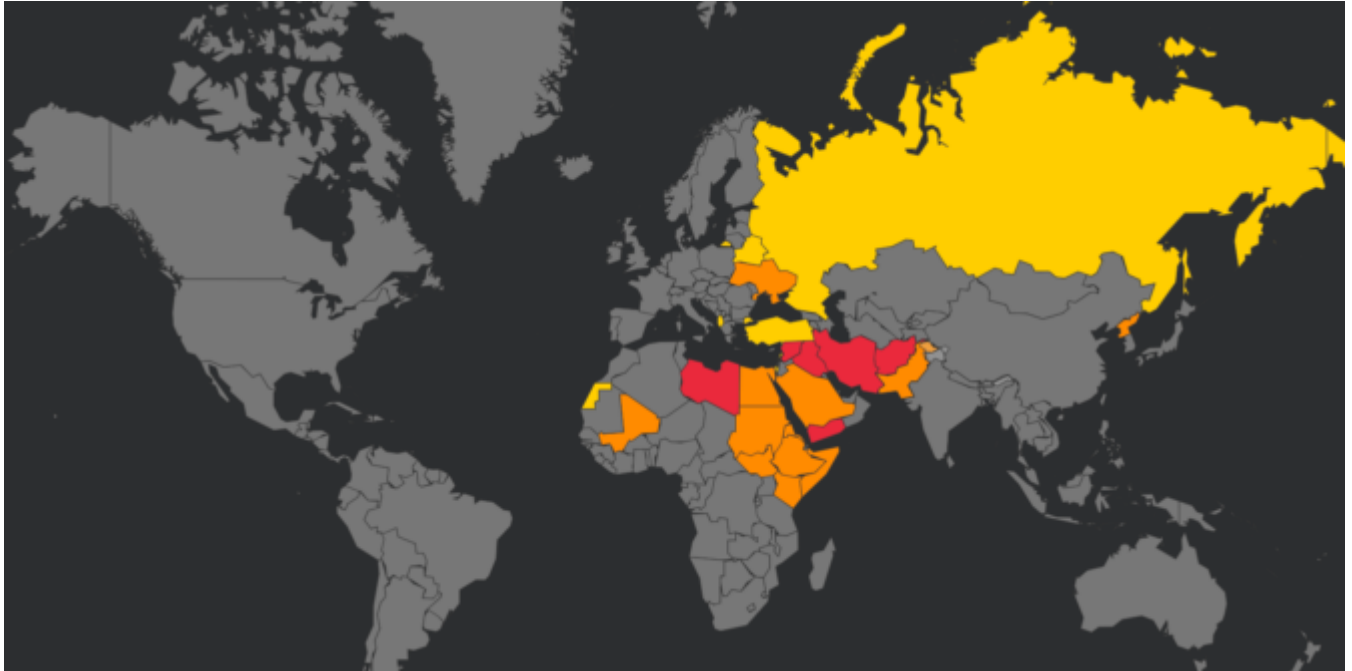


Get your FAA Airspace KICZ here

OPSGROUP Team

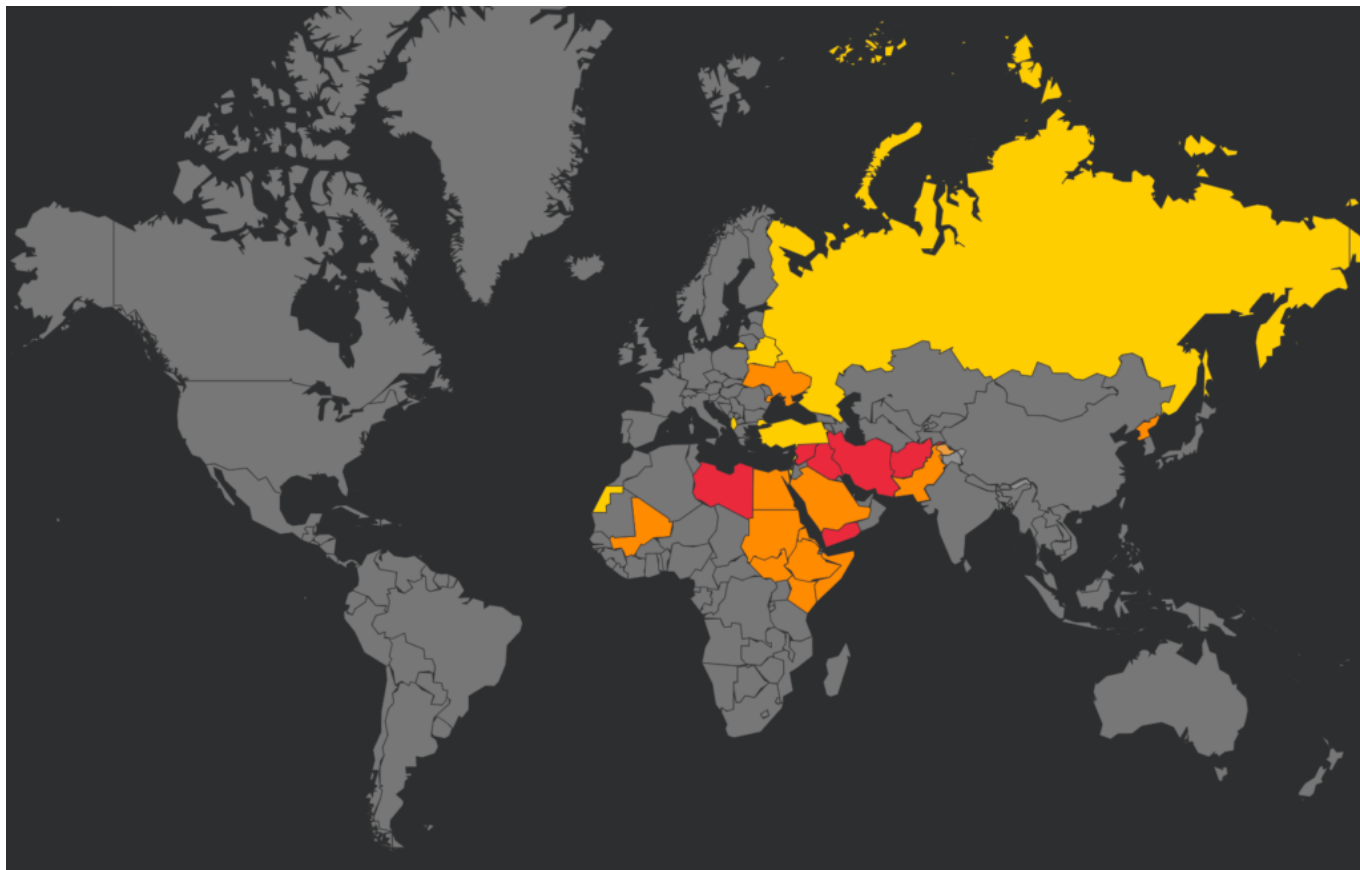
23 August, 2021



Our SafeAirspace website contains **all the current airspace warnings** from major authorities for various airspace regions around the world.

