

OVERZICHT VAN LANDEN MET EEN GEWAPEND CONFLICT (STATUS 4 SEPTEMBER 2018)

Conflict zone	Information source							
		State involved	EASA	US FAA	UK	France	Germany	Other
Yemen	Reference		CZIB No.: 2017-07R2 (issued: 03 September 2018)	United States Federal Aviation Administration KICZ A0029/17 and Special Federal Aviation Regulation (SFAR) 115 issued 14 December 2017	United Kingdom NOTAM AIP ENR 1.4.5 issued 08 September 2015	AIC France Circular 15/18 issued 10 May 2018	Germany NOTAM B0940/18 issued 30 May 2018	
	Content		Considering the hazardous security situation resulting from ongoing high intensity military operations, political instability and the presence of terrorist groups with access to sophisticated anti-aviation weaponry, the risk posed to operations within the airspace of Yemen, Sana'a FIR, at all altitudes, is assessed to be HIGH, except for those portions of airways R401, UL425, UM551 and N315 that are included in the Sana'a FIR.	... United States (U.S.) air carriers; U.S. commercial operators; persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except where the operator of such aircraft is a foreign air carrier. There has been a reduction in the level of risk to U.S. civil aviation operations in limited portions of the specified areas of the Sanaa (OYSC) Flight Information region (FIR) where the FAA had prohibited flight operations under the SFAR. As a result, the FAA is reducing the amount of airspace in the Sanaa (OYSC) FIR in which U.S. civil aviation operations are prohibited. However, there continues to be an unacceptable level of risk to U.S. civil aviation operations in the remainder of the specified areas of the Sanaa (OYSC) FIR, as described in this rule, resulting from terrorist and militant activity. Consequently, the FAA is also amending this SFAR to extend its expiration date. The FAA is also republishing, with minor revisions, the approval process and exemption information for this SFAR.	Hazardous Situation in Yemen Potential risk from dedicated anti-aviation weaponry. Operators are strongly advised not to enter the territory and airspace of Yemen (Sana'a FIR). This advice does not apply to those aircraft operating on Airways N315, UL425 and R401.	From 27/03/2015 and until further notice, French carriers are requested not to authorize their aircraft to penetrate into the airspace of Yemen (OYSC FIR (SANA'A)).	FEDERAL REPUBLIC OF GERMANY PROHIBITS GERMAN CIVIL AIR OPERATORS TO PLAN AND CONDUCT FLIGHTS WITHIN FIR SANAA (OYSC) WITH THE EXCEPTION OF AIRWAY N315 BETWEEN KUTVI AND ASPUX, AIRWAY UL425 BETWEEN BOVOS AND ASPUX, AIRWAY UM551 BETWEEN KIVEL AND ANGALAND AIRWAY R401 BETWEEN KIVEL AND SUHIL. POTENTIAL RISK TO AVIATION DUE TO A STATE OF WAR INCLUDING MILITARY OPERATIONS, AIR FORCE OPERATIONS AND BALLISTIC MISSILE LAUNCHES.	

Deze bijlage behoort bij het rapport 'Vliegen over conflictgebieden - opvolging aanbevelingen MH17 Crash'

Conflict zone	Information source							
		State involved	EASA	US FAA	UK	France	Germany	Other
Kenya	Reference		CZIB No.: 2016-01R4 (issued 03 September 2018)	United States Federal Aviation Administration KICZ NOTAM A0003/18 issued 26 February 2018	United Kingdom NOTAM AIP ENR 1.1 issued 14 September 2017			
	Content		... The presence of terrorist groups with the military capabilities (including anti-aircraft weaponry) is assessed to pose a HIGH risk to operations within Kenyan airspace and territory FIRs at altitudes below FL 250. Additionally, the Agency draws the attention of the aviation community to the above referenced information, copies of which are attached to this CZIB. Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authority as appropriate. EXERCISE CAUTION DURING FLIGHT OPERATIONS DUE TO THE POSSIBILITY OF ATTACKS BY EXTREMISTS/MILITANTS ON U.S. CIVIL AVIATION. AIRCRAFT MAY ENCOUNTER VARIOUS WEAPONS, INCLUDING SMALL ARMS; INDIRECT FIRE WEAPONS, SUCH AS MORTARS AND ROCKETS; AND ANTI-AIRCRAFT-CAPABLE WEAPONS, INCLUDING MAN-PORTABLE AIR DEFENSE SYSTEMS (MANPADS). ANTI-AIRCRAFT-CAPABLE WEAPONS COULD TARGET AIRCRAFT AT LOW ALTITUDES, INCLUDING DURING THE ARRIVAL AND DEPARTURE PHASES OF FLIGHT, AND OTHER WEAPONS COULD TARGET AIRPORTS AND AIRCRAFT ON THE GROUND. ...	Risk to aircraft overflying Kenya at less than 25,000 feet. Hazardous Situation in Kenya Potential risk to aviation overflying Kenyan airspace and territory FIRs at less than 25,000 ft above ground level (agl) from dedicated anti-aircraft weaponry. Operators are advised to take this information into account in their own risk assessments and routing decisions.			
Pakistan	Reference		CZIB No.: 2018-02R1 (issued: 10 July 2018)	United States Federal Aviation Administration KICZ A0033/17 issued 30 December 2017	United Kingdom NOTAM AIP ENR 1.1 issued 08 October 2015	AIC France Circular 15/18 issued 10 May 2018	I) NOTAM B0882/18 (issued: May 08, 2018) II) Notam B1134/18 (issued: Aug 07, 2018)	
	Content		The Agency draws the attention of the aviation community to the above referenced information, copies of which are attached to this CZIB. ... Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authority as appropriate.	... EXERCISE CAUTION DURING FLIGHT OPERATIONS. THERE IS A RISK TO U.S. CIVIL AVIATION OPERATING IN THE TERRITORY AND AIRSPACE OF PAKISTAN DUE TO EXTREMIST/MILITANT ACTIVITY. THIS INCLUDES A RISK TO U.S. CIVIL AVIATION FROM ATTACKS AGAINST AIRPORTS AND AIRCRAFT, PARTICULARLY FOR AIRCRAFT ON THE GROUND AND AIRCRAFT OPERATING AT LOW ALTITUDES, INCLUDING DURING THE ARRIVAL AND DEPARTURE PHASES OF FLIGHT. WHILE THERE HAVE BEEN NO REPORTS OF MAN-PORTABLE AIR DEFENSE SYSTEMS (MANPADS) BEING USED AGAINST CIVIL AVIATION IN THE TERRITORY AND AIRSPACE OF PAKISTAN, THERE IS A POTENTIAL RISK FOR EXTREMISTS/MILITANTS TO TARGET CIVIL AVIATION WITH MANPADS AT LOW ALTITUDES. ...	Hazardous Situation in Pakistan Potential risk to aviation overflying Karachi and Lahore FIRs at less than 25,000 ft above ground (agl) level from dedicated anti-aviation weaponry. Operators are advised to take this potential risk into account in their risk assessments and routing decisions.	From 17/01/2015 and until further notice, French carriers are requested to ensure that their aircraft maintain at all times a flight level equal to or above FL240 in the airspace of Pakistan (OPLR FIR (LAHORE) and OPKR FIR (KARACHI)).	I) DUE TO POSSIBLE ATTACKS DURING LANDING, TAXIING, PARKING AND TAKE OFF AT ALL AIRPORTS. CIVIL GERMAN AIR OPERATORS ARE ADVISED TO TAKE POTENTIAL RISK INTO ACCOUNT IN THEIR RISK ASSESSMENTS AND ROUTEING DECISIONS. EMERGENCY SITUATIONS: IN AN EMERGENCY THAT REQUIRES IMMEDIATE DECISION AND ACTION FOR THE SAFETY OF THE FLIGHT, THE PILOT IN COMMAND MAY DEVIATE FROM THIS NOTAM TO THE EXTENT REQUIRED BY THAT EMERGENCY. II) SECURITY PAKISTAN POTENTIALLY HAZARDOUS SITUATION FIR KARACHI OPKR AND FIR LAHORE OPLR: POTENTIAL RISK TO AVIATION WITHIN FIR KARACHI (OPKR) AND FIR LAHORE (OPLR) DUE TO POSSIBLE ATTACKS DURING LANDING, TAXIING, PARKING AND TAKE OFF AT ALL AIRPORTS. CIVIL GERMAN AIR OPERATORS ARE ADVISED TO TAKE POTENTIAL RISK INTO ACCOUNT IN THEIR RISK ASSESSMENTS AND ROUTEING DECISIONS.	

