

INTERNATIONAL OPS NOTICE 05/16

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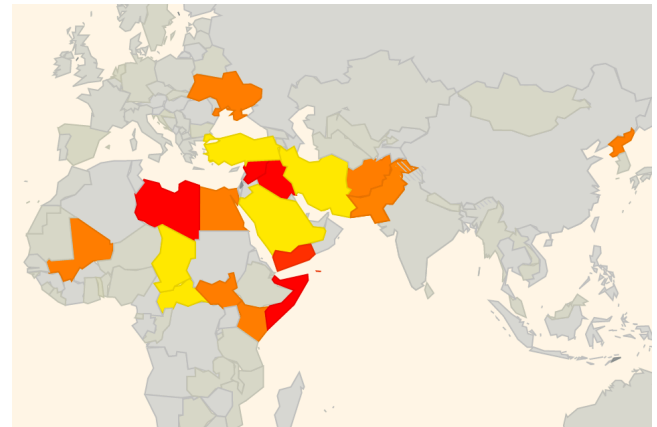
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SUBJECT:
UNSAFE AIRSPACE SUMMARY
VALID DATE: 28 SEP 2016



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 its 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

safeairspace.

A current overflight risk map is maintained at **safeairspace.net**. We encourage operators to report any new information to report@safeairspace.net.

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 Notams and SFARs
- UK (NATS) – AIP and Notam
- Germany (DFS) – Notam
- France (DGAC)- AIC

Operators should note that 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.

➔ DPRK (North Korea)

Increased instances of without-warning missile launches in 2016, together with over 1000 reports of GPS jamming within the Pyongyang FIR. Previously G711 and B467 were considered safe, but many operators now avoiding those airways too.

27MAY16 US SFAR79 (Do not overfly west of 132 degrees), with new notice: caution east of 132.

20AUG16 France AIC 20/2016 New addition to the AIC: North Korea: Do not penetrate W of 132, extreme caution east of.

➔ 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.

24DEC15 US FAA Notam A0041/15 Do not plan below FL330

31MAR16 UK AIP1.4.5 Potential risk operating below FL250

01MAR16 Germany Notam A0927/16 Min FL330

20AUG16 France AIC 20/16 Min FL240 in OAKX.

➔ Kenya

Ongoing problems in 2016 due to Al Shabaab militant activity – concern that Ground to Air shutdown capability and intent may exist.

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

26AUG UK NOTAM V0029/16 alerts of shutdown risk within Kenyan airspace below FL250.

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➔ Pakistan

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.

28DEC15 US FAA 46/15 – “Exercise Caution”, especially at low altitudes.

31MAR16 UK AIP Potential risk operating below FL250

10AUG16 Germany B1150/16 Hazardous situation in OPLR and OPKC FIR's, do not operate below FL260.

28AUG16 France AIC 20/16 French operators are to maintain min FL240 in OPLR FIR and OPKR FIR.

➔ 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.

09SEP16 Germany NOTAM B1250/16 Advises not to plan and conduct flights within southwest sector of OEJD 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.

01JUN16 South Sudan military orders shoot down of any civil aircraft in airspace operating without a permit.

04DEC15 UK AIP Potential risk operating below FL250.

08AUG16 US FAA Notam 0017/16 – Exercise Caution below FL260.

20AUG16 France AIC 20/16 French operators are to maintain min FL240 in HSSS FIR.

23AUG16 Germany Notam 1179 – not below FL260 over South Sudan political border

➔ Turkey

New warning issued by German Authority in Sept 2016 for LTAJ/Gaziantep.

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

➔ 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 6/15 – 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.

18NOV2015 UK AIP – min FL250

25MAY Reports of GPS Jamming in Cairo area

30MAR US NOTAM A9/16 Overfly Sinai min FL260

22JAN Germany A7001/16 do not operate below FL260

➔ 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 shootdown, most operators are avoiding the entire FIR. The remainder of Ukraine Airspace (L'viv, Kiev, Odessa) remains open and used by most airlines.

17FEB15 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

20AUG16 France AIC20/16 Avoid UKDV and UKFV FIR's except for M860, L851, M854, M856.

21JUL16 FAA Final Rule / Technical Amendment, see SFAR 113.



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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.

➔ **Iran**

Increased military activity within the OIIX/Tehran FIR associated with the Syria and Iraq conflict zones.

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

➔ **Sudan**

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

20AUG16 France AIC 20/16 French operators are to maintain min FL240 in Khartoum FIR.

➔ **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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MAP

SUMMARY

REPORT IT

World Airspace Risk Map

World

AFI

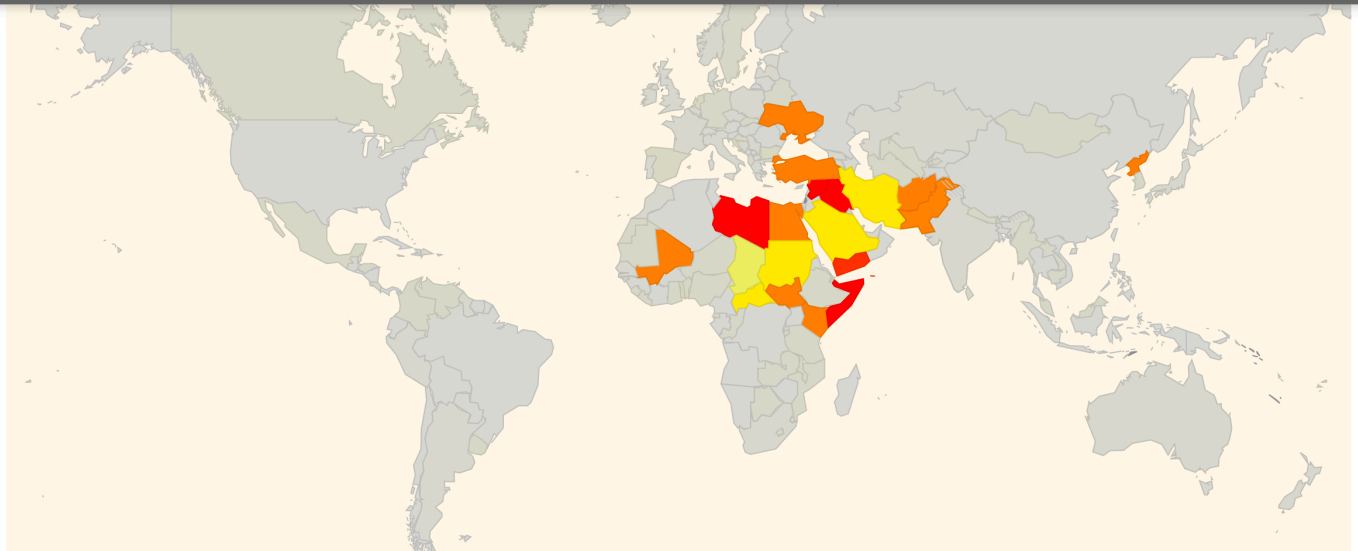
ASI

EUR

NAM

CAM

SAM



A current Overflight Risk map is at safeairspace.net.

Feedback and Input

We greatly appreciate commentary and information to allow us to keep this bulletin current. Write to: 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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