



## UNSAFE AIRSPACE 02 MAR 2018

ISSUED BY FLIGHT SERVICE BUREAU

SITA HNLFSXH AKLFSXH

AFTN KMCXAAL

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**SUBJECT:**  
**UNSAFE AIRSPACE SUMMARY**

**VALID DATE: 02 MAR 2018**  
**SEQUENCE: KILO**

CHECK CURRENCY AT [SAFEAIRSPACE.NET](http://SAFEAIRSPACE.NET)

### Situation/Event

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:

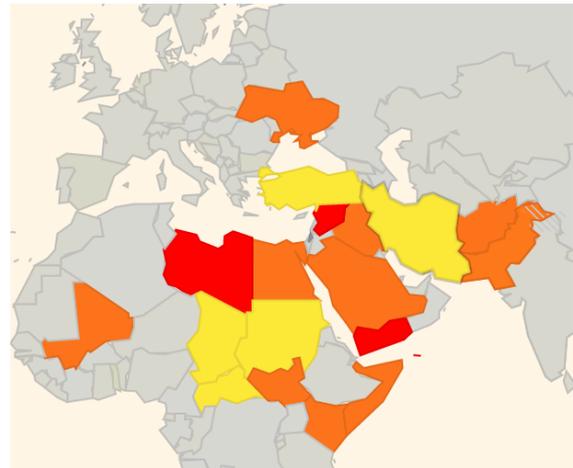
1. Risk of shutdown, inadvertent or intentional.
2. Aircraft emergency requiring a landing.

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.net](http://safeairspace.net).

A current overflight risk map is maintained at [safeairspace.net](http://safeairspace.net). We encourage operators to report any new information to [report@safeairspace.net](mailto: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](http://safeairspace.net/information).

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### LEVEL 1: Moderate Risk – No Fly

For these four countries, 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

Libya is one of the four countries FSB considers Level 1, No Fly. There has been no improvement in the safety of the airspace since the civil war in 2014, and the airports see regular attacks, the latest in January 2018, at Mitiga International Airport (HLLM). The risk remains high, and FSB strongly recommends avoiding this airspace entirely.

**02FEB18** Germany Notam B0176/18: Potential risk for flying under FL260 and risk for operations to all airports in Libya

**02FEB18** France AIC 06/18: All operators should avoid Libya airspace.

**15DEC17** UK AIP ENR 1.4.5: Hazardous situations within the airspace, operators shall not enter the airspace.

**21MAR17** US Notam A0007/18: All operators prohibited to use HLLL FIR.

#### → Syria

Syria is one of the four countries FSB considers Level 1, No Fly. With the ongoing war, and multiple air forces operating in the country regularly, there is a constant risk, and all operators are currently avoiding. FSB agrees with that decision.

**12JAN18** Germany Notam B0046/18: All operators prohibited from operating in the Damascus FIR.

**02FEB18** France AIC 06/18: Operators are not authorized to enter Syria (Damascus FIR).

**12JUN15** UK AIP ENR 1.4.5: Do not enter the airspace of the Syrian Arab Republic.

**14FEB18** US Notam A0001/18: All Operators prohibited from operating in the Damascus FIR.

#### → Yemen\*

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.

**08SEP17** UK AIP ENR 1.4.5 Do not overfly Yemen airspace.

**02FEB18** France AIC 06/18: Do not operate in the airspace of Yemen.

**01MAR18** Germany Notam B0296/18: Flights are prohibited within Sana'a FIR (OYSC)

**14DEC17** US Notam A0029/17: Do not overfly the Sana'a FIR.

\*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.

#### → 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 4<sup>th</sup> and 29<sup>th</sup> July launches of ICBMs with a potential range in excess of 5,000km. Previously safe airways B467 and G711 are at risk. This year 6 missiles (Inc. 2 ICBM) have entered the airspace of Japan (RJJJ FIR). With an ICBM reportedly splashing down within 100Km of AF293. 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. As of 01Sep17 US passport holders will require special passport validation to enter the DPRK.