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		State involved	EASA	US FAA	UK	France	Germany	Other
Saudi Arabia	Reference	Notam W0057/18 (Issued: Feb 04, 2018, Valid until: Apr 26, 2018)	CZIB No.: 2018-01R1 Issued: 10 July 2018			AIC France Circular 15/18 issued 10 May 2018	Notam B1095/18 (Issued: July 20, 2018)	
	Content	(Plain English: When a Notam like this is published, SCATANA rules become active in the southern part of Saudi Arabia.)	The Agency draws the attention of the aviation community to the above referenced information, copy of which is attached to this CZIB. Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authority as appropriate.			From 10/05/2018 and until further notice, French air carriers are requested: - To exercise caution during flight operations in the airspace of Saudi Arabia (FIR JEDDAH (OEJD)) and follow instructions given by the Saudi authorities providing air traffic services, particularly in the southwest of JEDDAH FIR (OEJD) in which SCATANA (Security Control of Air Traffic and Air Navigation Aids rules) may be activated by NOTAM from the Saudi authorities; - Not to operate any flights to Abha (OEAB), Jazan (OEGN), Nejran (OENG), Sharurah (OESH), Wadi Al Dawasir (OEWD) and Bisha (OEBH) airports located in the southwest of JEDDAH FIR (OEJD) in which SCATANA (Security Control of Air Traffic and Air Navigation Aids rules) may be activated by NOTAM from the Saudi authorities. Such airports shall not be identified as alternate airports when planning flight operations.	FEDERAL REPUBLIC OF GERMANY ADVISES CIVIL GERMAN AIR OPERATORS NOT TO PLAN AND CONDUCT FLIGHTS WITHIN SOUTH WEST SECTOR OF FIR JEDDAH (OEJD) INCLUDING LANDING, TAXIING, PARKING AND TAKE OFF AT OEAB DUE TO POTENTIAL RISK TO AVIATION FROM DEDICATED GROUND TO GROUND BALLISTIC WEAPONRY AND MILITARY OPERATIONS. AFFECTED AREA: ... FURTHER RISK TO AVIATION IN THE TERMINAL AREAS OF OEJN AND OERK DUE TO POTENTIAL BALLISTIC MISSILE ASSAULTS. CIVIL GERMAN AIR OPERATORS ARE ADVISED TO TAKE POTENTIAL RISK INTO ACCOUNT IN THEIR RISK ASSESSMENTS AND ROUTEING DECISIONS. PLEASE NOTE THAT THE GENERAL AUTHORITY OF CIVIL AVIATION OF SAUDI ARABIA (GACA) MIGHT ISSUE SCATANA INSTRUCTIONS (SECURITY CONTROL OF AIR TRAFFIC AND AIR NAVIGATION AIDS) AT ANY TIME.	

Conflict zone	Information source							
		State involved	EASA	US FAA	UK	France	Germany	Other
Egypt	Reference	Egypt NOTAM A0057/18 issued 28 February 2018	CZIB No.: 2017-09R1 Issued: 25 May 2018	United States Federal Aviation Administration KICZ A0007/18 issued 30 March 2018	United Kingdom NOTAM AIP ENR 1.1 issued 14 September 2017		I) NOTAM B0282/18 (issued: Feb 27, 2018) II) Notam B0931/18 (Issued: May 28, 2018)	
	Content	... E) DUE TO GPS JAMMING WI RADIUS 10NM CENTRE CAIRO ARP 300641N0312450E, RNAV (GNSS) APCH SHOULD NOT BE PLANNED AT CAIRO INTL AP. (Plain English: Do not plan RNAV approaches at Cairo.)	.. The Agency draws the attention of the aviation community to the above referenced information, copies of which are attached to this CZIB. Recommendation(s): Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authority as appropriate.	... THOSE PERSONS DESCRIBED IN PARAGRAPH A BELOW SHOULD AVOID FLYING INTO, OUT OF, WITHIN OR OVER THE SINAI PENINSULA IN THE CAIRO FLIGHT INFORMATION REGION (FIR) (HECC) AT ALTITUDES BELOW FL260 WITHIN THE FOLLOWING LATERAL LIMITS: 311855N 0321900E TO 294443N 0322815E TO 281650N 0331928E TO 272900N 0341900E TO 292920N 0345500E THEN ALONG THE EGYPT/ISRAEL BORDER TO 311800N 0341300E TO 311855N 0321900E. ... EXERCISE EXTREME CAUTION DURING FLIGHT OPERATIONS DUE TO THE RISK FROM POTENTIAL EXTREMIST/MILITANT ATTACKS INVOLVING ANTI-AIRCRAFT WEAPONS, INCLUDING MAN-PORTABLE AIR DEFENSE SYSTEMS (MANPADS), ANTI-TANK MISSILES, SMALLARMS FIRE, AND INDIRECT FIRE FROM MORTARS AND ROCKETS TARGETING AIRCRAFT AND SINAI AIRPORTS.	Potential risk to aviation overflying Egyptian airspace in Northern Sinai Governate within the area bounded by 311400N 0322200E - 294000N 0324000E - 293000N 0345400E - 312000N 0341200E - 311400N 0322200E (Cairo FIR, Sinai Peninsula) at less than 25,000 ft above ground level (agl) from dedicated anti-aviation weaponry. Operators are strongly advised to avoid operating at less than 25,000 ft agl in this airspace.		I) FEDERAL REPUBLIC OF GERMANY ADVISES GERMAN OPERATORS NOT TO PLAN AND CONDUCT FLIGHTS BELOW FL260 DUE TO HAZARDOUS SITUATION WITHIN FIR CAIRO (HECC, SINAI PENINSULA): POTENTIAL RISK TO AVIATION OVERFLYING THIS AREA BELOW FL260 AND TAKE OFF / LANDING AT ALL AIRPORTS LOCATED IN THE SINAI PENINSULA WI FIR HECC FROM DEDICATED ANTI-AVIATION WEAPONRY. II) FEDERAL REPUBLIC OF GERMANY ADVISES CIVIL GERMAN OPERATORS NOT TO PLAN AND CONDUCT FLIGHTS WITHIN FIR CAIRO (HECC, SINAI PENINSULA) BELOW FL 260 INCLUDING LANDING, TAXIING, PARKING AND TAKE OFF AT ALL AIRPORTS DUE TO POTENTIAL RISK TO AVIATION FROM DEDICATED ANTI-AVIATION WEAPONRY.	

