STATE CIVIL AVIATION AGENCY

SCAA-SB-003
Safety BULLETIN
Conflict Zones

Subject: Information about Conflict Zones

Status:

Active

Issued date:

09/01/2025

Referenced publication(s): Aeronautical Publications issued by the Aviation Authorities of the affected countries and EASA publications.

Affected Airspace:

Airspace of Iran

FIR TEHRAN (OIIX), all altitudes.

Airspace of Iraq

Iraq airspace, all altitudes.

Airspace of Lebanon

FIR BEIRUT (OLBB), all altitudes.

Airspace of Israel

FIR TEL AVIV (LLLL), all altitudes.

Airspace of Mali

Mali airspace, FIR Niamey (DRRR) and FIR Dakar (GOOO) at altitudes below Flight Level (FL) 260.

Airspace of Libya

Libyan airspace, all altitudes.

Airspace of Pakistan – Karachi and Lahore Flight Information Regions

Pakistan airspace, Karachi Flight Information Region (FIR OPKR) and Lahore FIR (OPLR).

Airspace of Somalia

Somalia airspace, below Flight Level (FL) 260.

Airspace of Syria

Syrian airspace, all altitudes.

Airspace of Yemen – Sana'a Flight Information Region

Airspace of Yemen, Sana'a Flight Information Region (FIR OYSC), all altitudes, except all routes located in the maritime part of FIR SANAA (OYSC) east of route B400.

Airspace of South Sudan

South Sudan airspace, below Flight Level (FL) 250.

Airspace of Sudan

All altitudes / flight levels of the FIR KHARTOUM (HSSS) over the territory of Sudan.

Airspace of Afghanistan

Afghanistan airspace, Kabul Flight Information Region (FIR OAKX).

Airspece of Ukraine, Belarus and part Russia Federation

All altitudes / flight levels of the following Flight Information Regions: FIR LVIV (UKLV), FIR KYIV (UKBV), UIR KYIV (UKBU), FIR DNIPROPETROVSK (UKDV), FIR SIMFEROPOL (UKFV), FIR ODESA (UKOV);

All altitudes / flight levels of the airspace within 200NM surrounding the borders with Ukraine in the FIR MOSCOW (UUWV);

All altitudes / flight levels of the FIR ROSTOV-NA-DONU (URRV).

Applicability:

Applies to operators

Air operators:-subject to the provisions of "Azerbaijan Aviation Rules - AIR Operations", planning to conduct operations in the affected airspace.

Description:

The airspaces of several countries are assessed as high-risk for civil aviation due to ongoing conflicts, military operations, and the presence of violent non-state actors (VNSA) with anti-aviation weaponry. Key regions include:

Iran: High risk due to military tensions with Israel and potential retaliation from Iran, with direct attacks occurring in October 2024.

Iraq: High risk below FL320 due to military operations involving rockets and drones in the northeastern region, posing risks to civil aviation.

Lebanon: High risk due to inadequate airspace management and limited conflict mitigation capabilities.

Israel: Despite a ceasefire with Hezbollah, tensions with Iran create ongoing risks to civil aviation, requiring mitigation measures.

Mali: High risk due to VNSA groups in possession of anti-aircraft weaponry, especially in northern Mali below FL260.

Libya: High risk due to terrorism and military operations affecting civil aviation at all altitudes.

Pakistan: High risk in Karachi and Lahore FIRs due to VNSA groups with anti-aviation weaponry and potential misidentification in the Kashmir region.

Somalia: High risk due to terrorist groups and military operations, with MANPADS posing a threat below FL260.

Syria: High risk due to terrorist groups, military operations, and a wide range of anti-aviation weaponry targeting civil aircraft at all altitudes.

Yemen: High risk throughout Sana'a FIR due to ongoing military operations, political instability, and terrorist groups, though some maritime routes are medium risk.

South Sudan: Despite a ceasefire, ongoing risks from small arms fire, anti-aircraft fire, and MANPADS exist, especially below FL250.

Sudan: High risk due to ongoing armed clashes and the use of anti-aircraft weapons, including SAMs, posing threats to civil aviation at all altitudes.

Afghanistan: High risk below FL320, with extremist groups targeting aviation facilities and limited air traffic control capacity.

Ukraine, Belarus, and parts of Russia: High risk in these active conflict zones due to military activities and the potential for intentional targeting or misidentification of civil aircraft.

Due to the unstable situation, SCAA will continue to closely monitor the situation, with a view to assess whether there is an increase or decrease of risks for aircraft operators as a result of the evolution of the threat.

Air operators are requested to report as soon as possible any observed incident affecting potentially safety of airspace through occurrence reporting (Flight crew air safety report)mechanism without delay.

Recommendation(s):

Air operators should:

1.Take potential risks into account when operating in the affected airspace;

2.Monitor airspace developments in the region and follow all available aeronautical publications, in particular airspace closures or restrictions issued by State authorities, alongside available guidance or direction from their SCAA, including information shared through the European Information Sharing and Cooperation Platform on Conflict Zones;

3.Ensure that a robust risk assessment is in place together with a high level of contingency planning for their operations and be ready for short notice instructions from the State authorities.