If you are a **US registered operator**, then you can find info on the **FAA warnings** here too.

But we thought we would make a **brief summary** for you here, just as a refresher on what the current KICZ status is for each country.



A snapshot of SafeAirspace.

Where can I find them?

SafeAirspace pulls all the latest info from the US FAA's dedicated webpage which contains all their 'Prohibitions, Restrictions and Notices'. This is where you can find their **International Security NOTAMs (KICZ)** and **Special Federal Aviation Regulations (SFAR)**, plus information relating to the background of the situations and the prohibitions/restrictions.

A summary

Here is a summary of the **countries with a US FAA airspace prohibition/restriction** in force, and what it (very briefly) says for each one.

Afghanistan

US Operators are **prohibited** from operating in the **OAKX/Kabul FIR**. Overflights are still allowed on airways P500 and G500 which run alongside the eastern boundary of the Kabul FIR.

Why? There is a risk of direct and indirect fire targeting airports and from surface-to-air fire targeting aircraft operating at low altitudes. Additionally, the recent Taliban takeover has led to zero ATC control across the entire airspace and an extreme threat to aircraft and crew safety and security on the ground. Air defense forces in all neighboring states are likely at high alert status within respective border regions – target misidentification by military air defense operators remains a credible scenario.

Belarus

US operators are to exercise **extra caution** when operating over, within, in or out of the **UMMV/Minsk FIR**.

Why? Well, they recently “caused” a commercial aircraft to land and it is not entirely clear how secure the region is and if there are any safety implications for US operators at this time.

Egypt

US operators are to exercise **extra caution** when operating over, within, in or out of the **Sinai Peninsula within the HECC/ Cairo FIR below FL260.**

Why? There is ongoing fighting between military and extremist forces and they have anti-aircraft capable weapons.

Iran

US operators are **prohibited** from operating **in the OIIX/Tehran FIR.**

Why? There are significant security and safety issues in the region and the US and Iran are not on the best of terms. There was also an aircraft shoot-down due to mis-identification of their anti aircraft defence systems.

Iraq

US operators are **prohibited** from operating in the **ORBB/Baghdad FIR.**

Why? Similar to Iran, there are heightened military activities and increased tensions which present and inadvertent risk to US civil aircraft due **potential for mis-identification.**

Kenya

US operators are to exercise **extra caution** when operating over, within, in or out of **Kenyan airspace east of 40 degrees East longitude (the border region with Somalia),** at altitudes **below FL260.** The caution applies to the ground as well.

Why? Because there's possible militant activity and with it a threat of damage to aircraft from mortars, rockets and anti-aircraft capable weapons.

North Korea

US operators are **prohibited** from operating in the **ZKKP/Pyongyang FIR,** including the oceanic part of the ZKKP/Pyongyang FIR over the Sea of Japan.

Why? Because there are hazards and risk to civil aircraft safety from North Korea due their military capabilities and activities, including unannounced missile and air defense weapons testing.

Libya

US operators are **prohibited** from overflying the **HLLL/Tripoli FIR** except for altitudes at or above FL300 “outside of Libyan territorial airspace” – which is basically the international airspace over the southern Mediterranean Sea that is managed by Libya.

Why? Because of ongoing conflict between the government and the Libyan National Army over territory, government control and resources – and all this means fighting, often with weapons which could damage aircraft.

Mali

US operators are to exercise **extra caution** when operating over, within, in or out of **Mali below FL260.**

Why? There is a risk of militant and extremist activity and mortars, rocket and anti aircraft fire.

Pakistan

US operators are to exercise **extra caution** when operating over, within, in or out of Pakistan.

Why? There is a risk of militant and extremist activity and mortars, rocket and anti aircraft fire.

Persian Gulf

Exercise **caution** operating in overwater airspace above the Persian Gulf and Gulf of Oman in the OKAC/Kuwait, OEJD/Jeddah, OBBB/Bahrain, OOMM/Muscat and OMAE/Emirates FIRs.

Why? There is a lot of military posturing and political tensions in the region and this bit is particularly close to the OIIX/Tehran FIR which is prohibited for US operators.

Somalia

US operators are **prohibited** operating **below FL260** in the airspace of Somalia.

Why? There are active extremists in the region which pose a threat.

Syria

US operators are **prohibited** from entering the **OSTT/Damascus FIR**, and should **exercise caution if within 200nm** of Syrian airspace.

Why? It is a complex and ongoing conflict there, and it poses a risk to US operators.

Ukraine

US operators are **prohibited** from entering the **UKDV/Dnepropetrovsk** FIR (the UKFV/Simferopol FIR is ok).

Why? There is ongoing military action and the potential for aircraft misidentification there.

Venezuela

All operations below **FL260 are prohibited** unless specifically approved or they need to for an **emergency**.

Why? Mainly poor infrastructure, and political conflict between the two countries.

Yemen

US operators are basically **prohibited** from overflying the landmass of Yemen, but certain offshore routes within the **OYSC/Sanaa FIR** are allowed.

Why? Because of ongoing fighting, instability and possible terrorist activity.

An even briefer summary

AFGHANISTAN	A0024/21	Prohibited - OAKX/Kabul FIR	Taliban control and extreme risk to safety
BELARUS	A0017/21	Extra caution - UMMV/Minsk FIR.	Not sure how safe or what the safety implications are
EGYPT	A0010/21	Extra caution- Sinai Peninsula in HECC/ Cairo FIR below FL260	Ongoing fighting and anti-aircraft capable weapons
IRAN	A0050/20 SFAR 117	Prohibited - OIIX/Tehran FIR	Significant security and safety issues
IRAQ	A0036/20 SFAR 77	Prohibited - ORBB/Baghdad FIR at all altitudes.	Heightened military activities and possibility of misidentification
KENYA	A0005/21	Extra caution - Kenyan airspace east of 40 degrees east, below FL260 and on ground	Mortars, rockets and anti-aircraft capable weapons
NORTH KOREA	A0045/20 SFAR 79	Certain flights prohibited - ZKKP/Pyongyang FIR	Military capabilities and activities, including unannounced missile and air defense weapons testing
LIBYA	A0042/20 SFAR 112	Prohibited - HLLL/Tripoli FIR at any altitude Below FL300 - FIR outside Libyan airspace	Ongoing conflict
MALI	A0003/21	Extra caution - below FL260	Mortars, rocket and anti aircraft fire
PAKISTAN	A0001/21	Extra caution - Anywhere	Mortars, rocket and anti aircraft fire.
PERSIAN GULF	A0016/20	Caution - over water airspace above the Persian Gulf and Gulf of Oman	Military posturing and political tensions in the region
SOMALIA	A0028/19 SFAR 107	Prohibited - below FL260	High threat to security
SYRIA	A0053/20 SFAR 114	Prohibited - OSTT/Damascus FIR or within 200nm of border	Ongoing and complex issue
UKRAINE	A0047/20 SFAR 113	Prohibited - UKDV/Dnepropetrovsk FIR (the UKFV/Simferopol FIR is ok)	Ongoing violence risk of misidentification
VENEZUELA	A0013/19	Prohibited - below FL260 unless an emergency	Not super safe on the ground
YEMEN	A0030/19 SFAR 115	Prohibited - certain area of OYSC/Sanaa FIR	Instability and fighting on the ground