**23AUG17** UK Notam V0012/17: There is a risk to aircraft overflying ZKKP/Pyongyang FIR, and the Sea of Japan.

**02FEB18** France AIC 06/18: Do not enter the ZKKP/Pyongyang FIR.

**13OCT17** Germany Notam B1606/17: Do not enter the ZKKP/Pyongyang FIR due unannounced missile launches.

**03NOV17** US Notam A0023/17: Flight in Pyongyang FIR (ZKKP) is prohibited.



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### 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.

#### ➔ Somalia

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)

**23FEB18** Germany Notam B0260/18: With the exception of airway UR401, operators are advised not to conduct flight below FL260 in HCSM FIR.

**08FEB18** France AIC 06/18: Maintain a minimum of FL240 in HCSM FIR

**14SEP17** UK AIP ENR 1.1: Avoid flight below FL250 in HCSM FIR.

**13DEC17** US SFAR 107: Flight below FL260 in HCSM FIR is prohibited.

#### ➔ 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 comm issues in the Kabul FIR – long periods without ATC contact is possible. Monitor TCAS and Air-to-Air channels.

**15FEB18** Germany Notam B0224/18: Consider risk of landing in Afghanistan. Removal of advice to maintain FL330 or higher.

**08FEB18** France AIC 06/18: 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.

**24DEC17** US Notam AA31/17: 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. Worsening civil war. 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.

**19DEC17** Germany Notam B1880/17: Minimum FL260 over South Sudan.

**08FEB18** France AIC 06/18: Minimum FL240 in the entire HSSS/Khartoum FIR.

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

**22JUN17** UK AIP ENR 1.1: Minimum 25,000 AGL in South Sudan territory.

**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.

**09FEB18** Germany Notam B0187/18: Consider carefully before landing in Pakistan. Advice for minimum FL260 has been removed.

**08FEB18** France AIC 06/18: 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.

**30DEC17** US Notam A0033/17: Exercise Caution flying into or over Pakistan due to extremist and militant activities.

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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.

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

**26FEB18** US FAA Notam A0003/18: Exercise caution below FL260 in the airspace east of 40 degrees East (the border region with Somalia). High risk in arrival and departure to airports.

### ➤ Iraq

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.

**18DEC17** Germany Notam B1874/17: Overfly at FL260 or above.

**22JUN17** UK Notam V0024/17: Overfly only on UL602 to Alpet, UM860, and UM688, above FL250.

**30MAR17** US Notam A0025/17: US carries can overfly Iraq, but no lower than FL260.

**08Feb18** France AIC 06/18: Overfly only on UM860, UM688, and UL604 between TASMI and ALPET, above FL320.

### ➤ Saudi Arabia

Saudi Arabia is now at level: Assessed risk. Due to military activity related to the involvement in Yemen, it is suggested to avoid the southwestern region of the Jeddah FIR.

**14JAN18** Saudi Arabia Notam W0027/18/17: SCATANA rules are active in the southern part of Saudi Arabia, due to the current Saudi-led Intervention in Yemen.

**28FEB18** Germany Notam B0288/18: Recommended to avoid operations in the southwest of Jeddah FIR, and avoid takeoffs and landings at OEAB.

### ➤ Mali

Northern Mali conflict ongoing. Situation unstable. Attacks are spreading to neighbouring countries. Considered as the deadliest place to serve in the UN. A US warning exists. Overflight warnings have been instated from most reliable sources. Potential for attacks throughout the country, including in Bamako, remains high. Avoid if at all possible.

**08FEB18** France AIC 06/18: Maintain no less than FL240 in DRRR FIR above Malian territory

**23AUG17** UK Notam V0013/17: Avoid flying over Mali below 25,000 AGL.

**15FEB18** Germany Notam B0225/18: Do not operate into GATB or GAGO airports.

**31AUG17** EASA CZIB 2017-01-R1: Anti-aircraft weaponry poses a high risk to aircraft operating below 24,000AGL in Malian airspace.

**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.”

**26FEB18** US Notam A0005/18: Avoid flying over or into Mali below FL260. If you plan to, notify the FAA 3 days in advance.

