



UNSAFE AIRSPACE

29 NOV 2017

ISSUED BY FLIGHT SERVICE BUREAU

SITA HNLFSXH AKLFSXH

AFTN KMCOXAAL

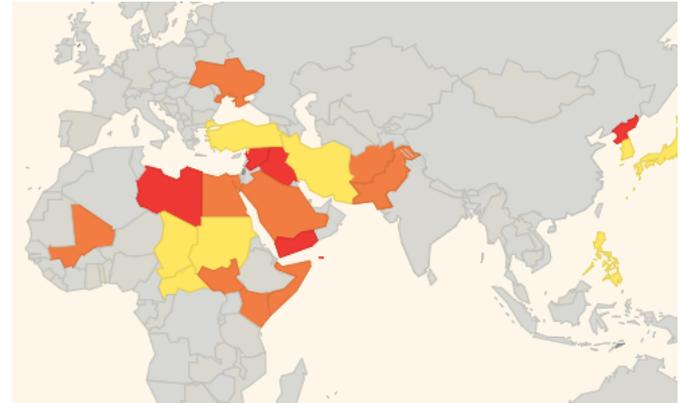
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SUBJECT:
UNSAFE AIRSPACE SUMMARY

VALID DATE: 29 NOV 2017
SEQUENCE: JULIETT

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Summary

With the events surrounding the shooting down 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 which has been derived from the most reliable international sources.

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

For these countries, the basis for inclusion is the highly unstable current events on the ground, and in all cases the ground factions having access to missiles, 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**
- ➔ **Yemen**
- ➔ **DPRK (North Korea)**

Since April 2017, tensions on the Korean peninsula have been rising. Historically, the rhetoric has been predictable. That has now changed, North Korea is acting unpredictably and multiple missiles have been launched without prior notice to ICAO. This year there has been an increase in activity with 18 missiles launched to date, including the 4th and 28th July launches of ICBMs. Previously safe airways B467 and G711 are at risk. This year 6 missiles (Inc. 2 ICBM) have entered the airspace of Japan (RJJJ FIR). There are also multiple reports of GPS jamming issues in the vicinity of the Korean border. We recommend avoiding the ZKKP/Pyongyang FIR entirely and avoiding the affected areas over the Sea of Japan.

- 03NOV17** US Notam A0023/17: Flight by US operators is now prohibited within the entire ZKKP FIR.
- 23AUG17** UK Notam V12/17: Risk to aircraft overflying North Korea, and the Sea of Japan
- 10AUG17** France AIC 24/17: Do not enter the ZKKP/Pyongyang FIR.
- 17JUL17** Germany Notam B0711/17: Do not enter the ZKKP/Pyongyang FIR due unannounced missile launches.

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.

➔ **Iraq**

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. An FAA Notam allowing the use of these airways is expected soon.

➔ **Somalia**

The situation on the ground is highly unstable. The central government has little control of the major cities and ports with ongoing attacks from extremist militants targeting civilians.

- 08NOV17** Germany Notam B1698/17: With the exception of airway UR401, operators are advised not to conduct flight below FL260 in HCSCM FIR.
- 14SEP17** UK AIP ENR 1.1: Avoid flight below FL250 in HCSCM FIR.
- 10AUG17** France AIC 24/17: Maintain a minimum of FL240 in HCSCM FIR
- 07JAN16** US SFAR 107: Flight below FL260 in HCSCM FIR is prohibited.



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➔ 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 FL290, 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.

15NOV17 Germany Notam B1735/17: Avoid landings in Kabul FIR. Previous advice to maintain FL330 or higher removed, no altitude advice now exists.

10AUG17 France AIC 24/17: Maintain FL240 or higher in Afghanistan airspace.

22JUN17 UK AIP ENR 1.1: Risk to aircraft overflying OAKB/Kabul FIR at less than 25,000 feet.

24DEC16 US Notam A0022/16: Stick to Airways, and maintain FL330 or higher.

➔ 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. July 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.

24NOV17 Germany Notam B1773/17: Minimum FL260 over South Sudan.

