European Union Aviation Safety Agency

Conflict Zone Information Bulletin

Airspace of Iran

CZIB number:

CZIB-2020-01R2

Status:

Withdrawn

Issue date:

30/10/2021

Revision description:

- 16/07/2021 - This CZIB is revised to extend the validity period and to amend reference publications
- 25/07/2021 - UK DfT extends its NOTAM referring to hazardous situation airspace security warnings for Iran through 16 Oct. 2021 (NOTAM EGTT V0012/21)
- 12/08/2021 - Transport Canada issued a new iteration of the AIC on Conflict Zone Overflights (AIC 26/21)
- 07/10/2021 - German DFS issued a new iteration of the AIC on Conflict Zone Overflights (AIC 14/21)

Referenced publication(s):

- Special Federal Aviation Regulation (SFAR) 117 – Prohibition Against Certain Flights in the Tehran Flight Information Region (FIR) (OIIX) and KICZ A0050/20 issued 29 October 2020 (see Appendix 1)
- Transport Canada AIC 26/21 issued 12 August 2021 (see Appendix 2)
- United Kingdom AIP ENR 1.1 issued 15 July 2021 (see Appendix 3)
- German AIC 14/21 issued 07 October 2021 (see Appendix 4)
- AIC France Circular A 07/21 issued 20 May 2021 (see Appendix 5)
- India DGCA Notice issued 22 June 2019 (see Appendix 6)
- UAE Safety Decision 2020-01 issued 08 January 2020 (see Appendix 7)
- Swedish Transport Agency AIC A2/2020 issued 30 January 2020 (see Appendix 8)

Affected Airspace:

Iran airspace at altitudes below Flight Level (FL) 250.

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Affected Countries:

Iran

Applicability:

Applies to operators

Description:

This CZIB is issued on the basis of information available to EU Member States and EU institutions. Due to the hazardous security situation, and poor coordination between civil aviation and military operations, there is a risk of misidentification of civil aircraft.

Due to the presence of various advanced air-defence systems, it is advised to be cautious with the risk associated to civil aviation. The risk to operations is assessed to be HIGH for Flight Levels below 250.

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. Latest operational information on 'Closures and warnings' issued by means of ICAO State Letters, NOTAMs, AICs/AIPs, EASA CZIB may be found in the Network Manager NOP Portal (password protected version).

Appendix 1

Source: United States Federal Aviation Administration

Special Federal Aviation Regulation (SFAR) 117 – Prohibition Against Certain Flights in the Tehran Flight Information Region (FIR) (OIIX)

This action prohibits certain flight operations in the Tehran Flight Information Region (FIR) (OIIX) 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 U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except when the operator of such aircraft is a foreign air carrier. The FAA finds this action to be necessary to address hazards to persons and aircraft engaged in such flight operations due to heightened military activities and increased political tensions in the Middle East, which present an inadvertent risk to U.S. civil aviation operations due to the potential for miscalculation or misidentification. This action incorporates the flight prohibition contained in Notice to Airmen (NOTAM) KICZ A0002/20 into the Code of Federal Regulations (CFR). This action also sets

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forth the approval process and exemption information for this Special Federal Aviation Regulation (SFAR), consistent with other recently published flight prohibition SFARs.

KICZ NOTAM A0050/20 – Security – Iran Pointer NOTAM (pdf)

14 CFR 91.1617 SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 117 — PROHIBITION AGAINST CERTAIN FLIGHTS IN THE TEHRAN FLIGHT INFORMATION REGION (FIR) (OIIX) WAS PUBLISHED IN THE FEDERAL REGISTER AND EFFECTIVE ON 29 OCT 2020. ADDITIONAL INFORMATION IS PROVIDED AT: HTTPS://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/ SFC - UNL, 29 OCT 10:40 2020 UNTIL 31 OCT 23:59 2022. CREATED: 29 OCT 10:38 2020

Appendix 2

Source: Transport Canada AIC 26/21

Iran – Level 2

As of January 10, 2020, and until further notice, Canadian Air Operators and owners of aircraft registered in Canada are advised not to enter the airspace of Iran (Tehran FIR (OIIX)), due to the potential risk from heightened military activity and dedicated anti-aviation weaponry in Iran.

