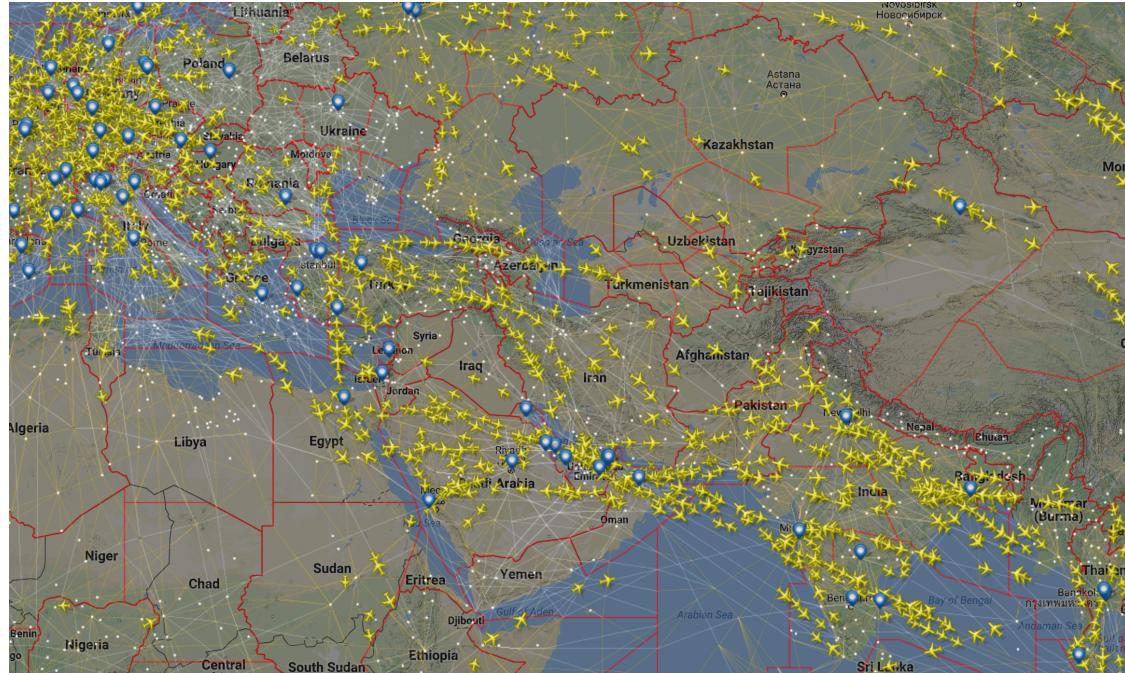


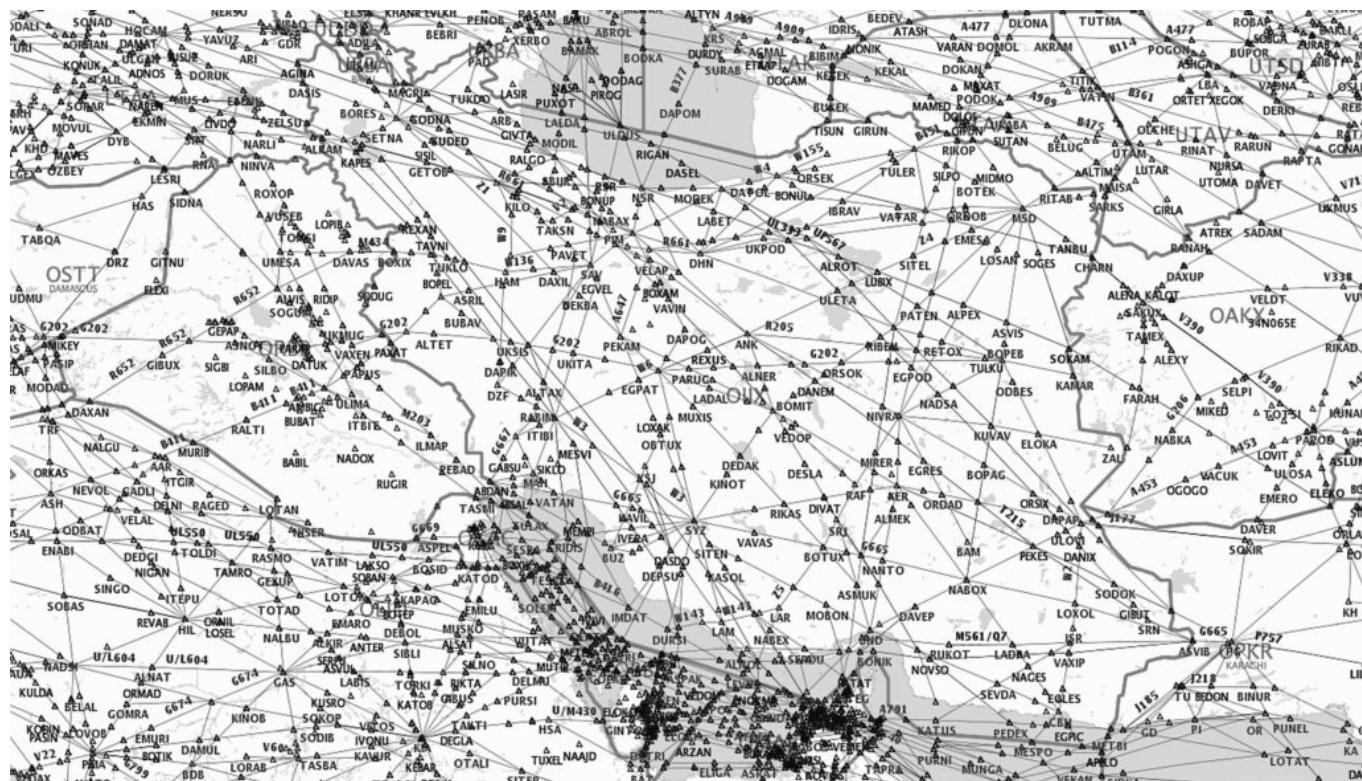