Conflict zone	Information source							
		State involved	EASA	US FAA	UK	France	Germany	Other
South Sudan	Reference		CZIB No.: 2018-03 Issued: 25 April 2018	United States Federal Aviation Administration I) KICZ A0018/17 (issued: Aug 8th, 2017) II) KICZ A0014/18 (issued: Aug 8th, 2018)	I) NOTAM AIP ENR 1.1 (issued: Sept 14th 2017) II) AIP ENR 1.1 (issued: Mar 12th, 2018)	I) AIC France Circular A06/18 (issued: Feb 8th 2018) II) AIC 15/18 (issued: May 10th, 2018)	I) NOTAM B0430/18 (issued: Mar 19th 2018) II) Notam B1019/18 (issued: Jul 3th, 2018)	
	Content		Ongoing armed conflict in South Sudan between the government and rebel forces is taking place, with consequent risk to flight operations safety deriving from possible use of small arms fire, rocket-propelled grenades, anti-aircraft fire, and shoulder-fired MANPADS (man-portable air-defence systems). Due to the ongoing conflict in the region, the airspace is assessed to pose a HIGH risk to operations at altitudes below FL 250.	I) THOSE PERSONS DESCRIBED IN PARAGRAPH A (APPLICABILITY) SHOULD EXERCISE CAUTION FLYING INTO, OUT OF, WITHIN OR OVER THE TERRITORY AND AIRSPACE OF SOUTH SUDAN AT ALTITUDES BELOW FL260 DUE TO THE HAZARDOUS SITUATION CREATED BY THE ONGOING FIGHTING AND INSTABILITY IN SOUTH SUDAN. II) THOSE PERSONS DESCRIBED IN PARAGRAPH A SHOULD EXERCISE CAUTION FLYING INTO, OUT OF, WITHIN OR OVER THE TERRITORY AND AIRSPACE OF SOUTH SUDAN AT ALTITUDES BELOW FL260 DUE TO THE POTENTIALLY HAZARDOUS SITUATION CREATED BY POLITICAL INSTABILITY AND FRAGILE SECURITY IN SOUTH SUDAN.	I) Minimum 25000 AGL in South Sudan territory. Hazardous Situation within or over the territory and airspace of South Sudan. Potential risk to aviation overflying this area at less than 25,000 ft above ground level (agl) from dedicated anti-aviation weaponry. Operators are strongly advised to take this potential risk into account in their risk assessments and routing decisions. II) idem	I) Minimum FL240 in the entire HSSS/Khartoum FIR. From 27/03/2015 and until further notice, French carriers are requested to ensure that their aircraft maintain at all times a flight level equal to or above FL240 in the airspace of Sudan and South Sudan (HSSS FIR (KHARTUM)). II) idem	I) Minimum FL260 over South Sudan B0430/18 (Issued for EDWW EDGG EDMM) - SECURITY... SOUTH SUDAN... POTENTIALLY HAZARDOUS SITUATION - FIR KHARTOUM (HSSS) POTENTIAL RISK TO AVIATION WITHIN THE POLITICAL BORDERS OF THE REPUBLIC OF SOUTH SUDAN OVERFLYING FIR KHARTOUM (HSSS) BELOW FL260 AND TAKE OFF/ LANDINGS AT ALL AIRPORTS FROM DEDICATED ANTI-AVIATION AND GROUND TO GROUND WEAPONRY. FEDERAL REPUBLIC OF GERMANY ADVISES CIVIL GERMAN AIR OPERATORS TO TAKE POTENTIAL RISK INTO ACCOUNT IN THEIR RISK ASSESSMENT AND ROUTING DECISIONS. II) ... POTENTIAL RISK TO AVIATION WITHIN THE POLITICAL BORDERS OF THE REPUBLIC OF SOUTH SUDAN OVERFLYING FIR KHARTOUM BELOW FL 260 INCLUDING LANDING, TAXIING, PARKING AND TAKE OFF AT ALL AIRPORTS FROM DEDICATED ANTI-AVIATION AND GROUND TO GROUND WEAPONRY. ...	

