

UNSAFE AIRSPACE
26 MAR 2017

ISSUED BY FLIGHT SERVICE BUREAU

SITA HNLFSXH AKLFSXH

AFTN KMCOXAAL

EMAIL REPORT@SAFEAIRSPACE.NET



SUBJECT:
UNSAFE AIRSPACE SUMMARY
VALID DATE: 26 MAR 2017
SEQUENCE: GOLF

CHECK CURRENCY AT SAFEAIRSPACE.NET

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 joint effort of OPSGROUP, we aim to provide operators with a useable summary of the current situation.

Danger

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

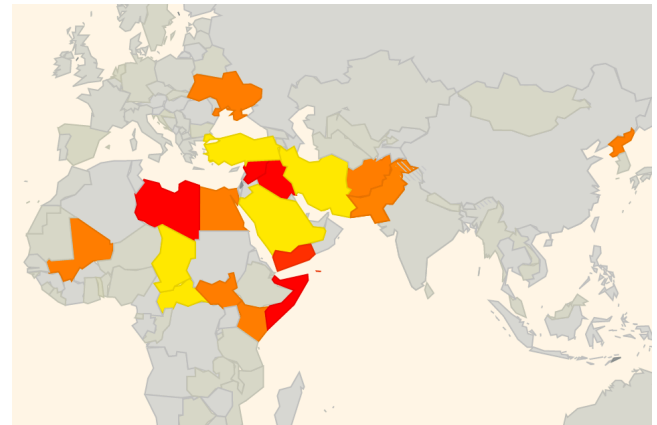
1. Risk of shutdown, inadvertent or intentional.
2. Aircraft emergency requiring a landing.

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.

New additions in this edition have the black line right.

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 (DFT) – AIP
- Germany (BMVI) – 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**. Read more at safeairspace.net/information.

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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 MANPADS or SAMS.

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 DFT, German BMVI, French DGAC, but only for specific portions or below certain altitudes.

➔ DPRK (North Korea)

The level of tension on the Korean peninsula can change with little notice. Multiple missile launches in 2016, increasingly without prior notice to ICAO. The range of these has increased – previously safe airways B467 and G711 are now at risk. Over 1000 reports of GPS jamming issues reported by operators in the vicinity of the North/South Korean border. SFAR79 prevents US operators from operating west of 132E, other Authorities restrict operations east of that line.

18JAN17 Germany EDWW Notam B033/17: Do not enter the ZKKP/Pyongyang FIR due unannounced missile launches.

18AUG16 France AIC 20/16: Do not enter the ZKKP/Pyongyang FIR west of 132E, and caution east of.

27MAY16 US Notam A0012/16: Exercise Caution operating east of 132E, due to unannounced missiles. SFAR79 prohibits US Operators from operating within the ZKKP/Pyongyang FIR west of 132E.

01JUN16 Opsgroup Member Report: Multiple reports from international crews of GPS outages in the region of the North/South Korean border.

➔ Afghanistan

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.

28FEB17 Germany Notam B158/17: Minimum FL330 over the entire country of Afghanistan. Consider risk of landing.

12DEC16 US Notam A0022/16: Stick to Airways, and maintain FL330 or higher.

08DEC16 UK AIP ENR 1.1: Risk to aircraft overflying OAKB/Kabul FIR at less than 25,000 feet.

18AUG16 France AIC 20/16: Maintain FL240 or higher in Afghanistan airspace.



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→ Kenya

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.

26FEB17 US FAA Notam A0003/17: Exercise caution below FL260 due to extremist and militant activity. Airports were targeted in 2014.

08DEC16 UK AIP ENR 1.1: Risk to aircraft overflying Kenya at less than 25,000 feet.

→ Pakistan

Couple of issues: War in Northwest Pakistan, and concentration of terrorist group representation in the country. The consensus among foreign authorities is to cross the OPLR/Lahore and OPKR/Karachi 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.

04FEB17 Germany Notam B133/17: Minimum FL260 over the entire country of Pakistan. Consider carefully before landing in Pakistan

30DEC16 US Notam A0024/16: Exercise Caution flying into or over Pakistan due to extremist and militant activities.

08DEC16 UK AIP ENR 1.1: Risk to aircraft overflying OPKC/Karachi and OPLR/Lahore FIRs at less than 25,000 feet.