### ➤ 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.

**27FEB18** Germany Notam B0282/18: 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.

**22JUN17** 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.

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### ➔ 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.

**08FEB18** France AIC 06/18: Avoid Simferopol and Dnipro FIRs, except for four airways specifically excluded: M854, M856, M860, and L851.

**18JUL17** Russia Notam URFV A3505/17: Russia declares itself as the valid source of information for Simferopol FIR.

**22JUN17** UK AIP ENR 1.1: Do not enter UKDV/Dnipro or UKFV/Simferopol FIRs.

**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 SFAR 113: US Operators prohibited from entering Simferopol and Dnipro FIRs.

### 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.

**08FEB18** France AIC 06/18: French operators are to maintain min FL240 in Khartoum FIR.

### ➔ 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. SVMJ 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: Airport Spy: "Hazardous in Caracas"

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

### ➔ Turkey

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.

**27DEC17** Turkey Notam A6700/17: Expect GPS interference in Turkish Airspace.

### ➔ Philippines

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.

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



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### ➔ 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.

**16MAY17** FAJA Notam A1825/17: Exercise Caution in Tehran FIR due to operations associated with Iraq/Syrian conflict.

**09SEP17** FAA Notam KICZ A0020/17 Exercise caution within Tehran FIR due to military activity.

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

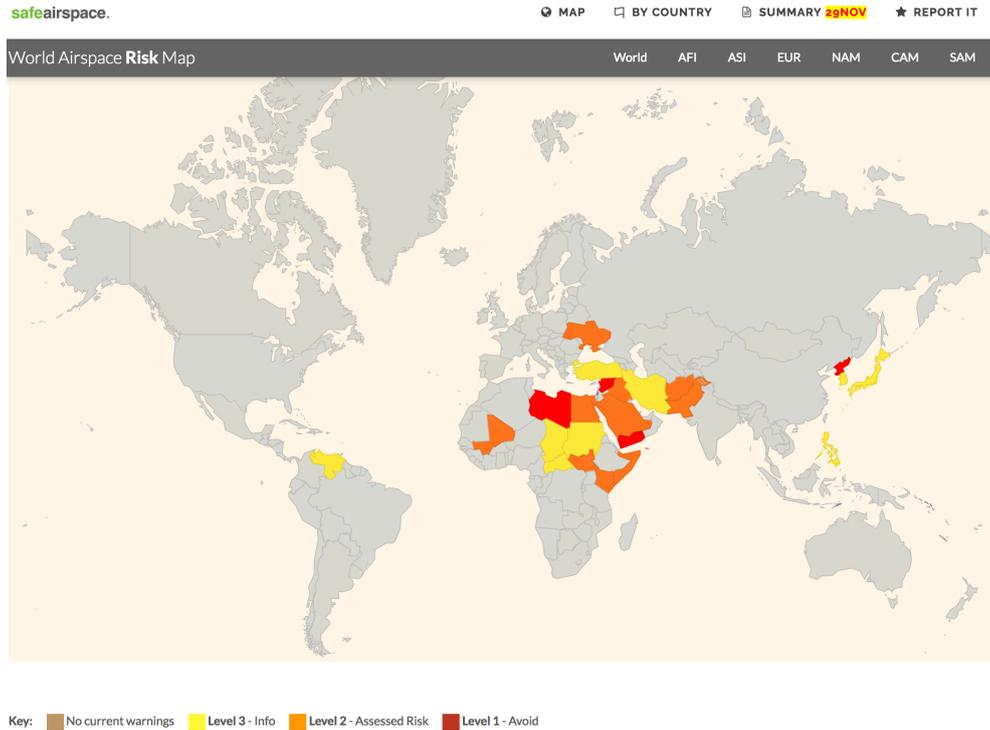
### ➔ Japan

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 100km of a 777 with 323 people on board. Airways Y37 and R211 are now at risk. We recommend avoiding this portion of airspace entirely.



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## Feedback and Input

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

## About this Notice

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