



## RISK SUMMARY

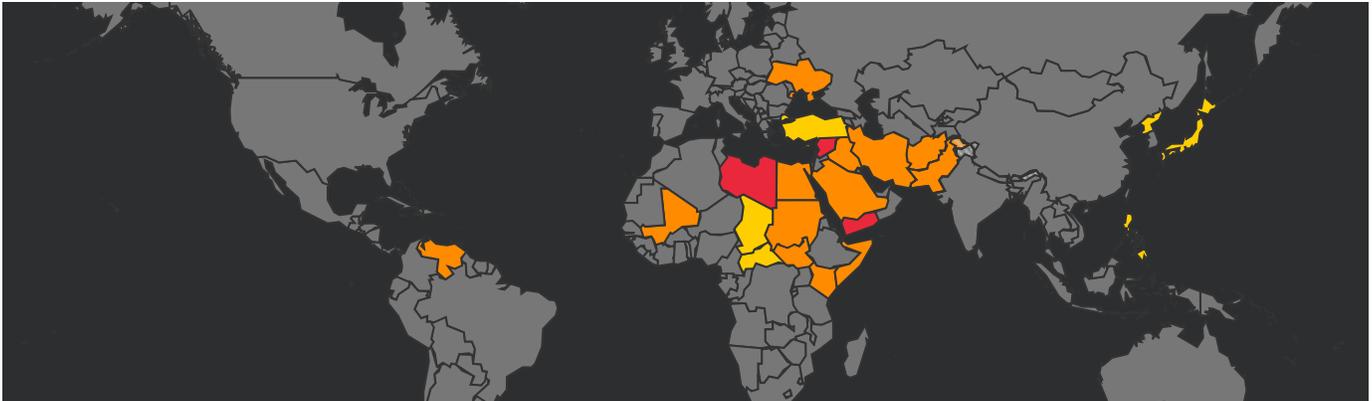
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SITA HNLFSXH AKLFSXH

AFTN KMCOXAAL

EMAIL REPORT@SAFEAIRSPACE.NET



World airspace risk map at SafeAirspace.net as at Jun 19th, 2019

## About Safe Airspace

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 organization with 5000 members, made up of airlines, corporate flight departments, private operators, charter operators, military, and government.

Read more at [SafeAirspace.net](http://SafeAirspace.net).

## Sources of information

- **Warnings issued by the country concerned.** Operators should note that in general, the Civil Aviation Authorities of the countries whose airspace is determined to be unsafe are (very) unlikely to issue reliable guidance.
- **Warnings issued by other states** about that country. There are 4 main countries that provide important risk information: Germany, France, the UK, and the United States – and these have become the de-facto initiators of airspace warnings. These are issued for their own carriers and are not binding on operators from other states, but they are useful to determine risk levels.
- **Other countries** who issue risk information, carried here: South Africa, Malta, Ireland
- **Verified reports** from OPSGROUP members.
- **Essential Risk information** from other sources.
- **Verified reports** to report@safespace.net

## LEVEL 1: Do not fly

**Criteria:** Any of these will trigger Level 1: A prohibition warning is issued by another state, with either a total ban for their carriers, or a ban that excludes only a small portion of airspace, OR an OPSGROUP quick assessment of risk shows a clear threat to operators, and that risk is at least moderate.

## Syria Level 1

Since March 2011, Syria has been embroiled in an armed conflict, with a number of countries in the region and beyond involved militarily or otherwise. As a result, a number of self-proclaimed political entities have emerged on Syrian territory, including the Syrian opposition, Rojava, Tahrir al-Sham and Islamic State of Iraq and the Levant. Syria is ranked last on the Global Peace Index, making it the most violent country in the world due to the war. September 2018 - Russian military aircraft shot down on the border between Damascus and Nicosia FIR. Israel carries out occasional airstrikes on Syria territory. Almost no traffic overflies Syria, and it should be avoided.



94% avoiding

**05APR19** Germany Notam B0261/19 Flights are prohibited in Syrian airspace.

**24JAN19** France AIC 03/19 Operators should avoid Syrian airspace.

**10DEC18** USA Notam KICZ A0025/18 US operators are prohibited from entering Syrian airspace.

**22OCT18** UK UK AIP ENR 1.1 (1.4.5) Potential risk to aircraft within 200nm of the Damascus FIR.

**14APR18** USA Notam KICZ A0009/18 Exercise caution within 200nm of the Damascus FIR due to military activity. Possibility of GPS Interference, Communication jamming, and long-range surface to air missiles in the area.