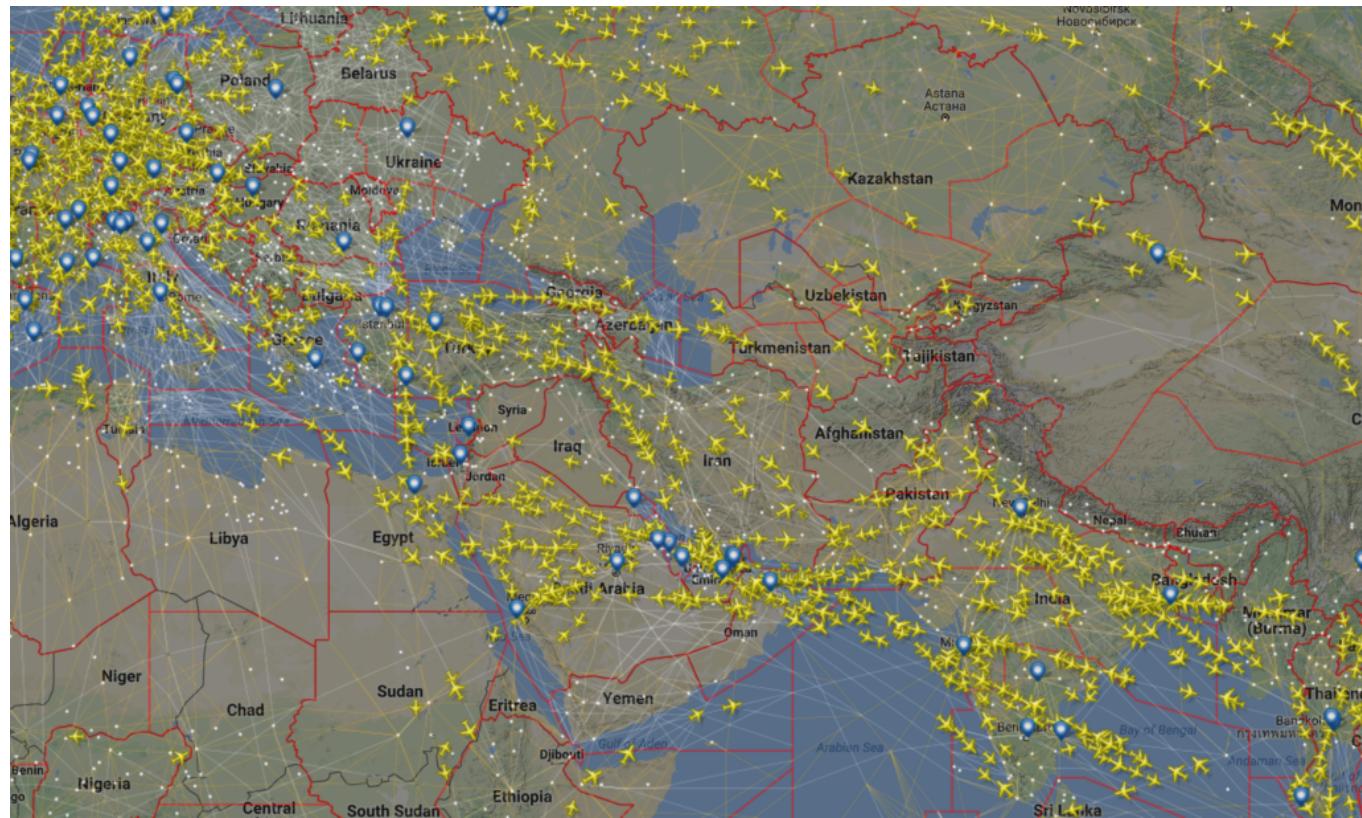
# OIIx Tehran FIR 2017 Operational Changes - Iran