Conflict zone	Information source							
		State involved	EASA	US FAA	UK	France	Germany	Other
North Korea	Reference		CZIB No.: 2017-06R2 Issued: 25 April 2018	United States Federal Aviation Administration KICZ A0023/17 issued 03 November 2017	United Kingdom NOTAM V0012/17 issued 23 August 2017	I) AIC France Circular A06/18 issued 08 February 2018 II) AIC 15/18 (Issued: May 10, 2018)	I) Germany NOTAM EDWW B1606/18 issued 13 April 2017 II) EDWW Notam B0760/18 (Issued: Apr 13, 2018)	
	Content		The Agency draws the attention of the aviation community to the above referenced information, copies of which are attached to this CZIB. Recommendation(s): Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authority as appropriate.	UNITED STATES OF AMERICA FLIGHT PROHIBITION FOR NORTH KOREA PYONGYANG (ZKKP) FLIGHT INFORMATION REGION DUE TO THE HAZARDOUS SITUATION CREATED BY NORTH KOREAN MILITARY CAPABILITIES AND ACTIVITIES, INCLUDING UNANNOUNCED NORTH KOREAN MISSILE LAUNCHES AND AIR DEFENSE WEAPONS SYSTEMS, ALL FLIGHT OPERATIONS IN THE PYONGYANG (ZKKP) FLIGHT INFORMATION REGION (FIR) BY THE PERSONS DESCRIBED IN PARAGRAPH A BELOW ARE PROHIBITED. THIS NOTAM EXPANDS THE FAA'S FLIGHT PROHIBITION TO INCLUDE ALL OPERATIONS IN THE PYONGYANG (ZKKP) FIR EAST OF 132 DEGREES EAST LONGITUDE, WHICH WERE PREVIOUSLY ALLOWED UNDER SPECIAL FEDERAL AVIATION REGULATION NO. 79.	There is a risk to aircraft overflying ZKKP/Pyongyang FIR, and the Sea of Japan. ... ADDITION OF NORTH KOREA TO AIRSPACE WARNINGS HAZARDOUS SITUATION IN NORTH KOREA POTENTIAL RISK TO AVIATION OVERFLYING THE TERRITORY OF NORTH KOREA, THE PYONGYANG FLIGHT INFORMATION REGION AND THE SEA OF JAPAN (DEFINED FOR THIS PURPOSE AS THE AREA LYING BETWEEN 1280000E AND 1400000E DEGREES OF LONGITUDE) DUE TO CONTINUING BUT UNANNOUNCED TESTING OF A RANGE OF SURFACE-TO-SURFACE MISSILES. OPERATORS ARE ADVISED TO TAKE THIS INFORMATION INTO ACCOUNT IN THEIR OWN RISK ASSESSMENTS AND ROUTING DECISIONS.	I) Do not enter the ZKKP/Pyongyang FIR. From 10/08/2017 and until further notice, French carriers are requested not to authorize their aircraft to penetrate into the airspace of North Korea (ZKKP FIR (PYONGYANG)) II) idem	I) Do not enter the ZKKP/Pyongyang FIR due unannounced missile launches B0760/18 (Issued for EDWW EDGG EDMM) - SECURITY - NORTH KOREA... POTENTIALLY HAZARDOUS SITUATION - FIR PYONGYANG (ZKKP) FEDERAL REPUBLIC OF GERMANY ADVISES GERMAN OPERATORS NOT TO PLAN AND CONDUCT FLIGHTS WITHIN FIR PYONGYANG (ZKKP) INCLUDING TAKE OFF AND LANDINGS AT ALL AIRPORTS. POTENTIAL RISK TO AVIATION FROM DEDICATED GROUND TO GROUND BALLISTIC WEAPONRY TEST FIRINGS WITHOUT PRIOR NOTICE. II) idem	

Conflict zone	Information source							
		State involved	EASA	US FAA	UK	France	Germany	Other
Afghanistan	Reference	AERONAUTICAL INFORMATION PUBLICATION REPUBLIC OF AFGHANISTAN (ENROUTE PART 2, EDITION 84, EFFECTIVE DATE: 01 February 18)	CZIB No.: 2017-08R1 Issued: 23 April 2018	United States Federal Aviation Administration KICZ A0031/17 issued 24 December 2017	United Kingdom NOTAM AIP ENR 1.1 issued 08 October 2015	AIC France Circular A06/18 issued 08 February 2018	I) NOTAM B0371/18 (issued: 13 March 2018) II) Notam B1038/18 (issued: Jul 07, 2018)	
	Content	<p>ENR 5.1 Prohibited, Restricted and Danger Areas (...)</p> <p>ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS 1. All operators are advised that non-military operations could be at significant risk because of ongoing military operations in Afghanistan. There are continuing reports of indiscriminate small arms and missile attacks on ACFT operating in Afghanistan, primarily at low altitudes. Therefore, operators that undertake flights within the Kabul FIR shall do so at their own risk. Compliance with AIP procedures is mandatory; safety of ACFT operating in the Kabul FIR requires strict adherence to AIP procedures. Failure to comply with the procedures in this AIP may result in interception by armed coalition fighter ACFT.</p>	<p>The Agency draws the attention of the aviation community to the above referenced information, copies of which are attached to this CZIB.</p> <p>Recommendation(s): Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authority as appropriate.</p>	<p>... UNITED STATES OF AMERICA ADVISORY FOR AFGHANISTAN THOSE PERSONS DESCRIBED IN PARAGRAPH A FLYING INTO, OUT OF, WITHIN, OR OVER THE TERRITORY AND AIRSPACE OF AFGHANISTAN SHOULD OPERATE ONLY ON ESTABLISHED AIR ROUTES AND AT ALTITUDES AT OR ABOVE FL330 TO THE MAXIMUM EXTENT POSSIBLE. HIGH ELEVATION TERRAIN IN PARTS OF AFGHANISTAN MAY CREATE THE POTENTIAL FOR SOME OF THE THREATS DESCRIBED IN PARAGRAPH C TO BE ENCOUNTERED AT OR ABOVE FL330 IN THOSE AREAS.</p> <p>... EXERCISE EXTREME CAUTION DURING FLIGHT OPERATIONS AND AVOID OPERATING AT ALTITUDES BELOW FL 330 TO THE MAXIMUM EXTENT POSSIBLE DUE TO ONGOING MILITARY OPERATIONS AND EXTREMIST/MILITANT ACTIVITY. THE SECURITY SITUATION IN AFGHANISTAN PRESENTS AN INCREASED CONCERN FOR U.S. CIVIL AVIATION INTERESTS, PARTICULARLY FOR AIRCRAFT ON THE GROUND AND AIRCRAFT OPERATING AT LOW ALTITUDES, INCLUDING DURING THE ARRIVAL AND DEPARTURE PHASES OF FLIGHT. THERE IS A RISK OF ATTACKS AGAINST U.S. CIVIL AVIATION IN AFGHANISTAN. AIRPORTS/ AIRFIELDS IN AFGHANISTAN MAY BE TARGETS OF DIRECT ASSAULT AND/OR INDIRECT FIRE AND ARE SUSCEPTIBLE TO INSIDER THREATS. AIRCRAFT ON THE GROUND AT AIRPORTS/AIRFIELDS HAVE BEEN DAMAGED OR DESTROYED BY INDIRECT ROCKET OR MORTAR FIRE FROM EXTREMIST/MILITANT ATTACKS. AIRCRAFT ARE AT RISK OF ENCOUNTERING ANTI-AIRCRAFT FIRE AND SHOULDER-FIRED MAN-PORTABLE AIR DEFENSE SYSTEMS (MANPADS), PARTICULARLY AT LOWER ALTITUDES.</p>	<p>Risk to aircraft overflying OAKB/Kabul FIR at less than 25,000 feet.</p> <p>Hazardous Situation in Afghanistan</p> <p>Potential risk to aviation overflying Kabul FIR at less than 25,000 ft above ground level (agl) from dedicated anti-aviation weaponry.</p> <p>Operators are advised to take this potential risk into account in their risk assessments and routing decisions.</p>	<p>Maintain FL240 or higher in Afghanistan airspace.</p> <p>From 17/01/2015 and until further notice, French carriers are requested to ensure that their aircraft maintain at all times a flight level equal to or above FL240 in the airspace of Afghanistan (OAKX FIR (KABUL)).</p>	<p>Avoid landings in Afghanistan. This Notam has added previous advice to maintain FL330 or higher in the FIR.B0371/18 (Issued for EDGG EDWW EDMM) - SECURITY... AFGHANISTAN ... POTENTIALLY HAZARDOUS SITUATION - FIR KABUL (OAKX) POTENTIAL RISK TO AVIATION OVERFLYING THIS AREA BELOW FL330 AND OF BEING SUBJECT TO COLLATERAL DAMAGE DUE TO ATTACKS ON NON-CIVILIAN TARGETS DURING LANDING, TAXIING, PARKING AND DEPARTURE AT ALL AIRPORTS WITHIN FIR KABUL (OAKX). OPERATORS ARE ADVISED TO TAKE POTENTIAL RISK INTO ACCOUNT IN THEIR RISK ASSESSMENTS AND ROUTING DECISIONS.</p> <p>II) idem</p>	