**12JUN15** UK UK AIP ENR 1.1 (1.4.5) Potential risk to aircraft over Syria airspace at all flight levels.

## Yemen Level 1

Yemen is another country with ongoing conflict. Overflying and operating to Yemen is off limits. There have been several ground to ground missile attacks from Yemen into Saudi Arabia. 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.



76% avoiding

**21MAY19** Germany Notam B0408/19 German operators are prohibited from operating on airways over the Yemen landmass within the SANAA FIR.

**24JAN19** France AIC 03/19 Operators should avoid Yemeni airspace.

**14DEC17** USA Notam KICZ A0029/17 Do not overfly the SANAA (OYSC) FIR as noted in SFAR 115.

**14DEC17** USA SFAR 115 Do not overfly the SANAA (OYSC) FIR.

**08SEP15** UK UK AIP ENR 1.1 (1.4.5) Operators should avoid Yemen airspace, except airways N315, UL425 and R401.

# Libya Level 1

In April 2019, Libya was plunged into civil war again, with militia from the East mounting a campaign to seize control of Tripoli, including HLLM airport, and threatening to shoot down aircraft operating in western Libya. Risk remains high across Libya at all flight levels, and avoidance of all airspace and airports is strongly recommended.



89% avoiding

**30APR19** Germany Notam B0320/19 Flights are prohibited in the north-west part of the country (west of 18 degrees East, and north of 26 degrees North) at all flight levels; overflights for the rest of the country should be at FL260 or above.

**30APR19** Malta Notam A0525/19 Flights are prohibited in the north-west part of the country (between 11-16 degrees East, and 30-34 degrees North), and any aircraft departing from HLLT, HLZW, HLMS, HLLM, HLGD and HLLS airports will be denied landing in Malta.

**08APR19** USA Notam KICZ A0012/19 Flights are prohibited in the north-west part of the country (west of 17 degrees East and north of 29 degrees North) at all flight levels; overflights for the rest of the country must be at FL300 or above.

**08APR19** USA US FAA Background Notice Flights are prohibited in the north-west part of the country (west of 17 degrees East and north of 29 degrees North) at all flight levels; overflights for the rest of the country must be at FL300 or above.

**19MAR19** USA SFAR 112 US operators are permitted to overfly the HLLL FIR at FL300 or above (except the area in the north-eastern part of the country, as outlined in Notam KICZ A0012/19).

**24JAN19** France AIC 03/19 Operators should avoid Libyan airspace.

**12JUN15** UK UK AIP ENR 1.1 (1.4.5) Potential risk to overflying Libya airspace.

## 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.

## Venezuela Level 2

Ongoing political and social crisis in Venezuela. On 1st May 2019, the US FAA issued a new Do Not Fly instruction to US operators, barring all operations into or over Venezuela, unless operating at or above FL260, and giving a window of 48 hours to leave the country. The order comes on a day of an information battle waged between Maduro and Guaidó, and although the coup status is uncertain, one thing is clear: taking your aircraft to Venezuela is not a good idea.



51% avoiding

**01MAY19** USA Notam KICZ A0013/19 Flights are prohibited below FL260

## Iran Level 2

Escalating tensions between the US and Iran. 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 planes to the Gulf and withdrawn diplomatic staff from Iraq, and Iran has allegedly placed missiles on boats in the Persian Gulf. 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.

An older warning issued by the US in Sept 2018 warns of the Iran overflight risk posed by missile launches fired from sites in the far west of the country against targets in Syria - these missiles transit Iraq's airspace (ORBB/Baghdad FIR), crossing over several busy international routes.



39% avoiding

**16MAY19** USA Notam KICZ A0015/19 Exercise caution in the overwater airspace above the Persian Gulf and Gulf of Oman region.

**16MAY19** USA US FAA Background Notice Exercise caution in the overwater airspace above the Persian Gulf and Gulf of Oman region.