24SEP17 UK AIP ENR 1.1: Minimum 25,000 AGL in South Sudan territory.

08AUG17 US Notam A0018/17: Exercise Caution below FL260 and provide 3 days notice if overflying.

10AUG17 France AIC 24/17: Minimum FL240 in the entire HSSS/Khartoum FIR.

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

➔ 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. 24 Jul 17 bombing in Lahore killed at least 26 people.

13NOV17 Germany Notam B1720/17: Minimum FL260 over the entire country of Pakistan. Consider carefully before landing in Pakistan.

10AUG17 France AIC 24/17: French operators are to maintain min FL240 in OPLR FIR and OPKR FIR.

22JUN17 UK AIP ENR 1.1: Risk to aircraft overflying OPKC/Karachi and OPLR/Lahore FIRs at less than 25,000 feet.

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

➔ 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.

22JUN17 UK AIP ENR 1.1: Risk to aircraft overflying Kenya at less than 25,000 feet.

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

➔ Mali

Northern Mali conflict ongoing. Situation unstable. 2015 Radisson Blu hotel attack which killed several aircrew overnighing in Bamako. Attacks are spreading to neighbouring countries. 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.

15NOV17 Germany Notam B1734/17: Do not operate into GATB or GAGO airports, or GAKL (new warnings)

10AUG17 France AIC 24/17: Maintain no less than FL240 in DRRR FIR above Malian territory

09JUN17 UK Notam V0009/17: Avoid flying over Mali below 25,000 AGL.

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 3 days in advance

➔ Saudi Arabia

Saudi Arabia is now at Level 2. Due to military activity related to the involvement in Yemen, it is suggested to avoid the southwestern region of the Jeddah FIR. On Nov 4, 2017 a missile launched from Yemen reached Riyadh Airport. Saudi sources say missile was intercepted, this is not yet confirmed. Threats have been made by Yemen of further strikes.

28AUG17 Germany Notam B1179/17: Recommended to avoid operations in the southwest of Jeddah FIR, and avoid takeoffs and landings at OEAB.

20JUL17 Saudi Arabia Notam W0318/17: SCATANA rules are active in the southern part of Saudi Arabia, due to the current Saudi-led Intervention in Yemen.

➔ Ukraine

There are two risk issues in Ukraine. First: arms fire. Multiple aircraft including MH17, (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, the latest call for a ceasefire occurring in July 2017. 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.

23OCT17 UK AIP ENR 1.1: Do not enter UKDV/Dnipro or UKFV/Simferopol FIRs.

10AUG17 France AIC 24/17: Avoid Simferopol and Dnipro FIRs, except for four airways specifically excluded: M854, M856, M860, and L851.

02FEB17 Ukraine Notam UKFV A0184/17: 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)

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

➔ 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 at HECA/Cairo is an ongoing issue. 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.

06NOV17 Germany Notam B1691/17: Entire Sinai Peninsula presents a risk below FL260, as do landings at HEAR/EI Arish, HEGR/EI Gora, HETB/Taba, HESC/St. Catherine, HESH/Sharm-el-Sheikh.

14SEP17 UK AIP ENR 1.1: Risk to aircraft overflying Egypt's Northern Sinai region at less than 25,000 feet.

30MAR17 US Notam A0008/17: Avoid overflying the Sinai Peninsula below FL260 and notify FAA 3 days in advance if planning to operate in or above this area.

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

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.

10AUG17 France AIC 24/17: French operators are to maintain min FL240 in Khartoum FIR.



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➔ South Korea

Only one report for South Korea, but given the escalation of activity on the Korean peninsula, caution must be advised for operators intending to operate into Seoul.

27MAY17 FAA Notam A0013/17: Exercise caution in RKRR FIR especially near Seoul, due to GPS interference and disruption.

➔ Venezuela

While there are no official advisories concerning risks to aviation in SVZM airspace the political situation is unstable with civil unrest induced by the economic crisis and July elections. The US has issued a fresh travel warning. SVMI is located in a high-risk area and travellers should only travel to/from the airport during daylight hours. There have been reports of denial of overflight. Sanctions imposed by the US on Jul 31. Recommend avoiding particularly for N-reg aircraft.

