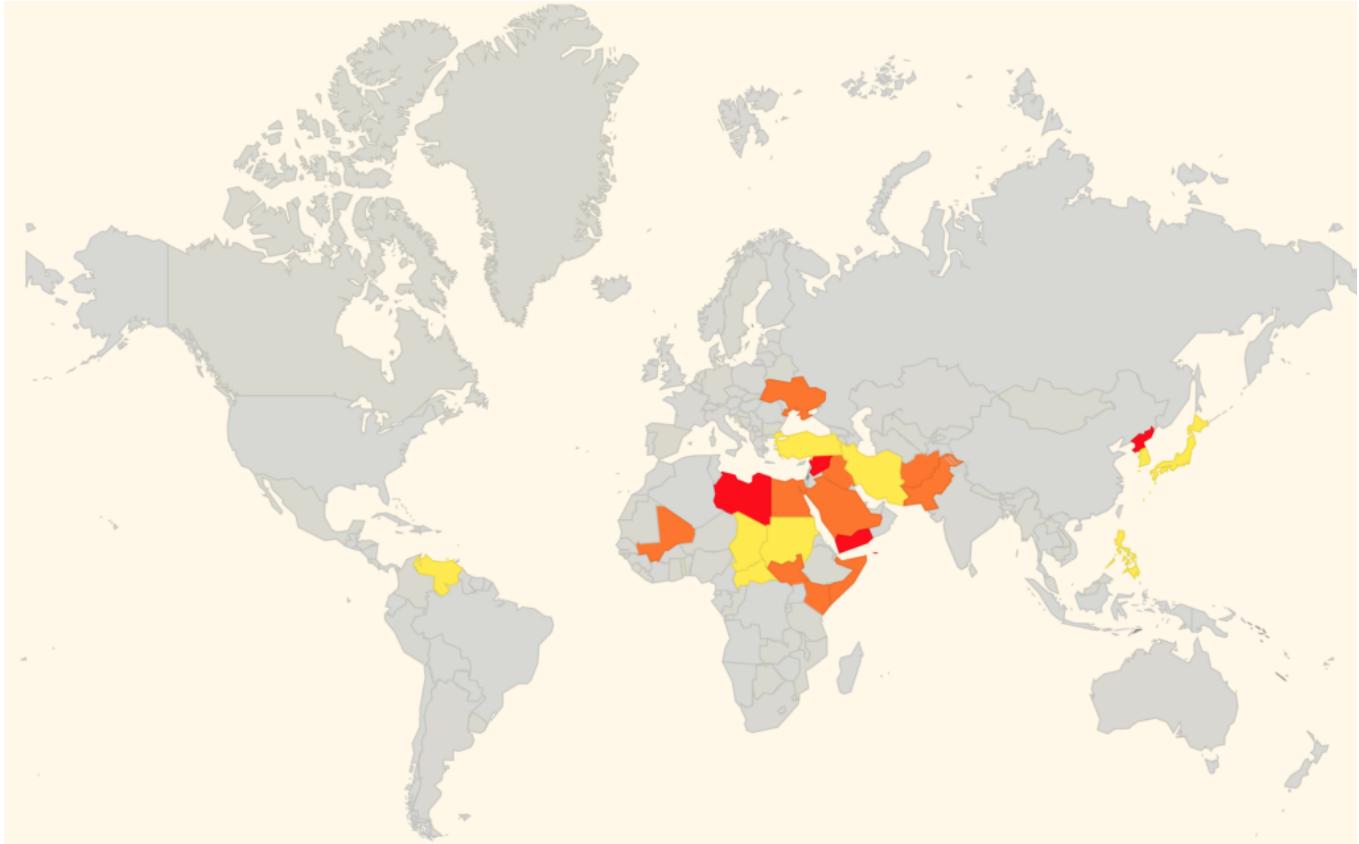
Flight Service Bureau

The **main changes** since the last summary are below. For a current risk map, refer to the Airspace Risk map in your member Dashboard.

The situation in **Afghanistan** remains similar. On March 13, Germany added wording to maintain FL330 or higher, still recommending against landings at Afghan airports.

Germany also issued updated NOTAMs for **Mali**, **Iraq**, and **South Sudan**. All warnings remain as previous, unchanged from the prior NOTAMs.

- Full Airspace Risk Map
- Unsafe Airspace Summary 20MAR2018



What altitude is 'safe enough' to overfly a Conflict Zone?

Mark Zee
19 June, 2019



Most conflict zone guidance from Aviation Authorities is based on the risk posed by MANPADS - Man

Portable Air Defence Systems, or more descriptively – Shoulder Launched Surface to Air Missiles (SAMS).