Declan Selleck  
31 January, 2017



**Feb 1st, 2017** Traffic is getting far busier through the **Turkey-Iran FIR boundary** (Europe-Asia main flight route). **ALRAM** is the new “corner” for avoiding Iraq. Here’s updated flight planning guidance from Turkey for Jan-March 2017 – use these when planning your ATC route (refer LTAA A5716/16). We’ve translated the Notam a little for clarity, here’s the highlights:

1. SRT-**ALRAM** segment of UG8 – use FL330 or higher.
2. ULTED-**ALRAM** segment of UT36 – use FL330 or higher.
3. Going via UG8 or UT36, to leave Tehran FIR via **ALRAM**, at FL320 and below: Route EZS-UG81/UL124-VAN-BONAM-UMH. Check Iran AIP Sup 93/15 for more.
4. **ALRAM-BAYIR** segment UT888 minimum FL330. If entering LTAA/Ankara FIR via ALRAM lower than FL330, then route UMH-BONHAM-UI124/UG81-VAN-UI124-UG81-BAYIR.
5. VAN-BONAM segment of UG81 and UI124 can be used bidirectional below FL330.
6. ULTED-NINVA segment of UM688 – use FL330 or higher.
7. Entire R/UR21, SRT-KABAN segment of M/UM860, and ULSAB-KABAN segment of UT334 closed FL180-FL310.
8. UT332 – use FL330 or higher.
9. UT301 totally closed.
10. UT333 closed FL180-FL310 inclusive.



## IOR Bulletins

**31AUG 2016** OIZZ/Iran has approved the use of its airbases by Russian fighter aircraft; Russia has notified intention to launch missiles in the direction of Syria from the Caspian Sea fleet. The Russian Air Force has deployed six Tu-23M3 BACKFIRE bomber aircraft and multiple Su-34 FULLBACK strike fighter jets to

Hamedan Air Base (OIHS/NUJ). FSBIOBXX

**17AUG 2016** On August 16, Russian TU-22 bombers based in Hamedan, Iran, attacked targets in the Syrian towns of Deir Ezzour, Aleppo and Idlib. These were the first Russian airstrikes carried out from bases in Iran.

**07DEC2015** German Authorities published a new Notam last week warning of a risk to flight for aircraft operating in the vicinity of OITT/Tabriz, OITL/Ardabil, and OIGG/Rasht. DFS, the German ATC agency, recommends overflying this general region at FL260 or higher. A6875/15.