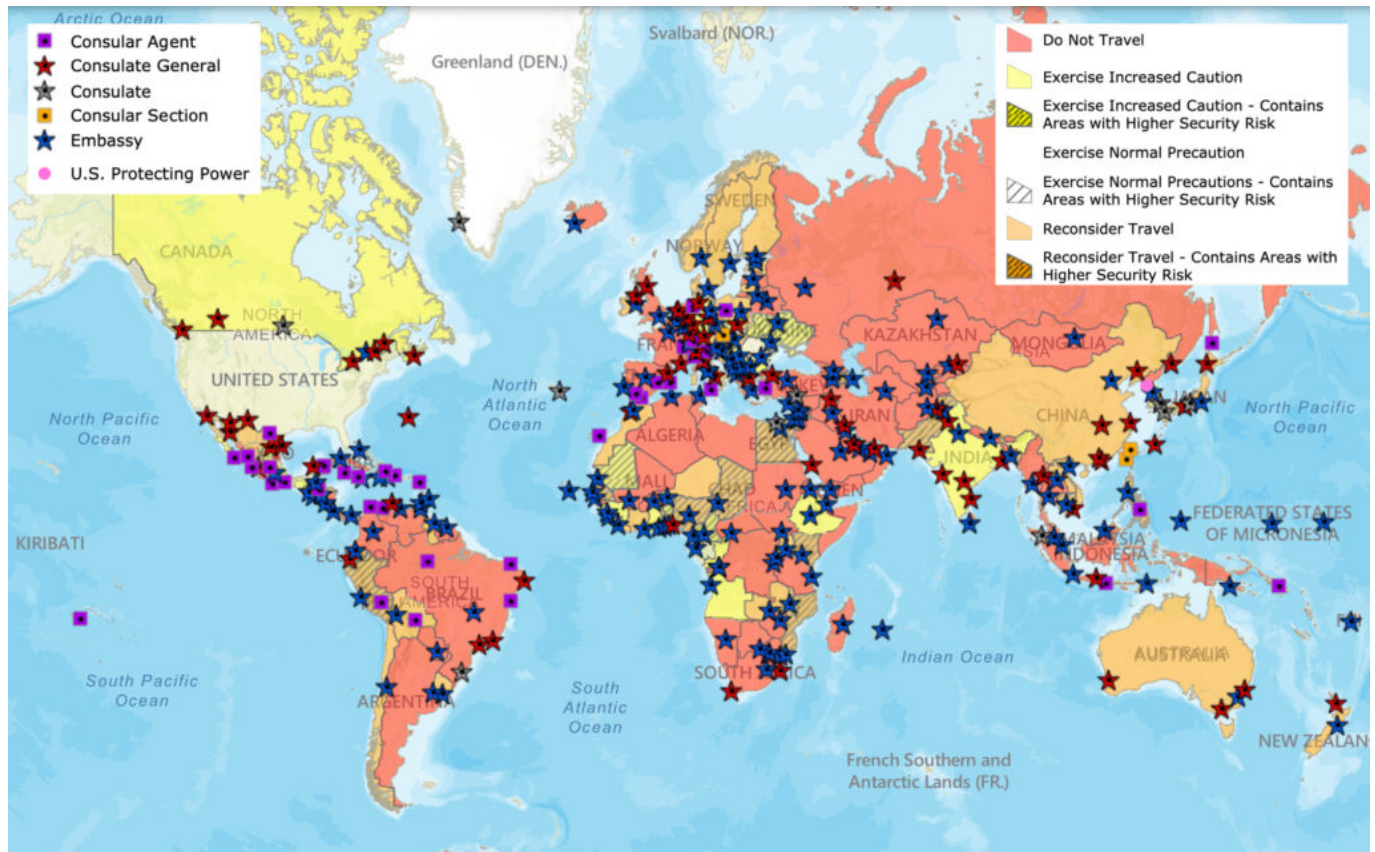
US FAA KICZ and SFARs. [Click to download PDF.](#)

For further information on the situation in each country and to see the prohibitions and restrictions recommended by other authorities, visit the [SafeAirspace](#) site.

The concept of SafeAirspace is this: to have **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**.

Travel Advisories

Travel Advisories and Airspace Warnings are **different things**. But for US operators flying internationally, it's worth checking out the latest country-specific Travel Advisories issued by the US Dept of State. Each country's Travel Advisory also has a link to the local US Embassy website in that country - these will show announcements on all the latest security-related news and incidents there.



Who doesn't appreciate a nice color-coded map.