Conflict zone	Information source							
		State involved	EASA	US FAA	UK	France	Germany	Other
Somalia	Reference	Somalia NOTAM A0035/18 issued 13 April 2018 (valid until: Jul 13, 2018)	CZIB No.: 2017-05R2 Issued: 23 April 2018	United States Federal Aviation Administration SFAR 107 issued 13 December 2017	United Kingdom NOTAM AIP ENR 1.1 V0024/17 issued 14 September 2017	I) AIC France Circular A06/18 (issued: Feb 08, 2018) II) AIC 15/18 (issued: May 10, 2018)	I) NOTAM B0260/18 (issued: Feb 23, 2018) II) Notam B1133/18 (Issued: Aug 07, 2018)	
	Content	Armed conflict presents a safety and security risk to aircraft operating to HCMM/Mogadishu Airport A0035/18 - OPERATORS SHOULD EXERCISE EXTREME CTN AND FULLY ASSES THE POTENTIAL RISKS TO FLIGHT SAFETY AND SECURITY WHEN PLANNING OR CONDUCTING OPS INTO MOGADISHU AIRPORT DUE TO LACK OF INFORMATION ON ARMED CONFLICTS. 13 APR 09:30 2018 UNTIL 13 JUL 09:30 2018 ESTIMATED.	Due to the hazardous situation, with the presence of terrorist organisations with confirmed anti-aviation weaponry, possibly MANPADS (man-portable air-defence systems) and ongoing military operations, it is assessed that the risk of operation and overflight below FL 250 is HIGH.	..UNITED STATES OF AMERICA FLIGHT PROHIBITION AGAINST CERTAIN FLIGHTS IN THE TERRITORY AND AIRSPACE OF SOMALIA 14 CFR 91.1613 SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 107 PROHIBITION AGAINST CERTAIN FLIGHTS IN THE TERRITORY AND AIRSPACE OF SOMALIA WAS PUBLISHED IN THE FEDERAL REGISTER ON 13 DEC 2017 AND WAS EFFECTIVE IMMEDIATELY.	Hazardous Situation in Somalia Potential risk to aviation overflying Somalia (Mogadishu FIR - HCSM) at less than 25,000 ft above ground level (agl) from dedicated anti-aircraft weaponry. Operators are advised to avoid operating at less than 25,000 ft agl in Somalia (Mogadishu FIR - HCSM).	I) From 15/10/2015 and until further notice, French carriers are requested to ensure that their aircraft maintain at all times a flight level equal to or above FL240 in the airspace of Somalia (HCSM FIR (MOGADISHU)) II) idem	I) FEDERAL REPUBLIC OF GERMANY ADVISES GERMAN OPERATORS NOT TO PLAN AND CONDUCT FLIGHTS WITHIN FIR MOGADISHU (HCSM) BELOW FL260 WITH THE EXCEPTION OF AIRWAY UR401 BETWEEN WAYPOINTS SUHIL AND AXINA INCLUDING TAKE OFF AND LANDINGS AT ALL AIRPORTS DUE TO POTENTIAL RISK TO AVIATION FROM DEDICATED ANTI-AVIATION AND GROUND-TO-GROUND WEAPONRY AND ARMED CONFLICTS AFFECTING THE SECURITY AND SAFETY OF THE AIRSPACE. II) idem	

Conflict zone	Information source							
		State involved	EASA	US FAA	UK	France	Germany	Other
Libya	Reference		CZIB No.: 2017-02R2 Issued: 23 April 2018	United States Federal Aviation Administration SFAR 112 and KICZ A0007/18 issued 21 March 2017 (see Appendix 2)	United Kingdom NOTAM V0005/18 and AIP 1.4.5 issued 12 March 2018	I) AIC France Circular A06/18 (issued: Feb 08, 2018) II) AIC 15/18 (issued: May 10, 2018)	I) Notam B1135/18 (issued: Aug 07, 2018) II) NOTAM B0176/18 (issued: Feb 07, 2018)	
	Content		This CZIB is issued on the basis of information available to EU Member States and EU institutions. Due to the hazardous security situation, with the presence of terrorist organisations and ongoing high intensity military operations, there is a HIGH risk of both intentional and unintentional attacks to civil aviation at all altitudes. Air navigation services in the country could be degraded or unavailable. Recommendation(s): Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authority as appropriate.	This action extends the prohibition of flight operations in the Tripoli (HLLL) Flight Information Region (FIR) by all U.S. air carriers; U.S. commercial operators; persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating a U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except operators of such aircraft that are foreign air carriers. The extension of the expiration date is necessary due to continued hazards to persons and aircraft engaged in such flight operations. This Special Federal Aviation Regulation (SFAR) will now remain in effect until March 20, 2019.	AIRSPACE SECURITY WARNINGS ISSUED BY THE DEPARTMENT FOR TRANSPORT IN RESPONSE TO HAZARDOUS SITUATIONS WITHIN THE TERRITORY AND/OR AIRSPACE OF AFGHANISTAN, EGYPT, IRAQ, KENYA, LIBYA, MALI, NORTH KOREA, PAKISTAN, SOMALIA, SOUTH SUDAN, SYRIA, UKRAINE AND YEMEN. ALL OPERATORS ARE TO REFER TO THE TABLE IN UK AIP AT ENR 1.1 SECTION 1.4 FOR FURTHER DETAILS. 2018-03-0229/AS6 Potential risk to aviation overflying from dedicated anti-aviation weaponry. In accordance with Direction under the Aviation Security Act 1982, UK registered operators so served shall not enter the territory and airspace (including Tripoli FIR) of the State of Libya. UK operators not currently subject to direction under the Aviation Security Act should contact UK Department for Transport (DfT) before operating in this area.	I) From 31/07/2014 and until further notice French carriers are requested not to authorize their aircraft to penetrate into the airspace of Libya (HLLL FIR (TRIPOLI)) II) idem	I) SECURITY LIBYA POTENTIALLY HAZARDOUS SITUATION FIR TRIPOLIS HLLL: FEDERAL REPUBLIC OF GERMANY ADVISES CIVIL GERMAN AIR OPERATORS NOT TO PLAN AND CONDUCT FLIGHTS WITHIN FIR TRIPOLIS (HLLL) BELOW FL260 INCLUDING LANDING, TAXIING, PARKING AND TAKE OFF AT ALL AIRPORTS DUE TO POTENTIAL RISK TO AVIATION FROM DEDICATED ANTI-AVIATION WEAPONRY AND MILITARY OPERATIONS AND ARMED CONFLICTS AFFECTING THE SECURITY AND SAFETY OF THE AIRSPACE. II) POTENTIALLY HAZARDOUS SITUATION FIR TRIPOLIS (HLLL) FEDERAL REPUBLIC OF GERMANY ADVISES GERMAN OPERATORS NOT TO PLAN AND CONDUCT FLIGHTS BELOW FL260 DUE TO HAZARDOUS SITUATION WITHIN FIR TRIPOLIS (HLLL): POTENTIAL RISK TO AVIATION OVERFLYING THIS AREA BELOW FL260 AND TAKE OFF / LANDING AT ALL AIRPORTS WITHIN FIR HLLL FROM DEDICATED ANTI-AVIATION WEAPONRY AND MILITARY OPERATIONS AND ARMED CONFLICTS AFFECTING THE SECURITY AND SAFETY OF THE AIRSPACE.	