Large-Unit SAM attacks on aircraft are uncommon – MH17, removed from the sky by a Russian-made Buk missile, was the first aircraft to be shot down by a large SAM unit since a Siberia Airlines Tupolev in 2001. These large units – requiring a radar system as part of the mechanism – have never been used by terrorists. Almost all incidences involving large-unit SAMs have involved misidentification. **There is no safe altitude from a large SAM.**

MANPADS, on the other hand, represent a greater threat to aircraft in 2017. These shoulder-launched systems are very portable, and far more likely to fall into the wrong hands. Common ranges are in the 10,000 – 15,000 ft range. The most dangerous is the FIM-92 Stinger, which has an operational ceiling of 26,000 ft (and there is concern that these have reached anti-government rebels in Syria)

The internationally promulgated standard safe altitude for overflight has now become about **25,000 ft AGL**. Most CAA/State guidance is issued based on this number. There are two important points for aircraft operators to note:

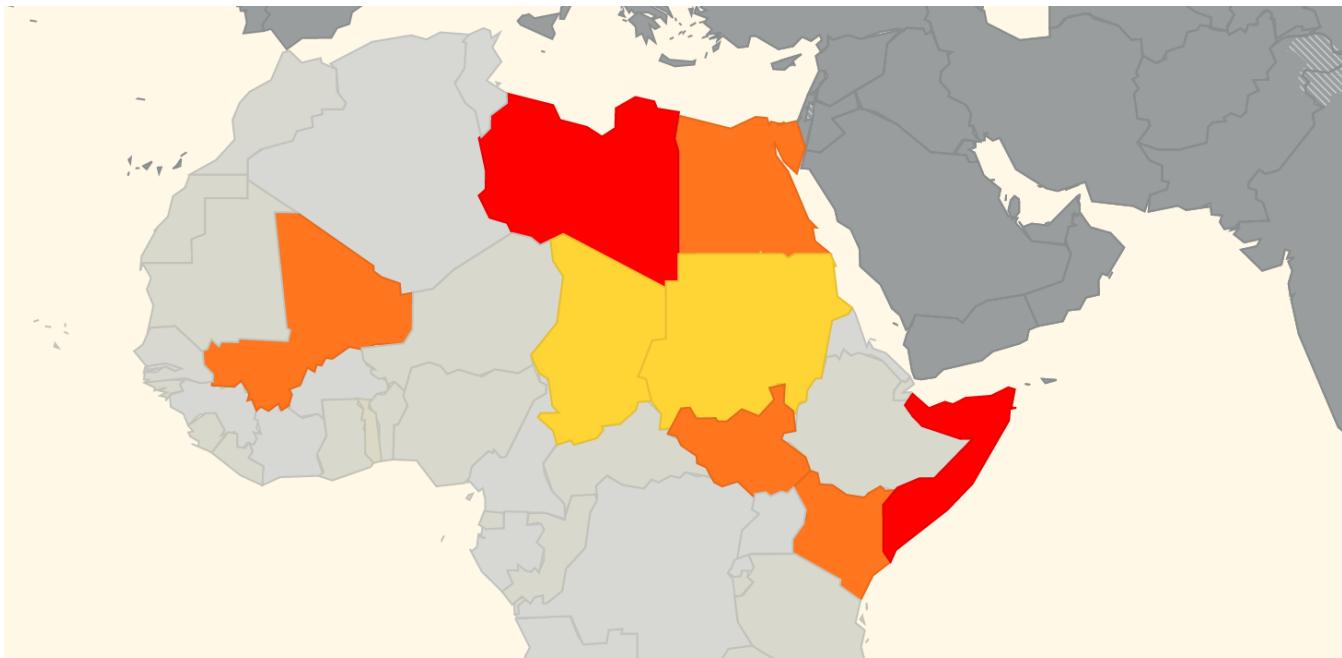
- That is 25,000 feet Above Ground Level. A missile could easily be launched from a mountain, or higher ground, so if you take 25,000 feet as your safety margin, make sure to add the terrain elevation beneath. In South Sudan, for example – Juba is at 2,000 feet – most of the country is at about this height. So 27,000 feet should be the minimum safe level, and you can work with FL270.
- This is based on the assumption that we're not worried about Stingers. Especially in the Middle East, a higher safe altitude might be better. **FL300 seems like a good place to start.**

References:

- Originally posted on safeairspace.net
- safeairspace.net Risk Map
- Download current Unsafe Airspace Summary (PDF)

Updated airspace warnings for Egypt, South Sudan, North Korea

Declan Selleck
19 June, 2019



Germany has issued fresh warnings on the airspace of Egypt, South Sudan, and North Korea, in three separate Notams issued in the last week. Germany is one of four states that provides Aircraft Operators with conflict zone and risk advice. We have updated the SafeAirspace.net country information pages with the specifics.

