EASA
European Union Aviation Safety Agency

Conflict Zone Information Bulletin

Airspace of Ethiopia – Tigray Region

CZIB number:

2022-02R2

Status:

Withdrawn

Issue date:

30/09/2022

Revision description:

- 06/10/2022 - Germany (LBA) issued AIC 20/22 superseding AIC 17/22
- 24/11/2022 - French DGAC issued AIC France A24/22
- 16/03/2023 - validity extended until 30/04/2023. No changes to the content.

Valid until:

30/04/2023

Until 30/04/2023, unless reviewed earlier.

Referenced publication(s):

- French AIC 24/22 issued on 24 November 2022 (see Appendix 1)
- German LBA AIC 20/22 issued on 6 October 2022 (see Appendix 2)
- UK CAA NOTAM EGPX/EGTT/EGGX V0024/22 issued on 4 August 2022 (see Appendix 3)
- Transport Canada AIC 16/22 issued on 22 November 2021 (see Appendix 4)

Affected Airspace:

All altitudes / flight levels of the FIR ADDIS ABABA (HAAA) over the Tigray Region of northern Ethiopia.

Affected Countries:

Ethiopia

Applicability:

Applies to operators

Applicability Description:

Air operators:

- subject to the provisions of Commission Regulation (EU) 965/2012, planning to conduct operations in the affected airspace (EASA operators).
- third Country Operators authorised by EASA, when conducting operations under their TCO authorisation to, from and within the EU (TCO operators).

Description:

This CZIB is issued on the basis of information currently available to EU Member States and EU institutions.

Due to the current volatile situation in the region caused by the on-going conflict between the Ethiopian National Defense Forces (ENDF) and the Tigray People's Liberation Front (TPLF), there is a continued possible threat to civil aviation.

The primary threat to civil aviation stems from anti-aircraft artillery (AAA) systems, MANPADS and SAM systems being available in the region. On the basis of the existing tensions and until a comprehensive political and military agreement is reached, there is continuous risk to aviation due to potential misidentification or miscalculation by the parties engaged, when using anti-aircraft weaponry.

The presence and possible use of a wide range of weapon systems poses a HIGH risk for civil flights operating at all altitudes and flight levels.

Note: This Conflict Zones Information Bulletin (CZIB) is issued by EASA, acting in accordance with Art. 88 of Regulation (EU) 2018/1139.

Recommendation(s):

In view of the existing risk posed by air-defence capabilities in the region, EASA recommends not to fly within the airspace over Tigray Region in northern Ethiopia and to exercise caution when operating in the airspace of bordering regions.

Operators should take this information and any other relevant information into account in their own risk assessments, along with 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: AIC France 24/22 issued 24 November 2022

From 17/11/2022 and until further notice, pilots in command of aircraft performing air services mentioned in paragraph 1.1 are requested:

- not to penetrate into the part of the ADDIS ABABA FIR (HAAA) corresponding to the TMA (terminal manoeuvring area) of MEKELE airport as well as in the portion of airspace defined by the points 135914.7N - 0362048.9E, 130042.8N - 0365122.9E, ETOBU (132132N - 0373433E), TILUD (134116N, 0375950E), EVITO (142911N – 0382424E), the boundary between the ADDIS ABABA (HAAA) and ASMARA (HHAA) flight information regions and the boundary between the ADDIS ABABA (HAAA) and KHARTOUM (HSSX) flight information regions,
- to exercise great caution when overflying within the rest of ADDIS ABABA FIR (HAAA) below FL 320.

Appendix 2

Source: German LBA AIC 17/22

SECURITY - HAZARDOUS SITUATION IN ETHIOPIA

Civil German air operators are prohibited to enter FIR ADDIS ABABA (HAAA) within Mekele TMA and within the airspace defined by joining the following successive points and lines: 135915N 0362049E 130043N 0365123E ETOBU (132132N 0373433E) TILUD (134116N 0375950E) EVITO (142911N 0382424E), the common FIR boundary between ADDIS ABABA and ASMARA and the common FIR boundary between ADDIS ABABA and KHARTOUM. Potential risk from military activity and anti-aviation weaponry. Further information: Website of the Federal Ministry for Digital and Transport of Germany (WWW.BMVI.DE/KRISENMANAGEMENT).

Appendix 3

Source: UK CAA

V0024/22 NOTAMR V0017/22
Q) EGXX/QROXX/IV/NBO/W /000/999/5218N01451W999
A) EGPX EGTT EGGX
B) 2208041050

C) 2211021500
E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT FOR TRANSPORT. SECURITY - HAZARDOUS SITUATION IN ETHIOPIA. UK REGISTERED AIR OPERATORS ARE ADVISED TO TAKE POTENTIAL RISK INTO ACCOUNT IN THEIR RISK ASSESSMENT AND ROUTING DECISIONS WITHIN THE ADDIS ABABA FIR (HAAA) / TERRITORY AND AIRSPACE OF ETHIOPIA. POTENTIAL RISK FROM ANTI-AIRCRAFT WEAPONRY. CONTACT UK DEPARTMENT FOR TRANSPORT +44 (0)207-082 6639 OR +44 (0)207-944 5999 OUT OF HOURS. 2021-09-0870/AS6 F) SFC G) UNL

Appendix 4

Source: Transport Canada

Ethiopia – Level 1 – Issued November 22, 2021
SECURITY – HAZARDOUS SITUATION IN ETHIOPIA
Canadian Air Operators and owners of aircraft registered in Canada are advised to take all potential risk information into account in their risk assessment and routing decisions when operating at a flight level equal to or below flight level FL290 within FIR Addis Ababa FIR (HAAA). Potential risk from anti-aviation weaponry and military operations.