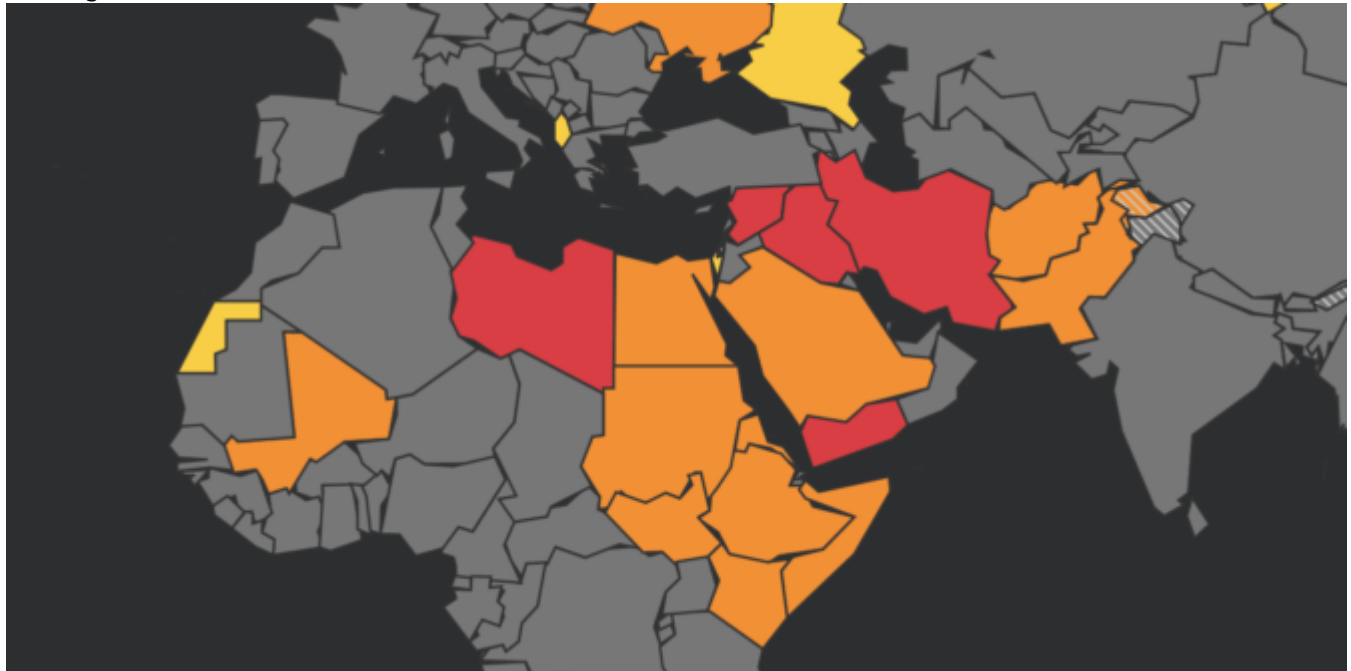
Further reading

- US and allied forces have now pulled out of **Afghanistan**, and the Taliban have taken control of the country. Afghanistan's airspace is now effectively closed to overflights – the OAKX/Kabul FIR is uncontrolled, and overflying traffic should route around the country. Here is our latest update on what is happening.
- The US reissued their **Ukraine** warnings in 2021. However, certain regions are Ukrainian airspace are now deemed safe for overflight.
- Information on the aircraft shootdown in **Iran**, and ongoing concerns with their airspace safety.
- **Assessing the risk to routing over or into conflict zones** is much more than just an “is there a weapon down there?” question. Gathering and sharing information on airspace risk is still one of the biggest barriers to safety. Are we actively seeking this information, or simply waiting for it to come our way? Read our article.

Assessing the Risk: Operations Over Conflict

Zones

OPSGROUP Team
23 August, 2021



ICAO Doc 10084, if you have not come across it, is a sixty plus page document looking at 'Risk Assessment for Civil Aircraft Operation Over or Near Conflict Zones'. Important stuff.

But despite manuals and procedures, regulations and recommendations telling us how to watch out for, assess, mitigate and manage the risk of conflict zones, there remains a much bigger and more significant risk to safety *because of conflict zones*.

So, what is this risk, and more importantly, what can we do about it in the aviation community?

Information

The huge hindrance to maintaining safety does not lie just with the SAMs themselves. **It lies with information - the quality, quantity, reliability and promulgation of it.** The result is that risk assessments are fundamentally flawed, understanding is limited and critical information does not reach those who need it.

So, there are four big points that need considering when we look at conflict zones and their impact on airspace safety:

1. **The Bigger Question** - A risk assessment is much more than just asking "Is there a weapon down there?"
2. **Rules alone do not change the behavior of states** - Information from states is critical, but it is often not shared, or not shared very well.
3. **Are we actively seeking information, or simply waiting for it to come our way?** - The safety process does not stop at the state level, it continues (should continue) dynamically with operators and with the pilots, so understanding the situation is important.
4. **How can we do better?** - Individuals and the industry have a responsibility to ensure

information and strategies are shared.

1. The Bigger Question

The bigger question is to do with **how risk is assessed**, and it is a complex process even when information is available.

ICAO Doc 10084 lays out the risk assessment process. It's an interesting read and worth taking a few minutes to think about because understanding the background to conflicts and what the key factors at play are is the only way for safety strategies and risk assessments to continue, and continue they should – it does not stop when a Notam is released.

The process is dynamic and needs to continue with the operator and the pilots too.

What are the key factors in a risk assessment?

First up, what are we actually talking about here? Long-range Surface-to-air missiles (SAMs) can reach aircraft cruising in excess of 25,000ft (7600m). They are often linked with radar sensor systems to help identify targets, and are mobile and easily and quickly relocated.

So we need an assessment of what danger these pose to airlines and airplanes, and this means we need to know **who has them (the capability)** and also their **intent (who or what do they plan to target)**.

But it is not that simple. Where there is intent, there is not always capability; and as importantly, **where there is capability there is not always intent**. The Iranian shoot down is a clear example of this. So we also need to consider the unintentional risks as well.

The questions asked look something like this:

- Is there use of **military aircraft in combat roles** or for hostile reconnaissance (including unmanned aircraft)?
- Are aircraft used to transport troops into the area and do these routes coincide with civil air corridors, or lie close and so pose a **risk of misidentification** between civil and military aircraft operating in the area?
- What are the **politics relating to the region**?
- What are the **training levels** of SAM operators and what is the military deployment of SAMs? How reliable and credible is the information shared by the state regarding this?
- Is there a **lack of effective air traffic management** over the relevant airspace? Is the state fully in control of their own territory and do they fulfil all their ATC, coordination and promulgation (of information) obligations?
- Do civil aircraft route pass over or close to **locations or assets of high strategic importance** or which may be considered vulnerable to aerial attack in a conflict situation?

But, the risk continues beyond this initial assessment because we also have to **identify any ongoing consequences** of an event. If a major airport is targeted, the impact is not only with the initial damage – if that initial damage is to the ATC systems required to maintain control and separation of aircraft then now we have reduced safety in the airspace and **a much larger level of disruption**.

So, we must think about the overall severity, and with that the tolerability of an infrastructure or operation. **We are asking both 'What can it hurt?' and 'How much it will hurt?'**

This assessment, according to the ICAO document, is thrown into a matrix and churns out a 'Risk Level' which leads to the actions taken.

Sounds simple, but there is one key point here –

This info is not easy to come by. It is rarely reliable, and there is a qualitative narrative that makes it very subjective. The information has to be promulgated from states.

Which leads us to Point Number 2.

2. Rules do not change the behavior of a state....

States are responsible for sharing info on hazards, on what mitigation strategies they have in place, and the assessed impact of the strategies they adopt.

This often does not happen, or it does not happen well. Look at Ethiopia/Tigray region situation – **misleading Notams and no guidance** from the Ethiopian authorities led to Opsgroup issuing our own warning regarding the situation.

Further to that, ICAO only mandated the reporting of hazards in notices to pilots since 2020, and some states are still failing to do so.

3. People are not seeking information, they are waiting for it to come their way

This is why SafeAirspace was created.

Information is not being shared well and risk assessments are fundamentally flawed because the information on key factors is simply not available or reliable most of the time.

What's more, people are rarely questioning whether the information they received was reliable, accurate or complete. Few proper risk assessments are taking place because those responsible are waiting for the information to come to them, and **without a proper risk assessment, mitigation strategies are not sufficient**, and are not being passed on to those who need them – the pilots.

What is the Operator's continued role in the process?

Every operator is responsible for continuing the risk assessment. It is not enough to simply direct crew to a Notam. Ensuring crew have a **full briefing on the threat and any mitigation strategies** is important.

- **Emergency and abnormal procedures should be considered in advance.** Take Mogadishu airspace where only flights on specific airways over the water are allowed. What is the strategy here in case of an engine failure or depressurization? If you operate over this region, you should have access to this information.
- **Operators are also responsible reviewing fuel requirements** – ensuring additional fuel is provided for potential diversions around conflict zones.
- If aircraft will be operating into conflict zones, then **a review of MEL items which can be deferred** is a good call – can the aircraft get out again without requiring maintenance or fueling?