**09SEP18** USA Notam KICZ 0016/18 Exercise caution when operating in the OIIX FIR.

**09SEP18** USA US FAA Background Notice Exercise caution when operating in the OIIX FIR.

## Saudi Arabia Level 2

Due to military activity related to the involvement in Yemen, as well as ground to ground missile strikes, it is suggested to avoid the southwestern region of the Jeddah FIR. However, airports in the north, such as OEJN/Jeddah and OERK/Riyadh, are still very much on the radar for the Houthis, who launched missile attacks against these airports on multiple occasions throughout 2018. There is definitely a risk to operations in Saudi airspace, even outside the SCATANA area.



8% avoiding

**22APR19** Germany Notam B0300/19 Operators should avoid overflying or landing anywhere along the border with Yemen, including an area in the southwest part of the OEJD/Jeddah FIR which covers OEAB/Abha airport.

**24JAN19** France AIC 03/19 Exercise caution in Saudi airspace, and do not operate to OEAB/Abha, OEGN/Jazan, OENG/Nejran, OESH/Sharurah, OEWD/Wadi Al Dawasir and OEBH/Bisha airports located in the southwest of the FIR.

**11OCT18** Saudi Arabia Notam W0438/18 When a Notam like this is published, SCATANA rules become active in the southern part of Saudi Arabia.

## Sudan Level 2

Only one international warning exists, that of France, recommending overflight above FL200 in the far southern and western edges of the country (west of the 27°E and south of 13°N) near to the border with South Sudan, Central African Republic, and Chad.

Sudan temporarily closed its airspace all day on APR 11 following a military coup which ousted the country's longtime President Omar al-Bashir from power. This came after months of on-and-off protests against his rule.

Although the airspace reopened on APR 12, the military has declared a three month state of emergency, and has deployed soldiers to secure key sites around Khartoum, with armoured vehicles and tanks parked in the streets.

Local handlers at the airport have told us: "The airport is now functioning normally with more security support".

In response to the coup, the U.S. has now issued an updated Travel Advisory for Sudan and raised its level of advice from "Level 3: Reconsider Travel" to "Level 4: Do Not Travel."



44% avoiding

**24JAN19** France AIC 03/19 Maintain FL200 or higher in the HSSS/Sudan FIR along its southern edge (where Sudan borders with South Sudan) and western edge (where Sudan borders with Central African Republic and Chad).

## Pakistan Level 2

Couple of issues: Conflict with India in the Kashmir region in the northeastern corner of Pakistan, and concentration of terrorist group representation in the country. Military activity by Pakistan and India in the disputed Kashmir region poses a potential inadvertent risk to aviation at all altitudes, particularly in the OPLR/Lahore FIR. The consensus among foreign authorities is to cross the OPLR/Lahore and OPKR/Karachi FIRs at higher flight levels. Diversion/Landing in Pakistan is recommended against. Avoid operating to OPPS/Peshawar and OPQT/Quetta airports - both are near the border with Afghanistan. OPKC/Karachi Airport was attacked in 2014.



37% avoiding

**04MAY19** Germany Notam B0321/19 Potential risk of attacks at all airports in Pakistan.

**23MAR19** USA Notam KICZ A0008/19 Exercise caution flying into or over Pakistan due to extremist and militant activities.

**24JAN19** France AIC 03/19 Overflights should be at FL240 or above.

**30DEC18** USA US FAA Background Notice Exercise caution flying into or over Pakistan.

**08OCT15** UK UK AIP ENR 1.1 (1.4.5) Risk to aircraft overflying OPKC/Karachi and OPLR/Lahore FIRs below FL250.

## Egypt Level 2

Since the Arab Spring, Egypt's stability and security situation as a state has declined.

-In February 2017 an SA-7 anti-aircraft missile tube was found less than a mile from HECA/Cairo airport.

-In October 2015 a Russian A321 was brought down over the Sinai peninsula by a bomb loaded at HESH/Sharm El Sheikh. The group claimed the IED was placed aboard the aircraft prior to departing HESH, raising concerns of potential insider threats at the airport.

There remains a threat from terrorism in Egypt, particularly in the Sinai Peninsular - most countries advise against operating to airports in this region, as well as overflights below FL260.



17% avoiding

**01MAY19** Ireland Notam B0471/19 Avoid overflying the Sinai Peninsula below FL260

**30MAR19** USA Notam KICZ A0010/19 Avoid overflying the Sinai Peninsula below FL260; if planning to do so, provide 3 days notice to the FAA.

