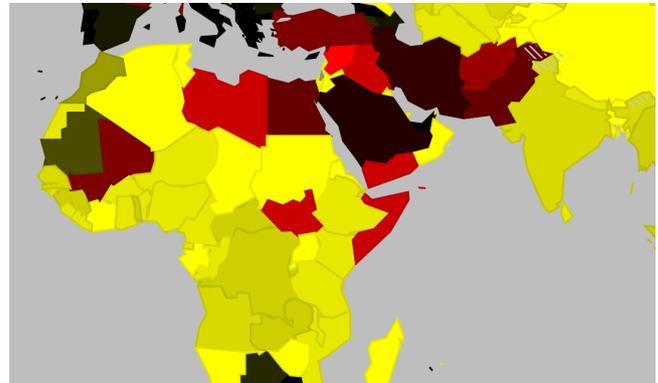


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**SUBJECT:  
UNSAFE AIRSPACE SUMMARY  
VALID DATE: 08 JUN 2016**



### Situation/Event

With the events surrounding the shutdown 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. Through FSB Briefings and the work of The **Airline Cooperative®**, we aim to provide operators with a useful summary of the current situation.

### Danger

In assessing risk to flight over each countries borders, two scenarios are predominant for civil flight:

1. Risk of shutdown, inadvertent or intentional.
2. Aircraft emergency requiring a landing.

Both these elements are taken into consideration in determining a classification. The highest level of risk here is "Moderate", on the basis that calling it "high" or "severe" would exaggerate the actual level or risk in landing or overflying the territories concerned.

### Classification

Three levels of airspace risk are used in our assessment.

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

### Guidance

This document is intended to provide operator guidance in determining whether to avoid specific airspaces. Exclusion from this advice, naturally, does not mean that other airspace is risk free.

### Information Sources

The countries that issue the most relevant updates for unsafe airspace are:

- US (FAA) – through FDC Notams and SFARs
- 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.

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## LEVEL 1: Moderate Risk – No Fly

Five countries are currently included in this category. 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.

- **Libya**
- **Syria**
- **Iraq**
- **Somalia**
- **Yemen\***

\* The Oceanic portion of the Sana'a FIR, including Airways N315, UL425, UM551 and R401, is excluded from most warnings, by nature of being offshore.

## LEVEL 2 : Assessed Risk

**Assessed Risk** applies to countries that are the subject of airspace warnings by EASA, FAA, UK NATS, German DFS, French DGAC, but only for specific portions or below certain altitudes.

### ➤ **Afghanistan**

While no specific threats are listed, the consensus among foreign authorities is to cross the OAKX/Kabul FIR at higher flight levels. Diversion/Landing to Afghanistan – don't. Nowhere is safe.

**31MAR UK** AIP1.4.5 Potential risk operating below FL250  
**01MAR Germany** Notam A0927/16 Min FL330  
**17JAN France** AIC 01/16 Min FL240 in OAKX.  
**24DEC US** FAA Notam A0041/15 Do not plan below FL330

### ➤ **Pakistan**

No specific threats are listed, the consensus among foreign authorities is to cross the OPLR and OPKR FIR's at higher flight levels. Diversion/Landing in Pakistan is recommended against. Above all avoid Peshawar, Quetta. OPKC/Karachi Airport was attacked in 2014. Recent bombing in Lahore.

**31MAR UK** NOTAM VS0055/15 Potential risk operating below FL250  
**17JAN France** AIC 01/16 French operators are to maintain min FL240 in OPLR FIR and OPKR FIR.  
**28DEC US** FAA Notam 0046/15 – "Exercise Caution"

### ➤ **Saudi Arabia**

Saudi warnings stem from air campaign in south against Yemen. A number of SCUD missiles have been fired from Yemen into Saudi Arabia since the conflict began in 2015.

**04MAR Germany** NOTAM B0759/16 Advises not to plan and conduct flights within southwest sector of OEJD FIR.

### ➤ **Sudan**

Only one international warning exists, that of France, recommending overflight above FL240 in the entire Khartoum FIR, not just South Sudan.

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**17JAN** France AIC 01/16 French operators are to maintain min FL240 in Khartoum FIR.

## ➔ South Sudan

Avoid all landings. Peace agreement signed in August 2015 has led to a reduction in large scale fighting compared to at the start of the conflict. However, the wider security situation remains fragile.

**07JAN16 France** AIC 01/16 French operators are to maintain min FL of FL240 in HSSS FIR.

**31DEC15** US FAA Notam 0042/15 – Exercise Caution below FL260.

**04DEC15 UK** NOTAM Potential risk operating below FL250.

## ➔ Mali

A US warning exists, as below, and a state of emergency exists in the country. Situation unstable. 2015 Radisson hotel attack, several aircrew died.

**26FEB** US FAA Report – “International civil air routes that transit Mali’s airspace and aircraft operating to and from Malian airports, particularly in the area north of Mopti, are at risk from anti-aircraft weapons. These weapons have the capability to target aircraft at higher altitudes and/or in the approach and departure phases of flight. Some MANPADS may be able to reach a maximum altitude of 25,000 feet.”

**26FEB** US Notam 0006/15 – Avoid flying into Mali, and cross FIR above FL260.

## ➔ Egypt

Primary area of concern is Sinai Peninsula; avoid. Security at Egyptian airports has been under scrutiny in 2016. Diversion to or landing in Egypt requires some consideration but not likely to be an issue.