What is the pilot's continued responsibility in the process?

The information and strategies we see at the operations end are things like these:

- Coordination between military authorities, security and ATS units
- Briefings of personnel
- Identification of civil aircraft by military units
- Issuance of warnings and navigation advice
- Air Traffic Restrictions
- Closure of Airspace

But this does not mean the full risk has been removed. Understanding this, understanding how the situation got to this point, and understanding the risk assessment and safety management that has taken place is vital because the process now continues with you, the pilot, and this a fundamental step in continuing to manage safety.

- The Crew, and the Commander of the aircraft are responsible for the safety of the aircraft and the passengers. Of course, we all know that, but if you are given a Notam saying "this airspace ain't great, maybe avoid it" and then you fly through it, **where does the responsibility of your operator end and yours begin?**
- Reading notams, the AIPs, AICs, and being aware of the threats of the airspace you might be asked to operate into is vital. More than that, **ensure you are aware of any mitigation strategies required.**
- **Pre-prepare for diversions and know where you can safely go.** Some diversions might take you through prohibited airspace so if you are operating in the vicinity of some, have a route ready in box two so you can easily avoid airspace when you need to.
- Be aware of security threats and hazards **on the ground**, in advance.
- **Consider the serviceability of aircraft equipment before you go** - critical equipment would be communication systems, and those required to ensure military units can identify them as civilian;
- Have an awareness of the **potential political implications if diverting** into some regions with certain nationalities onboard. If you divert there, what will happen to your passengers and crew, and why?
- **Report things.** Keep the information loop going.

4. How can we do better?

Aeronautical info from states and authorities is your first point of call. AICs, AIPs and Notams are going to contain info on advisories, restrictions and recommendations.

If you are an FAA operator, then the FAA put out KICZ notams and this page has all the current ones for airspace.

Networks and organizations such as us here at OPSGROUP try to **share relevant and up-to-date information on airspace**, conflicts and the risks that are out there.

Open sources like social media and news sites are also good – but be careful, these may come from unconfirmed or unreliable sources. We recommend checking info with other sources too, like handling agents in the area.

Finally, talk to other pilots and operators, and be sure to report information you have from operating in or through airspace.

FAA eases Gulf airspace restriction

David Mumford

23 August, 2021



The FAA has downgraded its airspace warning for the overwater airspace in the Persian Gulf and Gulf of Oman.

They previously said that US operators should **avoid this airspace** except when flying to/from the main airports in Bahrain, Kuwait and Qatar, UAE and Saudi Arabia.

The new guidance now just **advises caution** in this region, and recommends to avoid the airways nearest to the OIIX/Tehran FIR whenever possible, to reduce the risk of miscalculation or misidentification by air defence systems (remember, the US ban on Iran overflights is still in place).

The crucial change with this new warning is that **overflights in this region are now permitted**. So for US operators wanting to transit the OKAC/Kuwait, OBBS/Bahrain, OMAE/Emirates and OOMM/Muscat FIRs – you can now do so.



This new Notam represents a further loosening of the total airspace ban on the Persian Gulf and Gulf of Oman initially applied by the FAA shortly after the Iranian missile strike on US military bases in Iraq on Jan 8, which was quickly followed by the **shooting down of Ukraine Int Airlines flight 752 in Tehran** by the Iranian Armed Forces, having mistaken the aircraft radar return for an inbound missile.

The FAA cited **Iranian military de-escalation** as the reason for the change. "The FAA assesses there is sufficiently reduced risk of Iranian military miscalculation or misidentification that could affect U.S. civil aviation operations in the overwater airspace above the Persian Gulf and the Gulf of Oman," the agency said in their Background Information statement, issued on 18th Feb 2020.

Here's the Background Information statement in full:

Iran has de-escalated its military posture in the Persian Gulf and the Gulf of Oman as of early February 2020. Given this de-escalation, the FAA assesses there is sufficiently reduced risk of Iranian military miscalculation or misidentification that could affect U.S. civil aviation operations in the overwater airspace above the Persian Gulf and the Gulf of Oman in the Kuwait Flight Information Region (FIR) (OKAC), Jeddah FIR (OEJD), Bahrain FIR (OBBB), Emirates FIR (OMAE), and Muscat FIR (OOMM) to permit U.S. civil flight operations to resume.

While the risk to U.S. civil aviation operations in the above-named area has decreased, military posturing and political tensions in the region remain elevated, and there remains some inadvertent risk to U.S. civil aviation operations due to the potential for miscalculation or misidentification. As a result, on 14 Feb 2020, the FAA issued Notice to Airmen (NOTAM) KICZ A0014/20 (reissued on 17 Feb as A0016/20) permitting U.S. civil flight operations to resume in the above-named area while advising operators to exercise caution and to avoid operating on air routes nearest to the Tehran FIR (OIIX) boundary whenever possible. The situation in the region remains fluid and could quickly escalate if circumstances change.

The 8 January 2020 accidental shoot down of Ukraine International Airlines Flight 752 shortly after takeoff from Tehran's Imam Khomeini International Airport (OIIE) tragically highlights the airspace deconfliction

concerns, which pose an inadvertent risk to civil aviation from air defense engagements during periods of heightened tensions and associated military activity. Following the accidental shoot down, the region has seen a lowering of tensions, despite Iran's continued air defense coverage along its southern coast. In June 2019, there were two incidents of surface-to-air missile fire from the southern coast of Iran targeting U.S. unmanned aircraft systems operating in the Gulf of Oman.

Iran possesses a wide variety of anti-aircraft-capable weapons, including surface-to-air missile systems (SAMs), man-portable air defense systems (MANPADS) and fighter aircraft capable of conducting aircraft interception operations. Some of the anti-aircraft-capable weapons have ranges that encompass key international air routes over the Persian Gulf and the Gulf of Oman. Although Iran likely has no intention to target civil aircraft, the presence of multiple long-range, advanced anti-aircraft-capable weapons in a tense environment poses a risk of miscalculation or misidentification, especially during periods of heightened political tension and military activity.

There is also the potential for Iran to use Global Positioning System (GPS) jammers and other communications jamming capabilities, which may inadvertently affect their command and control capabilities and potentially pose a risk to U.S. civil aviation operating in the above-named area.

The FAA will continue to monitor the risk environment for U.S. civil aviation operating in the region and make adjustments, as appropriate, to safeguard U.S. civil aviation.

Here's the new Notam in full:

A0016/20 (Issued for KICZ)

SECURITY..UNITED STATES OF AMERICA ADVISORY FOR OVERWATER AIRSPACE ABOVE THE PERSIAN GULF AND THE GULF OF OMAN.