**13OCT 2015** On 06 OCT 15 the Russian military launched 26 Kalibr-class cruise missiles from 4 ships in the Caspian Sea at targets in Syria. These missiles were routed through the airspace of Azerbaijan, Iran, Iraq and Syria, causing concern as to the safety of international air traffic crossing the missiles trajectory. Full notice.

More stuff:

- Iran Conflict Zone/Overflight risk warnings at [safeairspace.net](http://safeairspace.net)

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## New airspace warnings - Turkey, Iran

Declan Selleck  
31 January, 2017



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](http://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

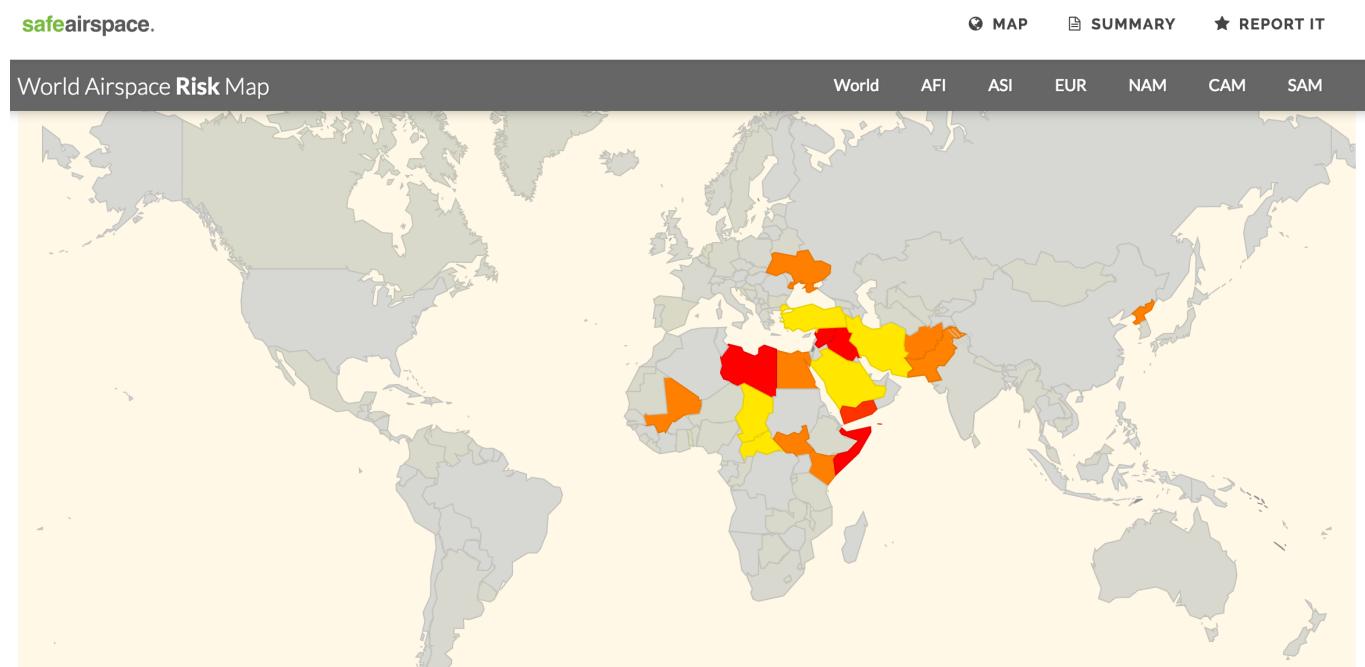
the vicinity of LTA/Gaziantep Airport.