18AUG16 France AIC 20/16: French operators are to maintain min FL240 in OPLR FIR and OPKR FIR.

→ Turkey

Throughout 2016, there have been reports of GPS signal interference in Turkish airspace. Operations to LTAJ/Gaziantep should be carefully reviewed – proximate to Syrian border.

31DEC16 Turkey Notam A5941/16: Gaziantep Airport is very close to the Syrian border. Potential danger.

27DEC16 Turkey Notam A5848/16: Expect GPS interference in Turkish Airspace.

→ South Sudan

Conflict Zone. South Sudanese Civil War 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. The security situation is especially unstable in the Equatorias in the south. MANPADS 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.

20JAN17 Germany Notam B0037/17: Minimum FL260 over South Sudan.

08DEC16 UK AIP ENR 1.1: Minimum 25000 AGL in South Sudan territory.

18AUG16 France AIC 20/16: Minimum FL240 in the entire HSSS/Khartoum FIR.

08AUG16 US Notam A0017/16: Exercise Caution below FL260.

14JUN16 FSB Research Article: Army of South Sudan 'will shoot down aircraft'.

→ Mali

Northern Mali conflict ongoing. Situation unstable. 2015 Radisson Blu hotel attack which killed several aircrew overnighing in Bamako. Considered as the deadliest place to serve in the UN. A US warning exists. Potential for attacks throughout the country, including in Bamako, remains high. Avoid if at all possible.

26FEB17 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."

26FEB17 US Notam A0004/17: Avoid flying over or into Mali below FL260. If you plan to, notify the FAA 7 days in advance.

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➔ Egypt

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 Cairo's international airport. GPS jamming reported at HECA/Cairo several times in 2016. High threat from terrorism in Egypt. Further attacks are likely. Not recommended as a tech stop. 19 May 2016 EgyptAir Flight MS804 from Paris to Cairo disappeared over the Mediterranean, cause unknown. In October 2015 a Russian A321 was brought down over the Sinai peninsula by a bomb loaded at HESH/Sharm El Sheikh. In the aftermath, it was initially feared that a missile had caused the crash. Multiple warnings still in place from that fear.

20FEB17 Egypt Notam A0065/17: GPS Jamming still active at Cairo, 10 nm radius. Don't do RNAV or GPS approaches.

23JAN17 Germany Notam B0041/17: 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.

08DEC16 UK AIP ENR 1.1: Risk to aircraft overflying Egypt's Northern Sinai region at less than 25,000 feet.

30MAR16 US Notam A0009/16: Avoid overflying the Sinai Peninsula below FL260.

➔ Ukraine

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. The 10th ceasefire was declared in December 2016, but not holding. 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 Krymaeronavigatsiya. 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. Four routes are approved by EASA through the high seas portion of the airspace.

08DEC16 UK AIP ENR 1.1: Do not enter UKDV/Dnipro or UKFV/Simferopol FIRs.

03NOV16 Russia Notam URFV A5223/16: Russia declares itself as the valid source of information for Simferopol FIR.

27OCT16 US Notam A0021/16: US Operators prohibited from entering Simferopol and Dnipro FIRs.

10OCT16 Ukraine Notam UKFV A2530/16: 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)

18AUG16 France AIC20/16: Avoid Simferopol and Dnipro FIRs, except for four airways specifically excluded: M854, M856, M860, and L851.

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.

➔ 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

N'Djamena in the past was a popular fuel stop in central Africa, but multiple travel warnings now advise against travel here. A state of emergency remains in place for the Lake Chad region. High threat for terrorism. Avoid landings.

➔ Iran

Iran is geographically involved in the ongoing conflict in Syria and Iraq. In Oct 2015, several Russian missiles crossed the Tehran FIR and several busy international routes.

09SEP16 FAA Notam KICZ 19/16 Exercise caution within Tehran FIR below FL260 due to military activity.

29NOV16 FAJA Notam A4128/16 Exercise Caution in Tehran FIR due to operations associated with Iraq/Syrian conflict.

13OCT15 FSB Int Ops Notice 10/15 On 06 OCT, the Russian military launched 26 Kalibr-class cruise missiles.



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➔ Philippines

There have 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.