**25MAR19** Egypt Notam A0266/18 Do not plan RNAV approaches at Cairo.

**30DEC18** USA US FAA Background Notice Avoid overflying the Sinai Peninsula below FL260

**24DEC18** Germany Notam B1634/18 Entire Sinai Peninsula presents a risk below FL260, as do landings at HEAR/El Arish, HEGR/El Gora, HETB/Taba, HESC/St. Catherine, HESH/Sharm-el-Sheikh.

**08OCT15** UK UK AIP ENR 1.1 (1.4.5) Risk to aircraft overfly Egypt's Northern Sinai region at less than FL250.

## South Sudan Level 2

The South Sudanese civil war has been ongoing 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. Worsening civil war. July 17, 2017: State of emergency declared for 4 states in the NW of the country. 'Anti aviation weaponry' 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.



53% avoiding

**31MAR19** Germany Notam B0212/19 Overflights should be at FL260 or above.

**24JAN19** France AIC 03/19 Overflights should be at FL240 or above, in the part of the HSSS/Sudan FIR above South Sudan.

**08AUG18** USA Notam KICZ A0014/18 Exercise caution below FL260 and give 3 days notice if overflying.

**16JUN16** FSB Research Article Army of South Sudan will shoot down aircraft.

**12JUN15** UK UK AIP ENR 1.1 (1.4.5) Risk to aircraft overflying South Sudan airspace below FL250.

## Somalia Level 2

Despite the ongoing conflict in Somalia the risk level is determined to be Assessed, the threats to aviation only exist below specified levels. However, our recommendation is to avoid the airspace entirely. The situation on the ground is highly unstable and there is an inherent risk to civilians and aircraft. The central government has little control of the major cities and ports with ongoing attacks from extremist militants targeting civilians. The advice from our information sources is all similar; "do not operate below a minimum of FL240 in the airspace of Somalia". (Note UR401 SIHIL-AXINA is excluded from this by one authority) "There is a high risk to overflying aircraft from anti aviation weaponry".



52% avoiding

**04MAY19** Germany Notam B0323/19 Do not operate to airports in Somalia, and do not overfly the airspace below FL260 except for UR401.

**24JAN19** France AIC 03/19 Overflights should be at FL240 or above.

**13APR18** Somalia Notam A0035/18 Armed conflict and a lack of Aeronautical information present a safety and security risk to aircraft.

**13DEC17** USA Notam KICZ A0001/16 SFAR 107 prohibits US airmen from operating below FL260 in the airspace of Somalia.

**13DEC17** USA SFAR 107 SFAR 107 prohibits US airmen from operating below FL260 in the airspace of Somalia.

**08JAN16** UK UK AIP ENR 1.1 (1.4.5) Operators should avoid overflying Somalia airspace below FL250.

## 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 HKJK/Nairobi in 2014.



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 (1.4.5) Risk to aircraft overflying Kenya at less than FL250.

## Ukraine Level 2

There are two risk issues in Ukraine.

First: arms fire. Including MH17, multiple aircraft (the others all military) have been shot down since the beginning of the Donbass region war in 2014. Multiple ceasefires have been declared and violated. This risk is contained within the Dnipropetrovsk FIR – UKDV.

The second issue affects the Simferopol FIR which is Disputed Airspace. (Ukraine:UKFV, Russia:URFV). In March 2014, Russia annexed Crimea. The ATC Center is in Simferopol, Crimea, and is now run by Russia. Russia claims the airspace. Ukraine refuses to recognise the change, and asks crews to talk to Ukrainian controllers in Dnipro/Odesa ACC instead of Simferopol ACC. As the FAA point out, the risk here stems from aircraft “receiving confusing and conflicting air traffic control instructions from both Ukrainian and Russian ATC” when operating over the region.



25% avoiding

**25APR19** Ukraine Notam A0920/19 Ukraine asks aircraft within Dnipro, Odesa, and Simferopol FIRs to only speak to Ukrainian ATC - callsigns Dnipro Radar and Odesa Radar. (Comment: for Simferopol, Russia says only talk to Russian ATC - hence the problem)

**26FEB19** Russia Notam A0937/19 Russia declares itself as the valid source of information for Simferopol FIR.

**24JAN19** France AIC 03/19 Overflights of the UKFV and UKDV FIRs in the east of the country should only be on four airways: M854, M856, M860 and L851.