Jul17 Opsgroup: Airtort "Hazardous in Caracas"

08FEB17 Flight Service Bureau: Venezuela; unreliable weather reports/Notams and denial of overflight.

➔ Turkey

Throughout 2016, there were 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.

28SEP17 Turkey Notam A4693/17: Expect GPS interference in Turkish Airspace.

➔ 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.

08MAY2017 Notam B1584/17: Reports of GPS interference affecting RPLL/Manila Airport.

➔ 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.

➔ Central African Republic (CAR)

The situation on the ground in the CAR 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.

➔ 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.

09SEP17 FAA Notam KICZ 20/17: Exercise caution within Tehran FIR below FL260 due to military activity.

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

➔ Japan

2017: Unannounced missiles from North Korea landing in Japanese waters near western FIR boundary. North Korea's development and launch of ICBM's in July now gives operators who are crossing the Sea of Japan some cause for concern. The most recent ICBM re-entered the atmosphere and splashed down around 42°55'N 138°12'E, within the North-Western portion of Fukuoka (RJJJ) FIR and reportedly within 50nm of a 777-300 with 323 people on board. We recommend avoiding this portion of airspace entirely.



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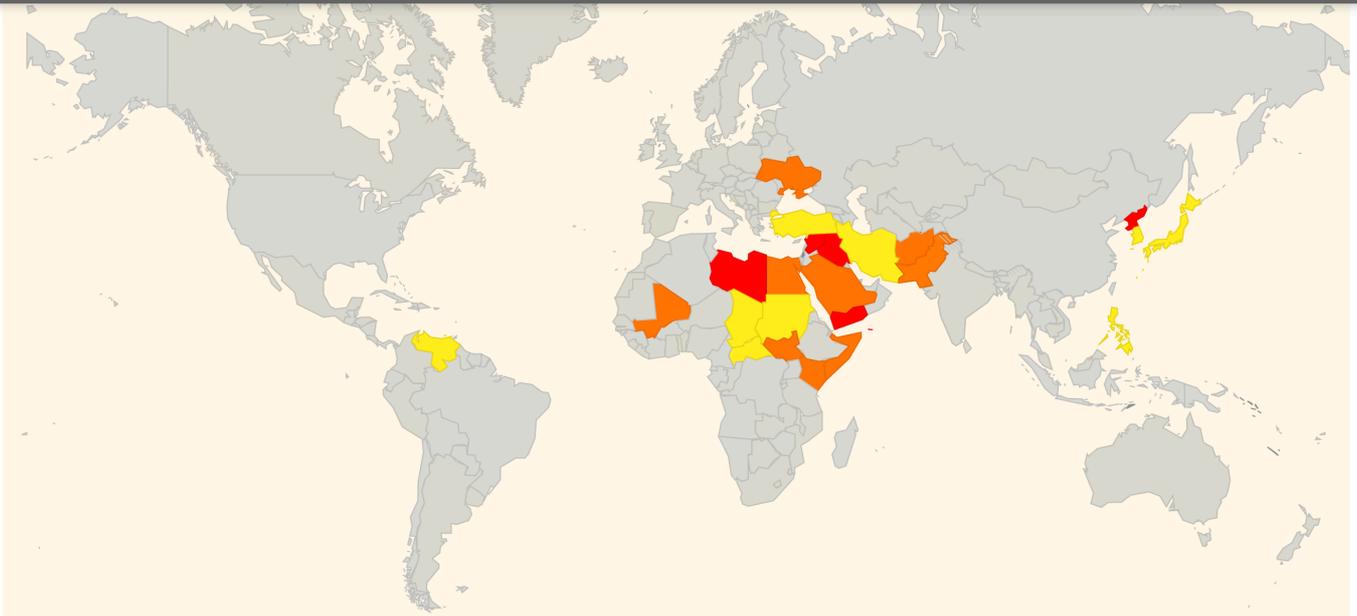
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MAP BY COUNTRY SUMMARY REPORT IT

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

Internet: www.safeairspace.net

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

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