Appendix 3

Source: United Kingdom AIP ENR 1.1

United Kingdom Aeronautical Information Service

Hazardous Situation in Iran

Potential risk to aviation overflying this area at less than 25,000 FT above ground level (AGL) from dedicated anti-aviation weaponry.

Operators are advised to avoid operating at less than 25,000 FT above ground level (AGL) in the Tehran Flight Information Region.

Contact UK Department for Transport +44 (0)207-944 6322 or +44 (0)207-944 5999 out of hours.

Appendix 4

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Source: German AIC 14/21

Hazardous situation in Iran

Civil German air operators are advised to take potential risk into account in their risk assessment and routing decisions within FIR TEHRAN (OIIX) including landing, taxiing, parking and take off. Potential risk to aviation from anti-aviation weaponry.

Appendix 5

Source: AIC France Circular A 07/21

From 09/04/2020 and until further notice, pilots in command of aircraft performing air services mentioned in paragraph 1.1 are requested not to penetrate in the part of the TEHRAN FIR (OIIX) located west of the 54th meridian and to ensure that their aircraft maintain at all times a flight level above or equal to FL320 in the part of the TEHRAN FIR (OIIX) located east of the 54th meridian.

Appendix 6

Source: India DGCA Notice 22Jun19 (validity ongoing)

FROM DGCA INDIA: ALL INDIAN OPERATORS IN CONSULTATION WITH DGCA HAVE DECIDED TO AVOID THE AFFECTED PART OF IRANIAN AIRSPACE TO ENSURE SAFE TRAVEL FOR THE PASSENGERS. THEY WILL RE-ROUTE FLIGHTS SUITABLY.

Appendix 7

Source: UAE SAFETY DECISION 2020-01 (validity ongoing)

SUBJECT:

OPERATIONAL RISK IN BAGHDAD FIR (ORBB), TEHRAN FIR (OIIX) AND AIRSPACE ABOVE THE ARABIAN GULF AND GULF OF OMAN

REFERENCE PUBLICATIONS:

FAA KICZ NOTAMS IRAQ, IRAN, GULF REGION

German NOTAM – IRAQ B0007/20

GCAA Safety Decision 2017-04 dated 13th Oct 2019

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ICAO Doc10084

REASON:

The heightened military activities and increased political tensions in the Middle East may present a risk to UAE Air Operators. Since there may be an unintentional risk to UAE Air Operators operating in the referenced airspace, all UAE Air Operators are requested to review and adopt the recommendations listed below.

RECOMMENDATIONS:

All UAE Air operators should:

1. Continuously monitor the security and safety situation in the mentioned FIRs, routes/airways and airports within the airspace;

2. Monitor and apply the relevant NOTAMs pertaining to their intended flight;

3. Continuously conduct Risk Assessments in line with the organizational Safety Management Systems (SMS)

4. Ensure that the provision of Air Traffic Services is applied throughout the flight in compliance with international standards.

ICAO Doc 10084 may be used for the purpose of conducting risk assessment for flying over or near these zones.

The GCAA will continue monitoring the situation and will issue further instruction when needed.

CONTACT:

fops [at] gcaa.gov.ae

Appendix 8

Source: Swedish Transport Agency AIC A2/2020

The Swedish Transport Agency revised recommendation regarding flying in the Airspace of Iran and Iraq as following:

The European Union Aviation Safety Agency (EASA) issued a security information regarding the situation in Iran and Iraq after the accident on 8 January 2020, with an aircraft, Boeing B737 owned by Ukraine International Airlines, after departure from Tehran International airport. With reference to a new recommendation by EASA regarding the use of the airspace of Iran, the Swedish Transport Agency has decided to base its revised recommendation on the CZIB-2020-01R0 for Iran and the CZIB-2017-04R5 for Iraq, both issued by EASA, and recommends

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all Swedish air operators regarding the use of airspace of Iran and Iraq as below:

- do not enter the airspace of Iran (including Tehran OIIX FIR) below FL 250

- do not enter the airspace of Iraq (including Baghdad ORBB FIR) at all flight levels with the exception of airways UL602 (to ALPET), UM860 and UM688 when operating above FL 250.

Effective as from 30 January 2020 (replaces AIC A 1/2020)

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