**19OCT18** USA SFAR 113 US operators are now allowed to operate on airways M856, M854, M860, and L851 over the Black Sea, and to three Ukrainian airports: UKHH/Kharkiv, UKDD/Dnipropetrovsk and UKDE/Zaporizhzhia.

**19OCT18** USA Notam KICZ A0021/18 This is just a pointer Notam, directing people to read the SFAR which contains complete information about the US restrictions on Ukraine airspace.

**13OCT17** UK UK AIP ENR 1.1 (1.4.5) Operators should not enter UKDV/Dnipro or UKFV/Simferopol FIRs with the exception of airways L851, M856, M860, and M854.

**20FEB15** UK UK AIP ENR 1.1 (1.4.5) Possible conflicting ATC instructions due to disputed airspace in the Simferopol FIR

## Afghanistan Level 2

There is an ongoing war in Afghanistan, which since NATO's withdrawal in December 2014, has been fought between the state and several factions.

Diversion/Landing to Afghanistan – don't. Nowhere is safe. Overflight advice averages out at a minimum FL250, though as with other mountainous countries we think FL320 is a better starting point. There are comms issues in the Kabul FIR – long periods without ATC contact is possible. Monitor TCAS and Air-to-Air channels.



54% avoiding

**04APR19** Germany Notam B0213/19 Overflights should be at FL330 or above.

**24JAN19** France AIC 03/19 Overflights must be at FL240 or above.

**23DEC18** USA Notam KICZ A0027/18 Stick to airways, and maintain FL330 or higher. If you have to land at airports in the country, minimise ground time; aircraft on the ground at airports have been damaged or destroyed by indirect rocket or mortar fire from extremist/militant attacks.

**08OCT15** UK UK AIP ENR 1.1 (1.4.5) Risk to aircraft overflying OAKB/Kabul FIR at less than FL250.

## Iraq Level 2

Until November 2017, we maintained a Level 1 – No Fly entry for Iraq. With a reduction in conflict on the ground, and more control in government hands, the airspace risk has reduced. Consequentially, foreign authorities are softening their stance on Iraq. On November 27, 2017, several international airlines (Emirates, Turkish) resumed Iraq overflights after their national authorities removed restrictions. Risk area remains in the Northwest, but airways UM860 and UM688 – running north/south in the eastern half of the FIR, are far less of a threat. All four countries who regularly publish conflict zone warnings (US, Germany, UK and France) have now issued new advice, allowing overflight of Iraq at certain flight levels.



47% avoiding

**04APR19** Germany Notam B0210/19 Due to ongoing military operations in the north of the country, overflights should be at FL260 or above.

**24JAN19** France AIC 03/19 Overflights should only be on airways UM860 and UM688, and UL602 between TASMI and ALPET. Fly at or above FL320.

**26OCT18** USA Notam KICZ A0023/18 Overflights prohibited below FL260. More details in SFAR 77.

**26OCT18** USA SFAR SFAR 77 All US Operators can overfly Iraq, but at FL260 or above.

**05DEC17** UK UK AIP ENR 1.1 (1.4.5) Overflights should only be on airways UL602 to ALPET, UM860 and UM688, and should be above FL250.

## Mali Level 2

The Northern Mali conflict continues, and there has been no improvements in stability. It remains the deadliest place to serve in the UN. US, Germany, and the UK all have warnings in place, advising to operate FL250/260 or higher, and avoiding GATB, GAGO, and GAKL airports.



31% avoiding

**31MAR19** Germany Notam B0211/19 Avoid GATB, GAGO, GAMB and GAKL airports. Overflights should be at FL260 or above.

**26FEB19** USA Notam KICZ A0003/19 Avoid flying over or into Mali below FL260. If you plan to, notify the FAA 3 days in advance.