Conflict zone	Information source							
		State involved	EASA	US FAA	UK	France	Germany	Other
Mali	Reference		CZIB No.: 2017-01R3 Issued: 23 April 2018	United States Federal Aviation Administration, KICZ NOTAM A0005/18, issued 26 February 2018	United Kingdom AIP ENR 1.1 issued 09 June 2017	I) AIC FRANCE, A 15/18, Publication date: MAY 10 2018 II) AIC France Circular A06/18 issued 08 February 2018	I) Germany NOTAM B1017/18 - (Issued 03 Jul 2018) II) Germany NOTAM B0370/18 issued 13 March 2018	
	Content		<p>This CZIB is issued on the basis of information available to EU Member States and EU institutions. The presence of terrorist groups with the necessary capabilities (including anti-aircraft weaponry) is assessed to pose a HIGH risk to operations within the portion of the Niamey FIR which is situated above Mali territory, at altitudes below FL 250. Terrorist groups continue attacks on the country with the risk of mortar shelling on airstrips and airports. Additionally, the Agency draws the attention of the aviation community to the above referenced information, copies of which are attached to the this CZIB.</p> <p>Recommendation(s): Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authority as appropriate.</p>	<p>THOSE PERSONS DESCRIBED IN PARAGRAPH A BELOW SHOULD AVOID FLYING INTO, OUT OF, WITHIN OR OVER THE TERRITORY AND AIRSPACE OF MALI AT ALTITUDES BELOW FL260 DUE TO ONGOING FIGHTING AND EXTREMIST/ MILITANT ACTIVITY.</p> <p>...</p> <p>EXERCISE CAUTION DURING FLIGHT OPERATIONS DUE TO THE POSSIBILITY OF ATTACKS ON CIVIL AVIATION BY EXTREMISTS/MILITANTS. AIRCRAFT MAY ENCOUNTER FIRE FROM SMALL ARMS; INDIRECT FIRE WEAPONS, SUCH AS MORTARS AND ROCKETS; AND ANTI-AIRCRAFT CAPABLE WEAPONS, INCLUDING MAN-PORTABLE AIR DEFENSE SYSTEMS (MANPADS). SUCH WEAPONS COULD TARGET AIRCRAFT AT LOW ALTITUDES, INCLUDING DURING THE ARRIVAL AND DEPARTURE PHASES OF FLIGHT, AND/OR AIRPORTS AND AIRCRAFT ON THE GROUND</p>	<p>Hazardous situation in Mali Potential risk to aviation overflying this area at less than 25,000 ft above ground level (agl) from dedicated anti-aviation weaponry. Operators are strongly advised to take this potential risk into account in their risk assessments and routing decisions.</p>	<p>I) From 11/01/2018 and until further notice, French carriers are requested to ensure that their aircraft maintain at all times a flight level above or equal to FL320 in the part of the Niamey FIR (DRRR) located above the Malian territory.</p> <p>II) Maintain FL320 (increased from FL240) or greater above Mali. From 11/01/2018 and until further notice, French carriers are requested to ensure that their aircraft maintain at all times a flight level above or equal to FL320 in the part of the Niamey FIR (DRRR) located above the Malian territory.</p>	<p>I) SECURITY MALI POTENTIALLY HAZARDOUS SITUATION FIR NIAMEY (DRRR): FEDERAL REPUBLIC OF GERMANY ADVISES CIVIL GERMAN AIR OPERATORS NOT TO PLAN AND CONDUCT FLIGHTS TO THE AIRPORTS TOMBOUCTOU (GATB) GAO (GAGO) AND KIDAL (GAKL) WITHIN FIR NIAMEY (DRRR). POTENTIAL RISK TO AVIATION DURING LANDING, TAXIING, PARKING AND TAKE OFF AT THE AIRPORTS DUE TO POSSIBLE TERRORIST ATTACKS.</p> <p>II) (Issued for EDWW EDMM EDGG) - SECURITY AND MALI AND POTENTIALLY HAZARDOUS SITUATION - FIR NIAMEY (DRRR): FEDERAL REPUBLIC OF GERMANY ADVISES GERMAN OPERATORS NOT TO PLAN AND CONDUCT FLIGHTS TO THE AIRPORTS TOMBOUCTOU (GATB) GAO (GAGO) AND KIDAL (GAKL) WITHIN FIR NIAMEY (DRRR). POTENTIAL RISK TO AVIATION DURING TAKE OFF, LANDING, TAXIING AND PARKING AT THE AIRPORTS DUE TO POSSIBLE TERRORIST ATTACKS.)</p>	