**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**

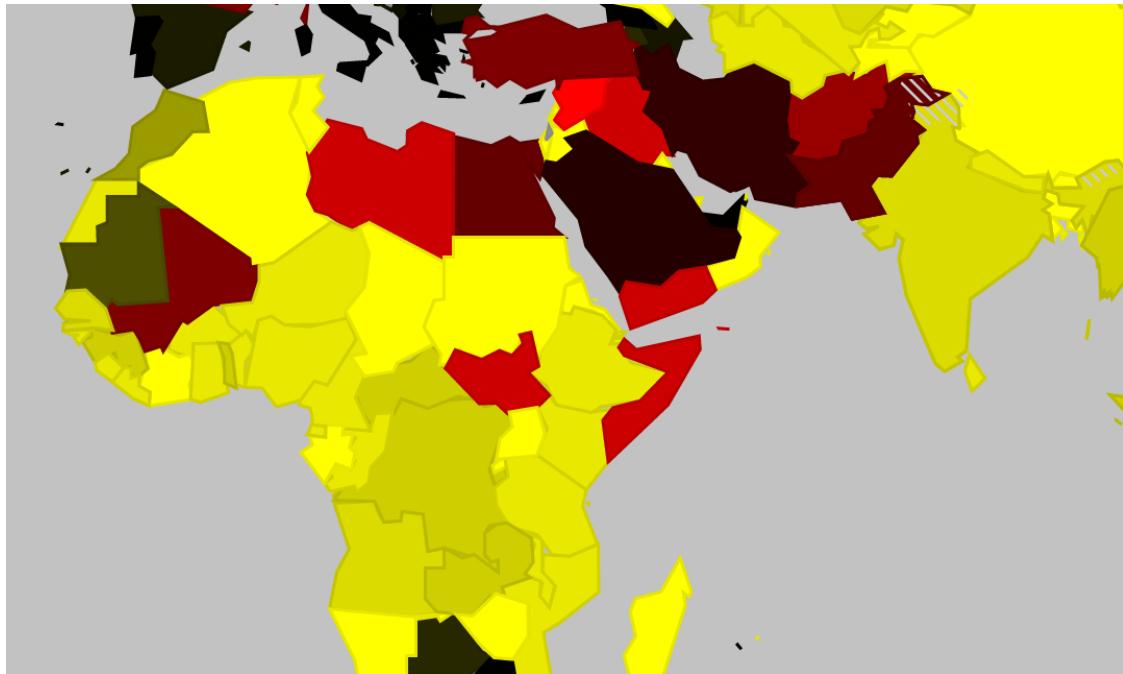
- View the current map at [safearspace.net](http://safearspace.net)



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## Unsafe Airspace - a summary

Declan Selleck  
31 January, 2017



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 it's 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**

10 JUN 16 INTERNATIONAL OPS NOTICE No. 000016

**Flight Service Bureau:** SUBJECT: URGENT AIRSPACE SUMMARY VALID DATE: 08 JUN 2016

**INTERNATIONAL OPS NOTICE 02/16**

**URGENT AIRSPACE SUMMARY**

ISSUED BY FLIGHT SERVICE BUREAU  
02/16 OPS NOTICE 02/16  
08 JUN 2016

**Map:** SUBJECT: URGENT AIRSPACE SUMMARY VALID DATE: 08 JUN 2016

**Shooter/Event:**  
With the events surrounding the shutdown of West African borders, the following areas of airspace have been given for your reference in the situation on the ground. Access to vehicles and traffic to countries is controlled by the border of the relevant authority, chartering. Through FSB Shooter and the use of 'The Airline Cooperative', we aim to coordinate operations with a useful summary of the current situation.

**Danger:**  
In assessing risk to flight over such countries borders, two elements are considered for one flight:  
1. Threat to flight crew, passengers, aircraft.  
2. Aircraft-emergencies requiring a landing.

Both these elements are taken into consideration in assessing a threat level. The highest level of risk here is "Matters" on the basis that a level of "1" or "General" would exaggerate the actual level of risk in dealing on overflying the territories concerned.

**Classification:**  
Three levels of airspace risk are used in our assessments:  
LEVEL 1: Restricted risk - No Fly  
LEVEL 2: Restricted risk  
LEVEL 3: Hazard

**Guidance:**  
This document is intended to provide operator guidance in determining whether to avoid specific areas of airspace. It is not, however, clear that other airspace is now free.

**Information Sources:**  
The countries that issue the most relevant updates for areas of concern are:  

- US PMA - Through PMA Notices and SFRMs
- UK PMA - AIP and Notices
- Germany DFRS Notices
- France DGA AIR

In general, the Civil Aviation Authorities of the countries whose airspace is determined to be unsafe are unlikely to issue timely guidance.

**The Airline Cooperative:**

Flight Service Bureau