The current Flight Service Bureau summary of each country follows:

Egypt Since the Arab Spring, Egypt's stability and security situation as a state has declined. In October 2015 a Russian A321 was brought down over the Sinai peninsula by a bomb loaded at HESH/Sharm El Sheikh. In the aftermath, it was initially feared that a missile had caused the crash. Multiple warnings still in place from that fear. 19 May 2016 EgyptAir Flight MS804 from Paris to Cairo disappeared over the Mediterranean, cause unknown. GPS jamming reported at HECA/Cairo several times in 2016. High threat from terrorism in Egypt. Further attacks are likely. Not recommended as a tech stop. [Read full country information]

South Sudan Conflict Zone. South Sudanese Civil War since 2013. The security situation in Juba has been relatively calm since the July 2016 crisis. Daily reports of fighting throughout the rest of the country. The security situation is especially unstable in the Equatoria in the south. MANPADS risk to overflights. In addition, the South Sudanese army has declared intention to shoot down Aircraft without permits. Most Authority guidance recommends min FL260. We think FL300 is a better minimum for overflights. [Read full country information]

North Korea The level of tension on the Korean peninsula can change with little notice. Multiple missile launches in 2016, increasingly without prior notice to ICAO. The range of these has increased – previously safe airways B467 and G711 are now at risk. Over 1000 reports of GPS jamming issues reported by operators in the vicinity of the North/South Korean border. SFAR79 prevents US operators from operating west of 132E, other Authorities restrict operations east of that line. [Read full country information]

References:

- [safeairspace.net Risk Map](#)
- [Download current Unsafe Airspace Summary \(PDF\)](#)

New airspace warnings - Turkey, Iran

Declan Selleck
19 June, 2019



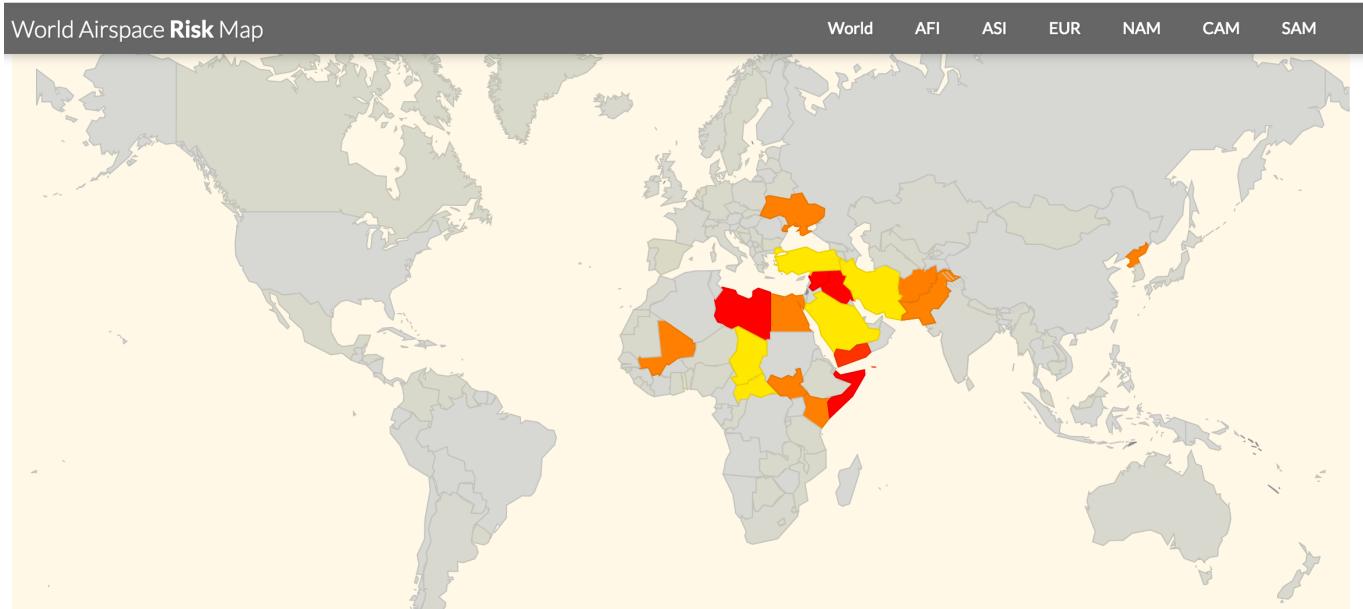
Today Flight Service Bureau has published ION05/16 – an updated **Unsafe Airspace Summary**, with new warnings for **Turkey**, and **Iran**, and a new map at safeairspace.net. This replaces 04/16 issued in August.

