



European Union Aviation Safety Agency

# Conflict Zone Information Bulletin

**CZIB No.: CZIB-2017-04R15****Subject: Airspace of Iraq****Status:**

Active

**Issued date:**

31/01/2024

**Valid until:**

31/07/2024

**Revision:**

- 31/01/2024 - The CZIB validity was extended until 31 July 2024. No changes to the content.
- 23/05/2023 - German AIC 07/23 issued on 18 May 2023 superseding AIC 05/23. Canada AIC 13/23 issued on 18 May 2023 replacing AIC 3/23.
- 20/07/2023 - German AIC 12/23 issued on 13 July 2023 superseding AIC 09/23.
- 28/07/2023 - The CZIB validity was extended until 31 January 2024. No changes to the content.

**Referenced publication(s):**

- United Kingdom AIP ENR 1.1 issued on 16 June 2022 (see Appendix 1)
- United States Federal Aviation Administration SFAR 77 issued 16 October 2020 (see Appendix 2)
- AIC France Circular A 24/22 issued on 24 November 2022 (see Appendix 3)
- German AIC 12/23 issued on 13 July 2023 (see Appendix 4)
- South Africa NOTAM A2919/18 issued on 29 July 2018 (see Appendix 5)
- Transport Canada AIC 13/23 issued on 18 May 2023 (see Appendix 6)
- Swedish Transport Agency AIC A2/2020 issued 30 January 2020 (see Appendix 7)

**Affected Airspace:**

Iraq airspace.

**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, with the presence of violent non-state actors and ongoing military operations including short-range ballistic missiles, rockets and drones strikes in the north-eastern part of Iraq, there is a risk of both intentional targeting and misidentification of civil aircraft.

While unannounced rocket and missile launches that transit airspace used by civilian aircraft pose a latent threat to operations at all altitudes, the overall risk to operations is assessed to be HIGH at altitudes below FL 320.

**Recommendation(s):**

Due to the presence of various anti-aircraft weaponry and unannounced missiles and drones strikes, air operators are advised not to conduct flights below FL 320.

Additionally, air operators should closely monitor airspace developments and ensure that robust risk assessment is in place together with high level of contingency planning for operations at all altitudes over Iraqi airspace taking into consideration available data on time and areas particularly exposed to potential risks.

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).

**Affected Countries:**

Iraq

## Appendix 1

**Source:** [United Kingdom AIP ENR 1.1 Section 1.4](#)

**Security - Hazardous Situation in Iraq**

UK civil air operators are recommended not to enter FIR BAGHDAD (ORBB) below FL 320. Potential risk from anti-aircraft weaponry.  
Contact UK Department for Transport +44 (0)207-082 6639 or +44 (0)207-944 3111 out of hours.

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## Appendix 2

**Source: United States Federal Aviation Administration [SFAR 77](#) issued 16 October 2020**

SFAR 77 prohibits US civil aviation operators in FIR Baghdad at altitudes below FL 320.

**Summary:** This action amends and extends, with modifications to reflect conditions in Iraq and the risks to U.S. civil aviation, the Special Federal Aviation Regulation (SFAR) prohibiting certain flight operations in the Baghdad Flight Information Region (FIR) (ORBB) 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 necessary to address the risks to the safety of persons and aircraft engaged in such flight operations. Specifically, this action amends the SFAR to prohibit U.S. civil aviation operations in the Baghdad FIR (ORBB) at altitudes below Flight Level (FL) 320. This rule amends the SFAR prohibition from altitudes below FL260 to altitudes below FL320, based on an assessment of the current aviation safety risks. This action also extends the expiration date of the SFAR from October 26, 2020, to October 26, 2022. Additionally, the FAA republishes the approval process and exemption information for this SFAR, consistent with other recently published flight prohibition SFARs, and makes minor administrative revisions.

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## Appendix 3

**Source: [AIC France 24/22](#) issued 24 November 2022**

From 28/04/2022 and until further notice, pilots in command of aircraft performing air services mentioned in paragraph 1.1 are requested not to penetrate into the airspace of Iraq (ORBB FIR (BAGDAD)), except for routes UM860 (between GADSI and NINVA), UM688, UL602 (between TASMI and ALPET) and L718 (between ALPET and KABAN) on which flight level above or equal to FL320 is requested to be maintained at all times.

Subject to the agreement of the organizations providing air traffic control services,

is is authorized, always maintaining at all times a flight level above or equal to FL320, to take the following direct trajectories:

- Northbound: TASMI-UL602-ALPET-L718-DEBNI DCT EMIDO-L718-KABAN
- Northbound: TASMI DCT SEPTU DCT ROXOP - - UM860 - NINVA
- Southband: RATVO - UM688 - KEDIM DCT SISIN - UM688 - SIDAD

## Appendix 4

**Source:** [German AIC 12/23 issued on 13 July 2023](#)

### SECURITY - HAZARDOUS SITUATION IN IRAQ

Civil German air operators are recommended not to enter FIR BAGHDAD (ORBB) below FL280.

Potential risk from military operations, anti-aviation weaponry and terrorist attacks. Civil German air operators are advised to take potential risk into account in their risk assessment and routing decisions within FIR BAGHDAD (ORBB) at and above FL280. Potential risk from anti-aviation weaponry.

## Appendix 5

**Source:** South Africa [NOTAM A2919/18](#)

A2919/18 (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, ARE STRONGLY ADZ UFN.

(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 34DEG 30MIN 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.

29 JUL 06:12 2018 UNTIL PERM. CREATED: 29 JUL 06:12 2018

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## **Appendix 6**

**Source:** [Transport Canada AIC 13/23 issued on 18 May 2023](#)

### **Iraq - Level 2 - Issued November 18, 2021**

SECURITY - HAZARDOUS SITUATION IN IRAQ. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above flight level FL320 in FIR Baghdad FIR (ORBB). Potential risk from anti-aviation weaponry and military operations.

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## **Appendix 7**

**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 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 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)