**26FEB19** USA US FAA Background Notice Exercise caution if operating below FL260 in Mali's airspace.

**09JUN17** UK UK AIP ENR 1.1 (1.4.5) Risk to aircraft overflying Mali airspace below FL250.

## LEVEL 3 : Caution

**Criteria:** A single caution warning from another state, OR Current political, public order, or traveller safety situation may present risk, OR Airspace is adjacent to a risk zone

## Japan Level 3

In August 2017 it became apparent that North Korea missiles were landing with regularity in the Sea of Japan. In 2018, after North Korea's change in stance on Missile testing, coupled with a warmer relationship with the US, previously issued warnings started to be removed. The last such warning, US Notam A0010/18 expired on May 27, 2019, and has not been renewed.

**27MAY18** USA Notam KICZ A0010/18 There is risk to aircraft flying in the RJJJ/Fukuoka FIR, and over The Sea of Japan.

## United Arab Emirates Level 3

Missiles fired by Yemeni rebels (Houthis) have reached Saudi Arabia multiple times, and they have threatened to fire at the UAE. On April 23, 2019, a spokesman for the Houthis said -Our missiles are capable of reaching Riyadh and beyond Riyadh, to Dubai and Abu Dhabi-

**12OCT18** United Arab Emirates Notam 0356/18 Risk from Houthi Weapons targeting UAE territory

## North Korea Level 3

We removed our airspace warning guidance for North Korea in May 2018. Prior to this, we had identified there was a risk posed by unannounced long-range missile tests in the ZKKP/Pyongyang FIR, and we recommended avoiding the airspace entirely. But following the complete turnaround in political stance of North Korea in the months leading up to May 2018, it was our opinion that further test launches of missiles through the Pyongyang FIR were most unlikely. Around the same time, North Korea also agreed with ICAO that it would provide adequate warning of all "activity hazardous to aviation" within its airspace. The U.S. continues to prohibit flights across all North Korean airspace, including the oceanic part of the ZKKP/Pyongyang FIR over the Sea of Japan.



71% avoiding

**24JAN19** France AIC 03/19 Caution advised for all flights to North Korea, and across its airspace.

**18SEP18** USA SFAR 79 Flights are prohibited in all North Korean airspace, including the oceanic part of the ZKKP/Pyongyang FIR over the Sea of Japan.

**18SEP18** USA Notam KICZ A0018/18 This is just a pointer Notam, directing people to read the SFAR which contains complete information about the US restrictions on North Korean airspace.

**18SEP18** USA US FAA Background Notice This gives more information about the North Korean test missile launches that have occurred since 2015 which led the US to publish its updated SFAR prohibiting flights in all North Korean airspace, including the oceanic part of the ZKKP/Pyongyang FIR over the Sea of Japan.

**08OCT15** UK UK AIP ENR 1.1 (1.4.5) There is a risk to aircraft overflying ZKKP/Pyongyang FIR, and the Sea of Japan.

## Chad Level 3

N'Djamena in the past was a popular fuel stop in central Africa, but multiple travel warnings now advise against travel here. No official state Notams have been issued, but danger remains high. A state of emergency remains in place for the Lake Chad region. High threat for terrorism. Avoid landings.

## Cyprus Level 3

Reports of GPS Interference began in March 2018 in the Nicosia FIR. In April 2018, the Nicosia FIR was being used as military staging for possible strikes in Syria, prompting EASA to issue a warning, and lead to avoidance of the FIR by many airlines.



5% avoiding

**30MAR18** Cyprus Notam 0356/18 Expect GPS interference in Cyprus Airspace.

**22MAR18** Cyprus Notam N0068/18 GPS Outages have been reported in the Ercan Advisory Airspace.

## Turkey Level 3

Throughout 2016, there have been reports of GPS signal interference in Turkish airspace. This trend is continuing in 2017. Operations to LTAJ/Gaziantep should be carefully reviewed - proximate to Syrian border.



3% avoiding

**01OCT18** Turkey Notam A5434/18 Expect GPS interference in Turkish Airspace.

## Philippines Level 3

There has been a high volume of crew reports of GPS Interference in the Philippines, leading to GPS/ADS-B dropouts, especially in the vicinity of RPLL/Manila.

**08MAY17** Philippines Notam B1584/17 Reports of GPS interference affecting RPLL/Manila Airport.

## Central African Republic

Level 3

The situation on the ground in the Central African Republic is volatile and as of June 2017 has been deteriorating rapidly. There have been numerous attacks on Civilians and peacekeeping troops. Bangui FEFF is operating under UN control, it is subject to regular power outages and is also acting as a refugee camp. Avoid landings.