THOSE PERSONS DESCRIBED IN PARAGRAPH A BELOW SHOULD EXERCISE CAUTION WHEN OPERATING IN OVERWATER AIRSPACE ABOVE THE PERSIAN GULF AND THE GULF OF OMAN IN THE KUWAIT FLIGHT INFORMATION REGION (FIR) (OKAC), JEDDAH FIR (OEJD) , BAHRAIN FIR (OBBS), EMIRATES FIR (OMAE), AND MUSCAT FIR (OOMM) DUE TO CONTINUED ELEVATED MILITARY POSTURING AND POLITICAL TENSIONS IN THE REGION.

NOTAM KICZ A0002/20, WHICH PROHIBITS U.S. CIVIL AVIATION OPERATIONS IN THE TEHRAN FIR (OIIX), REMAINS IN EFFECT UNTIL FURTHER NOTICE.

A. APPLICABILITY. THIS NOTAM APPLIES TO: ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS; ALL PERSONS EXERCISING THE PRIVILEGES OF AN AIRMAN CERTIFICATE ISSUED BY THE FAA, EXCEPT SUCH PERSONS OPERATING U.S. REGISTERED AIRCRAFT FOR A FOREIGN AIR CARRIER; AND ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER.

B. PLANNING. THOSE PERSONS DESCRIBED IN PARAGRAPH A PLANNING TO OPERATE IN THE ABOVE-NAMED AREA MUST REVIEW CURRENT SECURITY/THREAT INFORMATION AND NOTAMS AND COMPLY WITH ALL APPLICABLE FAA REGULATIONS, OPERATIONS SPECIFICATIONS, MANAGEMENT SPECIFICATIONS, AND LETTERS OF AUTHORIZATION, INCLUDING UPDATING B450.

C. OPERATIONS. AVOID AIR ROUTES NEAREST TO THE TEHRAN FIR (OIIX) BOUNDARY, WHENEVER POSSIBLE, TO REDUCE THE RISK OF MISCALCULATION OR MISIDENTIFICATION BY AIR DEFENSE SYSTEMS. ADDITIONALLY, AIRCRAFT OPERATING IN THE ABOVE-NAMED AREA MAY ENCOUNTER INADVERTENT GPS INTERFERENCE AND OTHER COMMUNICATIONS JAMMING, WHICH COULD OCCUR WITH LITTLE OR NO WARNING.

THOSE PERSONS DESCRIBED IN PARAGRAPH A MUST REPORT SAFETY AND/OR SECURITY INCIDENTS TO THE FAA AT +1 202-267-3333. ADDITIONAL INFORMATION IS PROVIDED AT:

[HTTPS://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/](https://www.faa.gov/air_traffic/publications/us_restrictions/).

SFC - UNL, 17 FEB 19:54 2020 UNTIL PERM. CREATED: 17 FEB 20:00 2020

For more on these, and for a full list of current warnings about Iran and Iraq from other states, see SafeAirspace.net

US issues Emergency Order - No Fly Zone for Civil Aircraft - Iran

Mark Zee

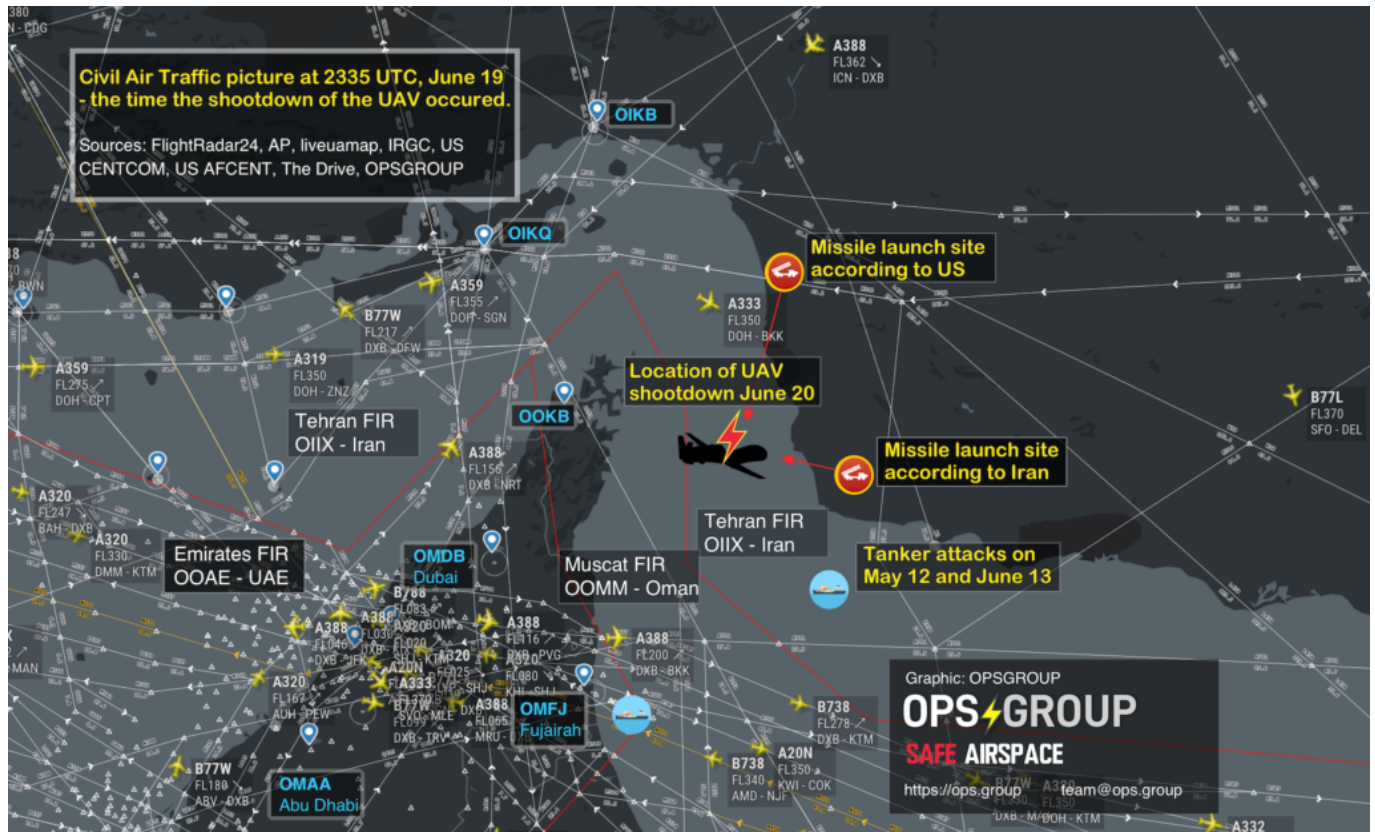
23 August, 2021



The FAA has issued an Emergency Order to US Civil Aircraft, prohibiting all American aircraft operators from entering the Tehran Flight Information Region (OIIX) FIR in the area above the Persian Gulf and Gulf of Oman.

Notam A0019/19 was issued at 0148 UTC, June 21st.

The Notam specifically prohibits any airline or aircraft operator from flying within Iranian airspace in the region that the US drone was shot down in on June 20th.