06FEB2017 Notam B0433/17 Reports of GPS interference affecting RPLL/Manila Airport.

➔ Saudi Arabia

Due to military activity related to the involvement in Yemen, it's suggested to avoid the southwestern region of the Jeddah FIR.

30JAN17 Saudi Arabia Notam W0046/17: SCATANA rules are active in the southern part of Saudi Arabia, due to the current Saudi-led Intervention in Yemen.

28FEB16 Germany Notam B0019/17 Recommended to avoid operations in the southwest of Jeddah FIR, and avoid takeoffs and landings at OEAB.

➔ Brazil

In mid-January 2017, a 7mm bullet was found lodged in the slat of a Boeing 767 after landing in Brazil. Initial reports indicated the approach took place to Runway 15 at SBGL/Rio. Subsequent versions list SBGR/Sao Paolo. The specific location is in question, but indications are that it was in Brazil.

18JAN2016 Flight Service Bureau Sometime between Jan 15-17th, a bullet was found lodged in the No. 3 slat on the left wing of Boeing 767-300 PT-MSY. The bullet recovered was a 7.62mm, most likely shot from an AK47.

➔ French Guiana

26MAR17 Widespread protests, increasing in size. Avoid travel. SOCA/Cayenne has no fuel available, and per US Diplo reports 24MAR is closed. SOOG/St. Georges, SOOC/Camopi, and SOOR/Regina are closed. Monitor SafeAirspace.net for updates.



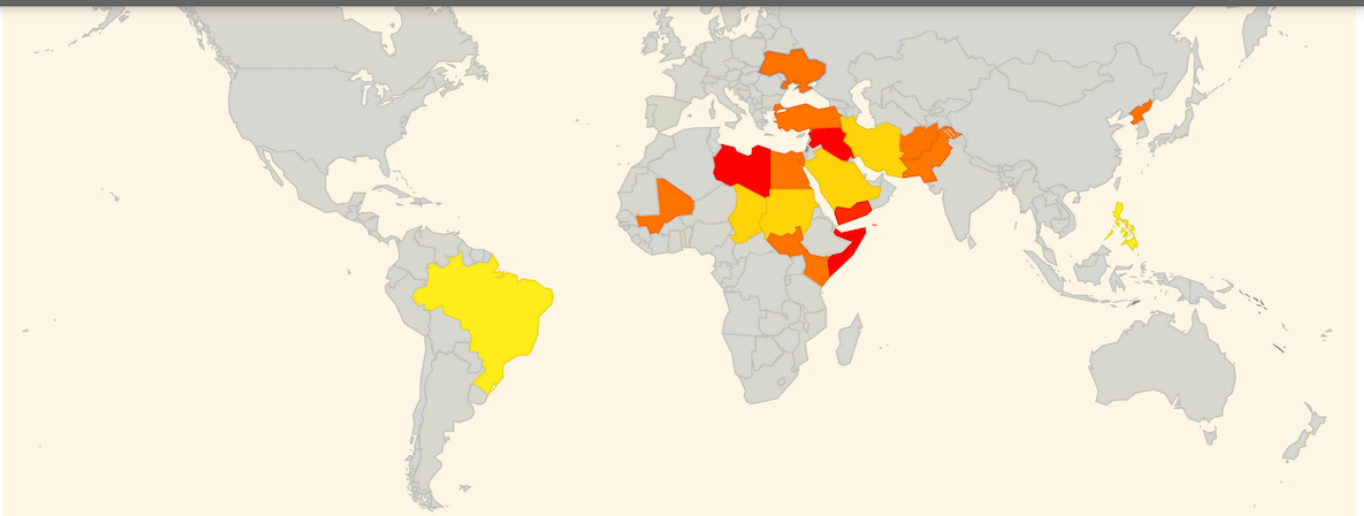
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MAP BY COUNTRY SUMMARY 20JAN REPORT IT

World Airspace Risk Map

World AFI ASI EUR NAM CAM SAM



Key: No current warnings Level 3 - Info Level 2 - Assessed Risk Level 1 - Avoid

A current Overflight Risk map is at safeairspace.net, with a full information library on each country.

Feedback and Input

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

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.

Email: report@safeairspace.net
AFTN: KSAFXAAZ
SITA: HNLFSXH
Internet: www.safeairspace.net

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