



European Union Aviation Safety Agency

Conflict Zone Information Bulletin

CZIB No.: CZIB-2017-01R15**Subject: Airspace of Mali****Status:**

Active

Issued date:

31/10/2023

Valid until:

30/04/2024

Revision:

- 31/10/2023 - The validity of the CZIB was extended until 30 April 2024 and the description was updated. No additional changes in relation to the content were introduced.
- 20/07/2023 - German AIC 12/23 issued on 13 July 2023 superseding AIC 09/23.
- 23/05/2023 - German AIC 07/23 issued on 18 May 2023 superseding AIC 05/23
- 28/04/2023 - The validity of the CZIB was extended for six months until 31 October 2023. No additional changes in relation to the content were introduced.

Referenced publication(s):

- 16/06/2022 - UK issued AIP Amendment 08/22 (effective date 11 August 2022) (see Appendix 1)
- 22/06/2022 - Germany (LBA) issued NOTAM B0687/22 (see Appendix 2)
- 13/07/2023 - Germany (LBA) issued AIC 12/23 (see Appendix 3)
- 24/11/2022 - French DGAC issued AIC France A24/22 canceling and superseding A 10/22 (see Appendix 4)

Affected Airspace:

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

Applicability:

Applies to operators

Description:

This CZIB is issued on the basis of information available to EU Member States and EU institutions. The presence of violent non-state actors (VNSA) groups with access to anti-aviation weaponry is assessed to pose a HIGH risk to operations in FIR Niamey (DRRR) and FIR Dakar (GOOO) within the territory and airspace of Mali below FL260. The significant increase of severe VNSA attacks in August - September 2023 in the north-east of Mali highlights the volatile situation in the country and continuous potential for miscalculation and/or misidentification. VNSA groups are in likely possession of man-portable air-defence systems (MANPADS) and surface-to-air missiles (SAMs) which creates both intentional and unintentional risks for civil aviation operations. 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):

EASA advises air operators not to conduct flights in FIR Niamey (DRRR) and FIR Dakar (GOOO) within the territory and airspace of Mali below FL260.

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:

Mali

Appendix 1

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

Security - Hazardous Situation in Mali UK registered air operators are advised to take potential risk into account in their risk assessment and routing decisions within FIR NIAMEY (DRRR) and FIR DAKAR (GOOO) within the territory and airspace of Mali below 25,000 FT above ground level (AGL). 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.

Appendix 2

Source: United States Federal Aviation Administration [KICZ A0009/22](#)

KICZ A0009/22 UNITED STATES OF AMERICA ADVISORY FOR MALI.

THOSE PERSONS DESCRIBED IN PARAGRAPH A (APPLICABILITY) BELOW SHOULD EXERCISE CAUTION WHEN FLYING INTO, OUT OF, WITHIN, OR OVER THE TERRITORY AND AIRSPACE OF MALI AT ALTITUDES BELOW FLIGHT LEVEL (FL) 260 DUE TO A CONTINUING FRAGILE SECURITY SITUATION, INCLUDING ONGOING FIGHTING AND EXTREMIST/MILITANT ACTIVITY.

A. APPLICABILITY. THIS NOTAM APPLIES TO: ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS; ALL PERSONS EXERCISING THE PRIVILEGES OF AN AIRMAN CERTIFICATE ISSUED BY THE FAA, EXCEPT SUCH PERSONS OPERATING U.S.-REGISTERED AIRCRAFT FOR A FOREIGN AIR CARRIER; AND ALL OPERATORS OF CIVIL AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER.

B. PLANNING. THOSE PERSONS DESCRIBED IN PARAGRAPH A (APPLICABILITY) PLANNING TO FLY INTO, OUT OF, WITHIN, OR OVER THE ABOVE-NAMED AREA AT ALTITUDES BELOW FL260 ARE STRONGLY REMINDED TO REVIEW CURRENT SECURITY/THREAT INFORMATION AND NOTAMS; COMPLY WITH ALL APPLICABLE FAA REGULATIONS, OPERATIONS SPECIFICATIONS, MANAGEMENT SPECIFICATIONS, AND LETTERS OF AUTHORIZATION, INCLUDING UPDATING B450; AND, TO THE MAXIMUM EXTENT POSSIBLE, PROVIDE AT LEAST 72-HOUR ADVANCE NOTICE OF PLANNED FLIGHTS TO THE FAA AT FAAWATCH [at] FAA.GOV WITH SPECIFIC FLIGHT DETAILS.