Conflict zone	Information source							
		State involved	EASA	US FAA	UK	France	Germany	Other
Syria	Reference		CZIB No.: 2017-03R2 Issued: 17 April 2018	United States Federal Aviation Administration Administration KICZ NOTAM A0001/18 issued 14 February 2018 and NOTAM A0009/18 issued 14 April 201826 February	United Kingdom NOTAM AIP 1.4.5 (issued: Jun12 2015) (CZIB notes issue date: 12 March 2018)	I) AIC France Circular A06/18 issued 08 February 2018 II) AIC 15/18 (Issued: May 10, 2018)	I) Germany NOTAM B0046/18 issued 12 January 2018 II) Reference: B0126/18(Issued: July 05, 2018)	
	Content		Due to the hazardous security situation, with the presence of terrorist organisations and ongoing high intensity military operations, there is a risk of both intentional targeting and misidentification of civil aircraft. The presence of a wide range of ground-to-ground and dedicated anti-aviation weaponry poses a HIGH risk to operations at all flight altitudes. Recommendation(s): Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authority as appropriate.	UNITED STATES OF AMERICA ADVISORY FOR AIRSPACE IMMEDIATELY ADJACENT TO DAMASCUS FLIGHT INFORMATION REGION (OSTT FIR) THOSE PERSONS DESCRIBED IN PARAGRAPH A BELOW ARE ADVISED TO EXERCISE CAUTION WHEN OPERATING IN THE AIRSPACE WITHIN 200 NAUTICAL MILES OF THE DAMASCUS FLIGHT INFORMATION REGION (OSTT FIR) DUE TO HEIGHTENED MILITARY ACTIVITY IN OR AROUND SYRIA. THIS MILITARY ACTIVITY MIGHT INCLUDE GPS INTERFERENCE, COMMUNICATIONS JAMMING, AND POSSIBLE ERRANT LONG-RANGE SURFACE-TO-AIR MISSILES ORIGINATING FROM SYRIAN TERRITORY, WITHIN THE OSTT FIR, AND STRAYING INTO ADJACENT AIRSPACE, THAT COULD POSE AN INADVERTENT RISK TO U.S. CIVIL AVIATION OPERATING IN THIS REGION. TITLE 14, CODE OF FEDERAL REGULATIONS, SECTION 91.1609, SPECIAL FEDERAL AVIATION REGULATION NO. 114—PROHIBITION AGAINST CERTAIN FLIGHTS IN THE DAMASCUS FIR REMAINS IN EFFECT. ... EXERCISE CAUTION DURING FLIGHT OPERATIONS IN THE ABOVE NAMED AREA DUE TO HEIGHTENED MILITARY ACTIVITY IN OR AROUND SYRIA AND THE POTENTIAL RISK TO U.S. CIVIL AVIATION IN THE REGION.	HAZARDOUS SITUATION IN SYRIA POTENTIAL RISK TO AVIATION OVERFLYING FROM DEDICATED ANTI-AIRCRAFT WEAPONRY.IN ACCORDANCE WITH DIRECTION UNDER THE AVIATION SECURITY ACT 1982, UK REGISTERED OPERATORS SO SERVED SHALL NOT ENTER THE TERRITORY AND AIRSPACE (INCLUDING DAMASCUS FIR) OF THE SYRIAN ARAB REPUBLIC.	I) From 31/07/2014 and until further notice, French carriers are requested not to authorize their aircraft to penetrate into the airspace of Syria (OSTT FIR (DAMASCUS)). II) idem	I) SECURITY SYRIA POTENTIALLY HAZARDOUS SITUATION FIR DAMASCUS OSTT. FEDERAL REPUBLIC OF GERMANY PROHIBITS GERMAN OPERATORS TO PLAN AND CONDUCT FLIGHTS DUE TO HAZARDOUS SITUATION WITHIN FIR DAMASCUS (OSTT). ONGOING MILITARY OPERATIONS AFFECTING THE SECURITY AND SAFETY OF THE AIRSPACE. II) idem	