Some airlines had already reported suspending operations in Iranian airspace. This Notam ensures that US operators cannot operate in the area. Although the official applicability is to US aircraft only, since MH17 all countries rely on advice from the US, the UK, France and Germany to highlight airspace risk.

The full Notam follows (bolded parts by OPSGROUP):

A0019/19 NOTAMN Q) KICZ/QRDLP/IV/NBO/AE/000/999/

A) KICZ PART 1 OF 2

B) 1906210148

C) PERM

E) SECURITY..UNITED STATES OF AMERICA PROHIBITION AGAINST CERTAIN FLIGHTS IN THE OVERWATER AREA OF THE TEHRAN FLIGHT INFORMATION REGION (FIR) (OIIX) ABOVE THE PERSIAN GULF AND GULF OF OMAN ONLY.

ALL FLIGHT OPERATIONS IN THE OVERWATER AREA OF THE TEHRAN FLIGHT INFORMATION REGION (FIR) (OIIX) ABOVE THE PERSIAN GULF AND GULF OF OMAN ONLY ARE PROHIBITED UNTIL FURTHER NOTICE DUE TO HEIGHTENED MILITARY ACTIVITIES AND INCREASED POLITICAL TENSIONS IN THE REGION, WHICH PRESENT AN INADVERTENT RISK TO U.S. CIVIL AVIATION OPERATIONS AND POTENTIAL FOR MISCALCULATION OR MIS-IDENTIFICATION.**THE RISK TO U.S. CIVIL AVIATION IS DEMONSTRATED BY THE IRANIAN SURFACE-TO-AIR MISSILE SHOOT DOWN OF A U.S. UNMANNED AIRCRAFT SYSTEM ON 19 JUNE 2019 WHILE IT WAS OPERATING IN THE VICINITY OF CIVIL AIR ROUTES ABOVE THE GULF OF OMAN.**

A. APPLICABILITY. THIS NOTAM APPLIES TO: ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS; ALL PERSONS EXERCISING THE PRIVILEGES OF AN AIRMAN CERTIFICATE ISSUED BY THE FAA, EXCEPT SUCH PERSONS OPERATING U.S.-REGISTERED AIRCRAFT FOR A FOREIGN AIR CARRIER; AND ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER.

B. PERMITTED OPERATIONS. THIS NOTAM DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH A (APPLICABILITY) FROM CONDUCTING FLIGHT OPERATIONS IN THE ABOVE NAMED AREA WHEN SUCH OPERATIONS ARE AUTHORIZED EITHER BY ANOTHER AGENCY OF THE UNITED STATES GOVERNMENT WITH THE APPROVAL OF THE FAA OR BY A DEVIATION, EXEMPTION, OR OTHER AUTHORIZATION ISSUED BY THE FAA ADMINISTRATOR. OPERATORS MUST CALL THE FAA WASHINGTON OPERATIONS CENTER AT 202-267-3333 TO INITIATE COORDINATION FOR FAA AUTHORIZATION TO CONDUCT OPERATIONS.

C. EMERGENCY SITUATIONS. IN AN EMERGENCY THAT REQUIRES IMMEDIATE DECISION AND ACTION FOR THE SAFETY OF THE FLIGHT, THE PILOT IN COMMAND OF AN AIRCRAFT MAY DEVIATE FROM THIS NOTAM TO THE EXTENT REQUIRED BY THAT EMERGENCY.

THIS NOTAM IS AN EMERGENCY ORDER ISSUED UNDER 49 USC 40113(A) AND 46105(C).

ADDITIONAL INFORMATION IS PROVIDED AT:

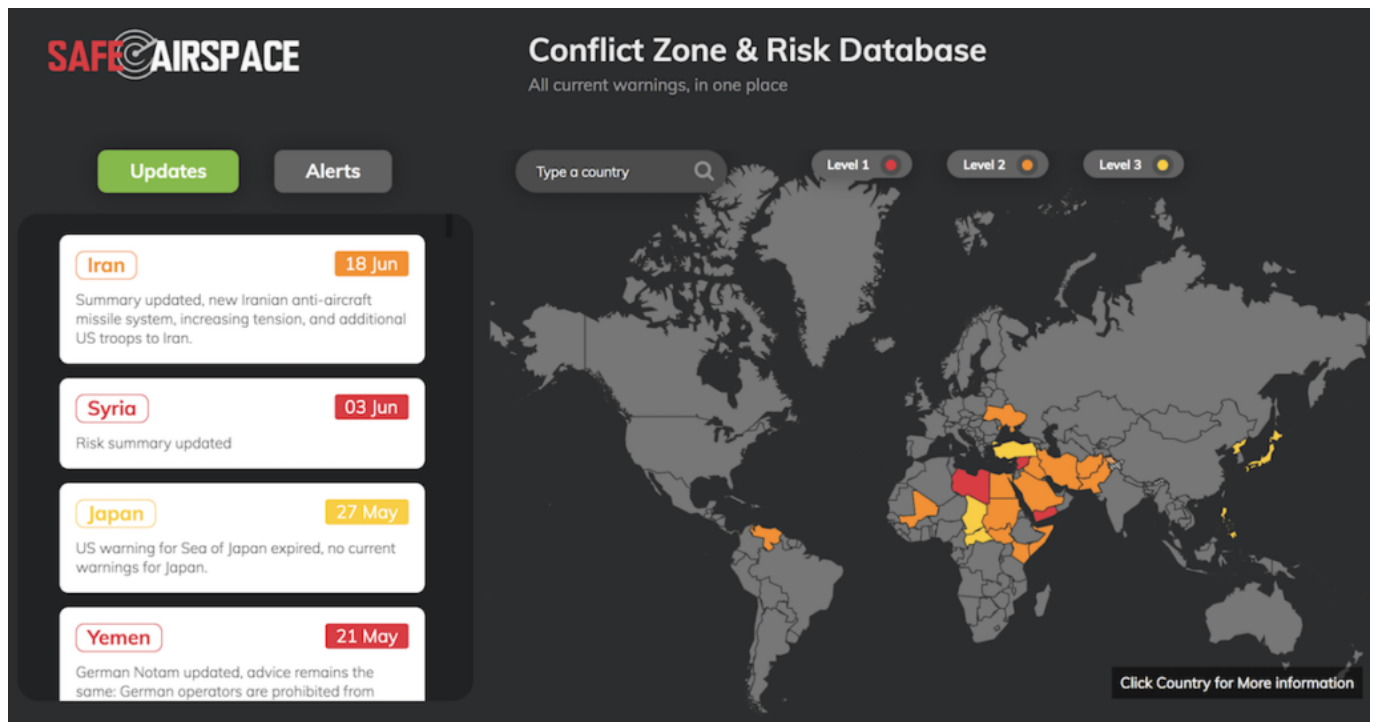
[HTTPS://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/](https://www.faa.gov/air_traffic/publications/us_restrictions/)

Earlier today, we published an article summarizing the risk to Aircraft Operators in the Gulf region - **“The Threat of a Civil Aircraft Shootdown in Southern Iran is Real”**

In addition to the Notam, the FAA Threat Analysis Division have also published background information on the current situation (download that PDF here)

In that document, the FAA says: “Although the exact location of the attack is not yet available, there were numerous civil aviation aircraft operating in the area at the time of the intercept. According to flight tracking applications, the nearest civil aircraft was operating within approximately 45nm of the Global Hawk when it was targeted by the Iranian SAM. FAA remains concerned about the escalation of tension and military activity within close proximity to high volume civil air routes and the Iran’s willingness to use long-range SAMs in international airspace with little to no warning. As a result, there is concern about the potential for misidentification or miscalculation which could result in the inadvertent targeting of civil aviation.”