C. OPERATIONS. EXERCISE CAUTION DURING FLIGHT OPERATIONS DUE TO ONGOING FIGHTING AND 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.

THOSE PERSONS DESCRIBED IN PARAGRAPH A (APPLICABILITY) MUST REPORT

SAFETY AND/OR SECURITY INCIDENTS TO THE FAA AT +1 202-267-3333.

INFORMATION IS PROVIDED AT:

[HTTPS://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/](https://www.faa.gov/air_traffic/publications/us_restrictions/)

SFC—FL259: 26 FEB 12:22 2022 UNTIL 26 FEB 2023 23:59. CREATED: 26 FEB 12:22 2022

FAA Background Information Regarding U.S. Civil Aviation - Mali

Due to a continuing fragile security situation, including ongoing fighting, and extremist/militant activity, the FAA assesses there is continuing risk to U.S. civil aviation flying into, out of, within or over the territory and airspace of Mali at altitudes below Flight Level (FL) 260. As a result, on 26 Feb 2022, the FAA published Notice to Air Missions (NOTAM) KICZ A0009-22, advising U.S. civil aviation to exercise caution when flying into, out of, within or over the territory and airspace of Mali at altitudes below FL260.

Mali was suspended from the African Union and the Economic Community of West African States (ECOWAS) following a 24 May 2021 coup. On 7 November 2021, ECOWAS imposed sanctions on members of the Malian National Transitional Council (NTC) for their lack of progress towards holding national elections. In turn, the Malian NTC denied overflight access to Malian airspace to air carriers from ECOWAS countries and to international overflights departing from or destined for airports located in ECOWAS countries.

Transitions in foreign counterterrorism and peacekeeping operations in Mali, as well as growing international pressure on Mali's NTC government, have created increased uncertainty in the rule of law in Mali and regarding the rules of engagement for the various foreign security missions' airspace operations. France's Operation Barkhane counter-terrorism mission in Mali is scheduled to be drawn down by early 2022 with a reconfiguration of French forces into Task Force Takuba – a counterterrorism force composed of European Special Forces. However, Malian NTC officials are denying admission to Mali to personnel from some European countries. In late December 2021, Russian private military company Wagner began deploying to Mali, bringing over 1,000 personnel and military equipment. Wagner's expanding operations in Mali may result in deployments of anti-aircraft weapons, which may introduce additional potential airspace risk concerns, as seen in other Wagner deployments in support of counterterrorism operations, such as in Libya and Syria.

The security situation in the region continues to deteriorate, in part due to the

freedom of movement extremists/militants have in the porous tri-border area between Mali, Burkina Faso and Niger. Additionally, extremists/militant groups are expanding their attacks on local governments, security elements, and civilians, with more than 1,500 civilians being killed across this Central Sahel region in 2021. Extremist/militant groups also target Malian and international forces, who are often based in close proximity to civil airports. As a result, attacks against these forces present an indirect threat to civil aviation and associated infrastructure at the collocated airports. Extremist/militant groups have demonstrated their intent and capability to conduct both direct and indirect fire attacks, particularly in northern Mali, targeting airports and/or adjacent military camps. Southern Mali has been subjected to lower, but growing levels of violence.

International civil air routes transiting Mali's airspace and aircraft operating to and from Malian airports, particularly in the area north of Mopti, are at risk 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. Some extremist/militant groups in Mali are suspected of possessing or having access to MANPADS. Some MANPADS have the capability to reach a maximum altitude of 25,000 feet. Attacks against aircraft in flight and/or Malian airports may occur with little or no warning.

The FAA will continue to monitor the safety and security environment for U.S. civil aviation operating in the territory and airspace of Mali, including Wagner's deployment activity and potential introduction of advanced weapons capabilities, and make adjustments to its advisory for U.S. civil aviation as necessary.

Posted: 26 FEB 2022

Appendix 3

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

SECURITY - HAZARDOUS SITUATION IN MALI

Civil German air operators are recommended not to enter FIR NIAMEY (DRRR) and FIR DAKAR (GOOO) within the territory and airspace of Mali below FL260. Potential risk from anti-aviation weaponry and terrorist attacks at the airports Tombouctou (GATB), Gao (GAGO), Mopti (DAMB) and Kidal (GAKL).

Appendix 4

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

From 09/04/2020 and until further notice, pilots in command of aircraft performing air services mentioned in paragraph 1.1 are requested to 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.