Conflict zone	Information source							
		State involved	EASA	US FAA	UK	France	Germany	Other
Iraq	Reference	Iraq CAA	CZIB No.: 2017-04R2 Issued: 13 April 2018	United States Federal Aviation Administration Administration KICZ NOTAM A0025/17 issued 09 December 26 February 2017	United Kingdom NOTAM V0024/17 issued 12 March 2018	I) AIC France Circular A06/18 (issued 08 February 2018) II) France AIC 15/18 (Issued: May 10, 2018)	I) NOTAM B0429/18 issued 19 March 2018 II) Notam B1037/18 (Issued: July 07, 2018)	South Africa - A2520/18 (Issued: June 24, 2018)
	Content	Iraq NOTAMs canceling the international flight restrictions to Erbil and Sulaymania: (A0099/18 NOTAMC A0065 /18Q) ORBB/QFACN/IVNBO/A/000/999/3614N04357E005 A) OREB B) 1803141800 E) NOTAM CNL.) (A0100/18 NOTAMC A0066/18 Q) ORBB/QFACN/IVNBO/A/000/999/3534N04519E005 A) ORSU B) 1803141800 E) NOTAM CNL.)	Due to the hazardous security situation, with the presence of terrorist organisations and ongoing high intensity military operations, there is a risk of both intentional targeting and misidentification of civil aircraft. Due to the presence of various weaponry including MANPADS (man-portable air-defence systems), it is advised to be cautious with the risk associated to civil aviation. The risk to operations at all altitudes is assessed to be HIGH, except for airways UM688 and UM860. The highest airspace risk is estimated to be along the entire Iraq/Syrian border. Additionally, the Agency draws the attention of the aviation community to the above referenced information, copies of which are attached to this CZIB. Recommendation(s): Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authority as appropriate.	UNITED STATES OF AMERICA FLIGHT PROHIBITION FOR IRAQ BAGHDAD (ORBB) FLIGHT INFORMATION REGION. DUE TO THE HAZARDOUS SITUATION CREATED BY THE POTENTIAL FOR FIGHTING IN CERTAIN AREAS OF IRAQ AND ONGOING CONCERNS ABOUT THE EXTREMIST/MILITANT THREAT TO U.S. CIVIL AVIATION, ALL FLIGHT OPERATIONS IN THE BAGHDAD (ORBB) FLIGHT INFORMATION REGION (FIR) AT ALTITUDES BELOW FLIGHT LEVEL 260 (FL260) BY THE PERSONS DESCRIBED IN PARAGRAPH A (APPLICABILITY) ARE PROHIBITED. ... THIS NOTAM DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH A (APPLICABILITY) FROM CONDUCTING FLIGHT OPERATIONS IN THE BAGHDAD FIR (ORBB) AT ALTITUDES BELOW FL260 IN EITHER OF THE FOLLOWING CIRCUMSTANCES:....	GENERAL RULES, AMEND TXT FOR HAZARDOUS SITUATION IN IRAQ POTENTIAL RISK FROM DEDICATED ANTI-AVIATION WEAPONRY IN IRAQ. OPERATORS ARE ADVISED NOT TO ENTER THE TERRITORY AND AIRSPACE OF IRAQ (INCLUDING THE BAGHDAD FIR). WITH THE EXCEPTION OF ROUTING ON AIRWAYS UL602 TO ALPET, UM860 AND UM688 WHEN OPERATING ABOVE 25000FT AGL. OPERATORS ARE ADVISED TO TAKE THIS INFORMATION INTO ACCOUNT IN THEIR OWN RISK ASSESSMENTS AND ROUTING DECISIONS.	I) From 08/02/2018 and until further notice, French carriers are requested not to authorize their aircraft to penetrate into the airspace of Iraq (ORBB FIR (BAGHDAD)), except for routes UM860, UM688 and UL602 (between TASMI and ALPET) on which French air carriers are requested to maintain at all times a flight level above or equal to FL320. II) idem	I) FEDERAL REPUBLIC OF GERMANY ADVISES GERMAN OPERATORS NOT TO PLAN AND CONDUCT FLIGHTS BELOW FL260 DUE TO HAZARDOUS SITUATION WITHIN FIR BAGHDAD (ORBB). POTENTIAL RISK TO AVIATION OVERFLYING THIS AREA BELOW FL260 AND TAKE OFF/LANDING AT ALL AIRPORTS WITHIN FIR BAGHDAD FROM DEDICATED ANTI-AVIATION, GROUND TO GROUND WEAPONRY AND ONGOING MILITARY OPERATIONS. II) FEDERAL REPUBLIC OF GERMANY ADVISES GERMAN CIVIL AIR OPERATORS NOT TO PLAN AND CONDUCT FLIGHTS BELOW FL260 DUE TO HAZARDOUS SITUATION WITHIN FIR BAGHDAD (ORBB). POTENTIAL RISK TO AVIATION OVERFLYING THIS AREA BELOW FL260 AND TAKE OFF/LANDING AT ALL AIRPORTS WITHIN FIR BAGHDAD FROM DEDICATED ANTI-AVIATION GROUND TO GROUND WEAPONRY AND ONGOING MILITARY OPERATIONS.	(Issued for FAJA FAJO FACA) - FLT TO AND FM IRAQ POTENTIALLY HAZARDOUS SITUATION - IRAQ AIRSPACE. DUE TO THE POTENTIALLY HAZARDOUS SITUATION CREATED BY THE ARMED CONFLICT IN IRAQ. ALL FLT OPS IN THE TERRITORY AND AIRSPACE OF IRAQ AT OR BLW FL300 BY THE PERSONS DESCRIBED IN PARAGRAPH A, BELOW ARE STRONGLY ADVISED AGAINST UNTIL FURTHER ADVISED. (1) OVERFLIGHTS OF IRAQ ABOVE FL200 BUT AT OR BLW FL300 (2) OPS AT OR BLW FL300 BY FLT DEP FM THE COUNTRIES ADJ TO IRAQ WHOSE CLIMB PER WILL NOT PERMIT OPS ABV FL300 PRIOR TO ENTERING IRAQI AIRSPACE (3) FLT ORIGINATING FM OR DESTINED TO AREAS OUTSIDE OF IRAQ TO OR FM ERBIL INTL AP (ORER) OR SULAYMANIYAH INT AP (ORSU) WI THE TERRITORY OF IRAQ NORTH OF 34 DEG 30 MIN NORTH LAT. APPLICABILITY: THIS NOTAM APPLIES TO ALL SOUTH AFRICAN AIR CARRIERS AND COMMERCIAL OPR, ALL OPR/PERSONS EXER THE PRIVILEGES OF AN AOC ISSUED BY THE SACAA (SOUTH AFRICAN CIVIL AVIATION AUTHORITY), EXC SUCH OPR/ PERSONS OPR SOUTH AFRICAN REGISTERED ACFT FOR A FOREIGN AIR CARRIER. THIS ADVISORY ON OPS IN THE AIRSPACE SPECIFIED IN THIS NOTAM AND THE ASSOCIATED JUSTIFICATION WILL BE RE-EVALUATED AS THE SITUATION REQUIRES.

Conflict zone	Information source							
		State involved	EASA	US FAA	UK	France	Germany	Other
Ukraine	Reference	Notam UKFV A1486/17 Issued: Jun 01, 2017, valid until: Aug 31, 2017	SIB No.: 2014-21R1 Issued: 19 February 2016	SFAR 113 and KICZ Notam A0021/16 Issued: Oct 27th, 2016	NOTAM V0002/18 and AIP ENR 1.4.5 3a. 3b. Issued: January 02, 2018	AIC 15/18 Issued: May 10, 2018		
	Content	Graphic of temporarily restricted airspace and prohibited zone UKP35 in Eastern Ukraine. (CZIB: Temporary restricted area in the eastern part of Ukraine and UK-P35Z over temporary occupied territory of the Autonomous Republic of Crimea)(figure))	The Agency draws the aviation community's attention to the above referenced information. This SIB revision 1 is issued to account for amended reference publications. Recommendation(s): National Aviation Authorities should ensure that operators under their oversight are aware of the above referenced publications.	UNITED STATES OF AMERICA PROHIBITION FOR UKRAINE SIMFEROPOL (UKFV) AND DNEPROPETROVSK (UKDV) FLIGHT INFORMATION REGIONS (FIR) 14 CFR 91.1607 SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 113-EXTENSION OF THE PROHIBITION AGAINST CERTAIN FLIGHTS IN THE SIMFEROPOL (UKFV) AND DNIPROPETROVSK (UKDV) FLIGHT INFORMATION REGIONS (FIRS) WAS PUBLISHED IN THE FEDERAL REGISTER ON OCTOBER 27, 2016 AND WAS EFFECTIVE IMMEDIATELY. SFAR NO. 113, AS AMENDED, EXTENDS THE PROHIBITION ON U.S. CIVIL FLIGHT OPERATIONS IN THE SIMFEROPOL (UKFV) AND DNEPROPETROVSK (UKDV) FIRS UNTIL OCTOBER 27, 2018.	Potential risk to aviation overflying eastern Ukraine from dedicated anti-aviation weaponry. Operators are strongly advised not to enter the airspace of Dnipropetrovsk (UKDV) AND Simferopol (UKFV) FIRs, with the exception of Airways L851, M856, M860, and M854. Service Provision in Ukraine As a result of the unrest within the territory and airspace of Ukraine, there remains the potential for confusion over service provision in the Simferopol (UKFV), in particular over the High Seas portion of the airspace. Capacity may also be impacted in this area while all remaining Ukrainian FIRs appear to be operating normally.	From 07/01/2016 and until further notice, French carriers are requested not to authorize their aircraft to penetrate into UKDV (DNIPROPETROVS'K) and UKFV (SIMFEROPOL) FIRs, except for routes segments M860 KUGOS - DIGAM, L851 KUGOS - ADINA, M854 SUMOL - RASIL, M856 RAKUR - DIGAM, which are available for flight planning according to conditions published in Ukraine aeronautical information, and for which it is advisable to refer to the most current recommendations published by the European Aviation Safety Agency (EASA).		
Venezuela	Reference							Opsgroup; Reference: Aireport Issued: Jul, 2017 valid until: Ongoing
	Content							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 travelers 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.