The Iran risk is being monitored at Safe Airspace – the Conflict Zone & Risk Database. The Iran country page also has more information on further overflight considerations in other parts of the Tehran FIR.



What's going on in the Strait of Hormuz?

David Mumford
23 August, 2021



Amid rising tensions between the US and Iran, on 16th May the US FAA issued a new Notam and Background Notice advising operators to exercise caution in the overwater airspace above the Persian Gulf and Gulf of Oman.

The US has deployed warships and planes to the region, and withdrawn embassy staff from Iraq in recent days, and Iran has allegedly placed missiles on boats in the Persian Gulf.

In their Background Notice, the US FAA say 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.



The US published another airspace warning for Iran back in September 2018, but that was mainly focussed on the risks of overflying Iran itself due to missiles fired from sites in the far west of the country against targets in Syria. That warning only made passing reference to the Gulf region – the only tangible risk at that time being due to Iran’s “test launches” in the area between Iran and Dubai, where the Iranian military regularly fire missiles during drills to practise blockading the Strait of Hormuz.

In May 2018, the US pulled-out of the Iran nuclear deal, and re-imposed sanctions. Since then, the relationship between the two countries has rapidly gone downhill. This week, the White House Press Secretary said that Washington would continue its “maximum pressure” campaign on Iran, adding the US would like to see “behavioural change” from the country’s leadership.

With the military build-up in the Gulf region, the US government has been quick to defend its actions, but the message seems to be clear: **we don’t want war, but we’re ready for one.**

As National Security Adviser John Bolton said in a statement this week: **“The United States is not seeking war with the Iranian regime... but we are fully prepared to respond to any attack, whether by proxy, the Islamic Revolutionary Guard Corps or regular Iranian forces.”**

The full FAA Notam and Background Notice text is below. SafeAirspace.net is now updated with the new information.

KICZ NOTAM A0015/19

SECURITY..UNITED STATES OF AMERICA ADVISORY FOR OVERWATER AIRSPACE ABOVE THE PERSIAN GULF AND GULF OF OMAN.

THOSE PERSONS DESCRIBED IN PARAGRAPH A BELOW SHOULD EXERCISE CAUTION WHEN OPERATING IN OVERWATER AIRSPACE ABOVE THE PERSIAN GULF AND THE GULF OF OMAN DUE TO HEIGHTENED MILITARY ACTIVITIES AND INCREASED POLITICAL TENSIONS IN THE REGION, WHICH PRESENT AN INCREASING INADVERTENT RISK TO U.S. CIVIL AVIATION OPERATIONS DUE TO THE POTENTIAL FOR MISCALCULATION OR MIS-IDENTIFICATION. ADDITIONALLY, AIRCRAFT OPERATING IN THE ABOVE-NAMED AREA MAY ENCOUNTER INADVERTENT GPS INTERFERENCE AND OTHER COMMUNICATIONS JAMMING, WHICH COULD OCCUR WITH LITTLE TO NO WARNING.

A. APPLICABILITY. THIS NOTAM APPLIES TO: ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS; ALL PERSONS EXERCISING THE PRIVILEGES OF AN AIRMAN CERTIFICATE ISSUED BY THE FAA, EXCEPT SUCH PERSONS OPERATING U.S.-REGISTERED AIRCRAFT FOR A FOREIGN AIR CARRIER; AND ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER.

B. PLANNING. THOSE PERSONS DESCRIBED IN PARAGRAPH A PLANNING TO OPERATE IN THE ABOVE-NAMED AREA MUST REVIEW CURRENT SECURITY/THREAT INFORMATION AND NOTAMS; COMPLY WITH ALL APPLICABLE FAA REGULATIONS, OPERATIONS SPECIFICATIONS, MANAGEMENT SPECIFICATIONS, AND LETTERS OF AUTHORIZATION, INCLUDING UPDATING B450.

C. OPERATIONS. EXERCISE CAUTION DURING FLIGHT OPERATIONS DUE TO THE POSSIBILITY OF INTERRUPTIONS TO INTERNATIONAL AIR TRAFFIC DUE TO HEIGHTENED MILITARY ACTIVITIES AND INCREASED POLITICAL TENSIONS IN THE REGION. POTENTIALLY AFFECTED OVERWATER AIRSPACE ABOVE THE PERSIAN GULF AND THE GULF OF OMAN INCLUDES PORTIONS OF THE TEHRAN FIR (OIIX), BAGHDAD FIR (ORBB), KUWAIT FIR (OKAC), JEDDAH FIR (OEJD) , BAHRAIN FIR (OBBB), EMIRATES FIR (OMAE), AND MUSCAT FIR (OOMM). THOSE PERSONS DESCRIBED IN PARAGRAPH A MUST REPORT SAFETY AND/OR SECURITY INCIDENTS TO THE FAA AT +1 202-267-3333.

SFC - UNL,16 MAY 23:11 2019 UNTIL PERM. CREATED: 16 MAY 23:17 2019

FAA Background Information Regarding U.S. Civil Aviation - For 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) KICZ A0015/19, advising U.S. civil flight operations to exercise caution when operating in the above area.

Iran has publicly made threats to U.S. military operations in the Gulf region. In addition, Iran possesses a wide variety of anti-aircraft-capable weapons, including surface-to-air missile systems (SAMs), man-portable air defense systems (MANPADS) and fighter aircraft that are capable of conducting aircraft interception operations. Some of the anti-aircraft-capable weapons have ranges that encompass key international air routes over the Persian Gulf and the Gulf of Oman. Additionally, Iran recently conducted a military exercise in the region, demonstrating their unmanned aircraft system (UAS) capabilities. Although Iran likely has no intention to target civil aircraft, the presence of multiple long-range, advanced anti-aircraftcapable weapons in a tense environment poses a possible risk of miscalculation or misidentification, especially during periods of heightened political tension and rhetoric.

There is also the potential for Iran to increase their use of Global Positioning System (GPS) jammers and other communication jamming capabilities, which may affect U.S. civil aviation operating in overwater airspace over the Persian Gulf and the Gulf of Oman.

The FAA will continue to monitor the risk environment for U.S. civil aviation operating in the region and make adjustments, as necessary, to safeguard U.S. civil aviation.