**25MAY** Reports of GPS Jamming in Cairo area

**30MAR** US NOTAM A0009/16 Overfly Sinai min FL260

**22JAN** Germany A7001/16 do not operate below FL260

**2015** UK Notam V0042/15 – min FL250

## ➔ Ukraine

There are two distinct areas at issue in the Ukraine. The Simferopol/Crimea Peninsula (UKFV) has been closed to international traffic since 03APR2014. EASA has named M856

and L851 within the Crimean Peninsula as ATS routes to be used as planning within the FIR. Half of the Dnepropetrovsk (UKDV) FIR was closed due to MAS17 shutdown, most operators are avoiding the entire FIR. The remainder of Ukraine Airspace (L’viv, Kiev, Odessa) remains open and used by most airlines.

**17FEB** EASA SIB 2015-16R2 ATS Routes M856 & L851

**2015** Ukraine AIC 02/15 Planning in UKFV FIR

**2015** US Notam A0016/15 US Operators prohibited from UKFV/UKDV

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EMAIL INTL.DESK@FSBUREAU.ORG**LEVEL 3 : Caution**

**Caution** applies to countries that do not have multiple current airspace warnings, but we consider worthy of a security review before operating into or over.

**➔ North Korea**

Increased concern for overflight, even offshore, in first half of 2016 due to regular missile launches, GPS jamming along border with South Korea.

**➔ Kenya**

**26FEB** US FAA Notam A0005/16 advises caution below FL260.

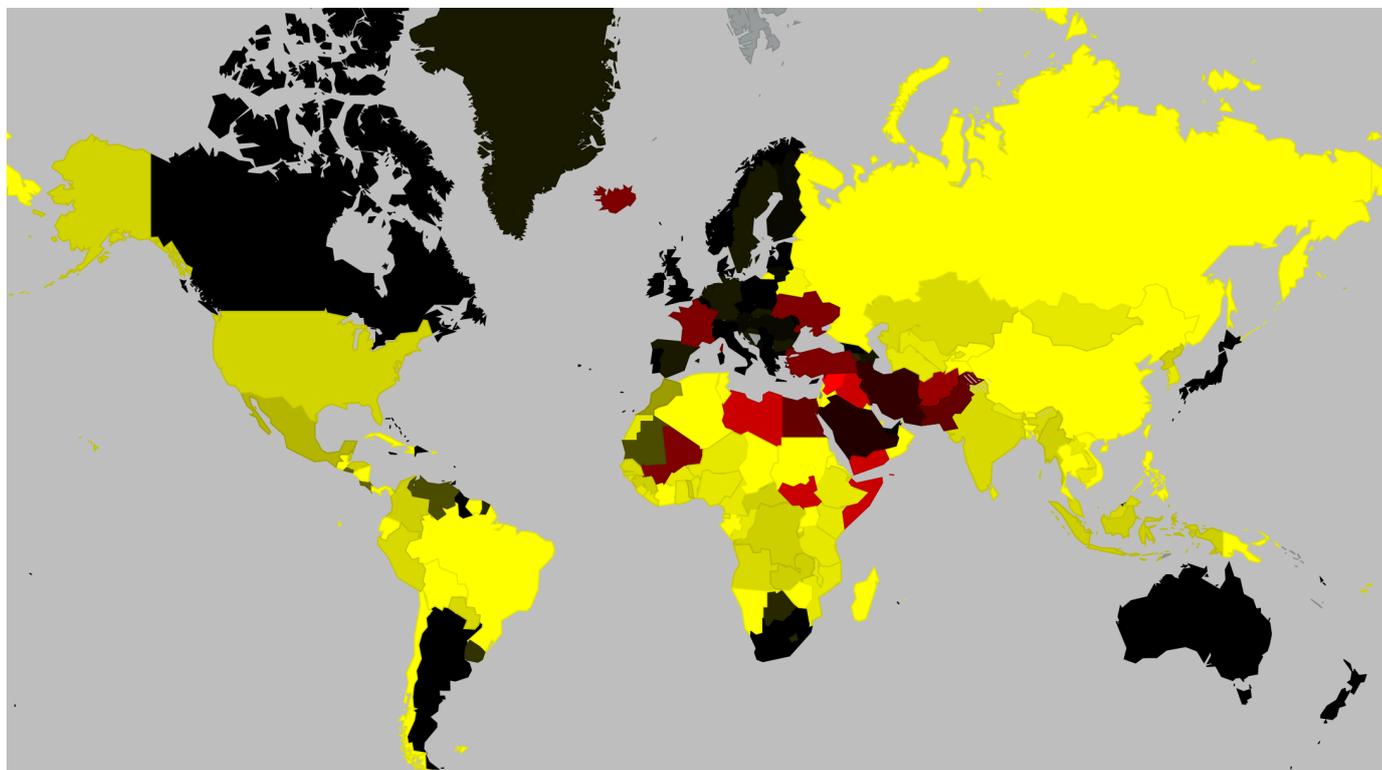
**➔ Chad**

The Chadian government has extended a state of emergency for the Lake Chad region until October 2016. N'Djamena in the past was a popular fuel stop in central Africa; multiple travel warnings advise against going here.

**➔ Central African Republic**

Situation unstable, elections approaching. Tensions are high in Bangui and across the country. There are armed patrols that have set up several roadblocks across the country. Reports of violence, reprisal killings, looting and human rights abuses continue across the country.

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Flight Service Bureau maintains this current Overflight and Security Map.

## Feedback and Input

We greatly appreciate commentary and information to allow us to keep this bulletin current. Write to: [security@fsbureau.org](mailto:security@fsbureau.org).

## About this Notice

International Ops Notices are published by the Flight Service Bureau in partnership with The **Airline Cooperative**® for significant events affecting International Flight Operations for civil aircraft. Guidance and information provided should be used at the Operators discretion.

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