Turkey: 23SEP16 Germany B1289/16 Do not plan flights to LTAJ due potential ground to ground firing in the vicinity of LTAJ/Gaziantep Airport.

Iran: 09SEP16 FAA Notam KICZ 19/16 Exercise caution within Tehran FIR due military activity.

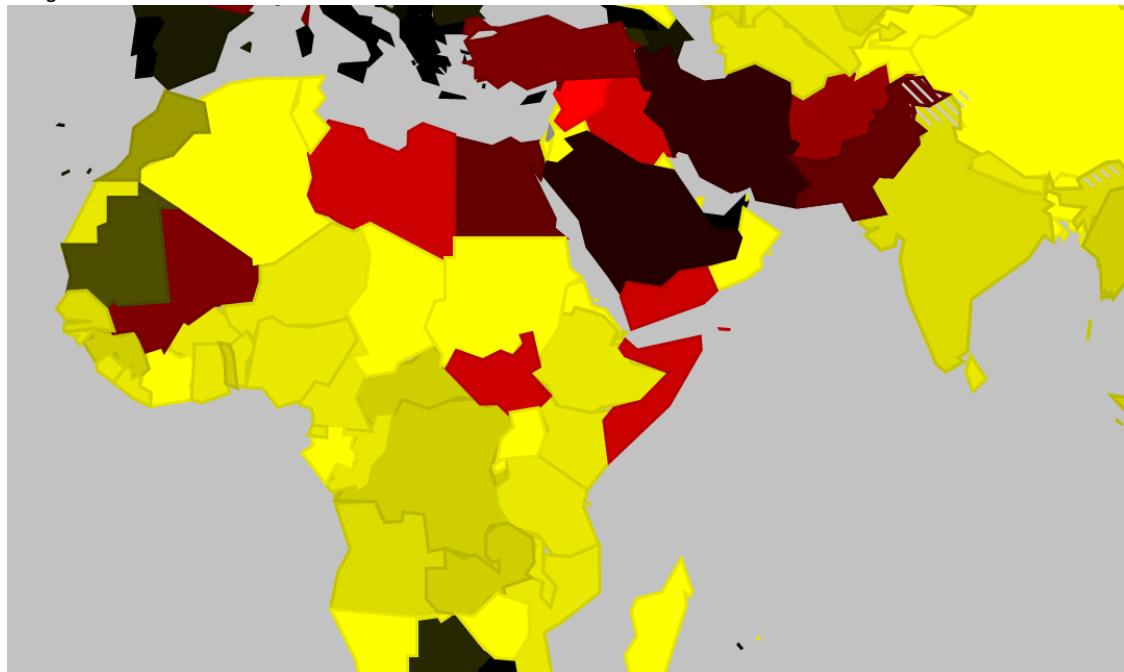
New information in the PDF is marked with a **I** beside it. Please distribute the PDF to anyone you like, we are keen to make sure as many operators as possible are aware of the risks.

- **Download the new Unsafe Airspace Summary**
- View the current map at safeairspace.net



Unsafe Airspace - a summary

Declan Selleck
19 June, 2019



With the events surrounding the shootdown of MAS17, risk assessment of potentially unsafe airspace has given far greater weighting to the situation on the ground. Access to reliable information to determine the ever-changing risk level, is by nature of its inherent uncertainty, challenging.

Today we published International Ops Notice 02/16 - "Unsafe Airspace".

Three levels of airspace risk are used in our assessment.

- LEVEL 1. Moderate risk - No Fly
- LEVEL 2. Assessed risk
- LEVEL 3. Caution

The countries that issue the most relevant updates for unsafe airspace are: The US (FAA) – through FDC Notams and SFARs, the UK (NATS) – AIP and Notam, Germany (DFS) – Notam, France (DGAC) – AIC. **In general, the Civil Aviation Authorities of the countries whose airspace is determined to be unsafe are unlikely to issue reliable guidance.**

Five countries are currently included in the LEVEL 1 - Moderate Risk category: Libya, Syria, Iraq, Somalia, and Yemen.

The basis for inclusion is the highly unstable current events on the ground, and in all cases the ground factions having access to RPG's, Surface-Air missiles. We strongly recommend avoiding this airspace entirely. All countries have multiple warnings, and your country of registry is likely to have issued specific instructions not to penetrate these airspaces.

Download the full notice.

References:

- **Flight Service Bureau Notice 02/16**



