European Union Aviation Safety Agency

Conflict Zone Information Bulletin

Airspace of Saudi Arabia – Jeddah Flight Information Region

CZIB number:

CZIB-2018-01R9

Status:

Withdrawn

Issue date:

29/04/2022

Revision description:

- 29/04/2022 - The CZIB was revised and the validity period was extended
- 12/05/2022 - French DGAC issued AIC France A10/22 canceling and superseding A 18/21
- 16/06/2022 - Transport Canada issued AIC 16/22 replacing AIC 37/21
- 16/06/2022 - Germany (LBA) issued AIC 14/22 superseding AIC 08/22
- 11/08/2022 - Germany (LBA) issued AIC 17/22 superseding AIC 14/22
- 06/10/2022 - Germany (LBA) issued AIC 20/22 superseding AIC 17/22

Valid until:

31/10/2022

Referenced publication(s):

- AIC France Circular A 10/22 issued 12 May 2022 (see Appendix 1)
- German AIC 20/2022 issued 6 October 2022 (see Appendix 2)
- Transport Canada AIC 16/22 issued 16 June 2022 (see Appendix 3)
- Kingdom of Saudi Arabia AIP SUP 08/21 issued 01 July 2021 (see Appendix 4)

Affected Airspace:

Saudi Arabia airspace, Jeddah Flight Information Region (FIR OEJD).

Affected Countries:

Saudi Arabia

Applicability:

Applies to operators

Description:

The Agency draws the attention of the aviation community to the above referenced information, copy of which is 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: French DGAC AIC France 10/22 issued 12 May 2022

From 20/05/2021 and until further notice, pilots in command of aircraft performing air services mentioned in paragraph 1.1 are requested:

- To exercise caution during flight operations in the airspace of Saudi Arabia (FIR JEDDAH (OEJD)) and follow instructions given by the Saudi authorities providing air traffic services, particularly in the southwest of JEDDAH FIR (OEJD) in which ESCAT (Emergency Security Control of Air Traffic) may be activated by NOTAM from the Saudi authorities;

- Not to operate any flights to Abha (OEAB), Jazan (OEGN), Nejran (OENG), Sharurah (OESH), Wadi Al Dawasir (OEWD), Al Bahah (OEBA) and Bisha (OEBH) aerodromes located in the southwest of JEDDAH FIR (OEJD) in which ESCAT (Emergency Security Control of Air Traffic) may be activated by NOTAM from the Saudi authorities. Such aerodromes shall not be identified as alternate aerodromes when planning flight operations.

Appendix 2

Source: German AIC 20/22 issued on 6 October 2022

SECURITY - HAZARDOUS SITUATION IN SAUDI ARABIA

Civil German air operators are recommended not to enter FIR JEDDAH (OEJD) within the southwest sector bounded by waypoints NISMI - MISAM - DASEB - ALNES west along common FIR boundary between SANAA and JEDDAH to waypoint NISMI. Potential risk from anti-aviation and ground to ground ballistic weaponry, unmanned aerial vehicle attacks and military operations.

Civil German air operators are advised to take potential risk into account in their risk

assessment and routing decisions within the remaining part of FIR JEDDAH (OEJD). Potential risk to aviation from medium range ballistic missile assaults.

Appendix 3

Source: Canada AIC 16/22 issued on 16 June 2022

Saudi Arabia – Level 2 – Issued March 11, 2021
SECURITY – HAZARDOUS SITUATION IN SAUDI ARABIA. 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 within FIR Jeddah (OEJD), and not to enter the southwest area of FIR OEJD, in which ESCAT (Emergency Security Control of Air Traffic) rules may be activated by NOTAM from the Saudi authorities. Potential risk from anti-aviation weaponry and military operations.

Appendix 4

Source: Kingdom of Saudi Arabia AIP SUP 08/21

EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT)

1. WIE ESCAT ACT in the south OEJD FIR in an area bounded by the FLW COORD

173246N0400310E-183241N0411527E-192804N0422351E-214500N0452000E-210604N0460559E183326N0485932E-181000N0481100E-172700N0473600E-170700N0472800E-165700N0471100E165700N0470000E-171700N0464500E-171400N0462200E-171500N0460600E-172000N0452400E172600N0451300E-172600N0443900E-172420N0443400E-172600N0442800E-172600N0442158E

Then FLW Saudi Arabia and republic of Yemen international BDRY in accordance with Jeddah treaty to the coast line BDRY.

162415N0424620E-162415N0420900E-161724N0414700E-160000N0420000E-154700N0415230E153955N0413947E-160000N0410000E.

Pilots shall strictly keep listening watch to the appropriate ATC frequencies and shall adhere strictly to ATC instructions.

2. AWY M999 B413 RIBOK WI JEDDAH FIR is OPN for Yemini Registered ACFT routing To/FM Aden AP.

3. Due to conflict in Yemen between legitimate Government and the Houthi militia supported by Iranian regime ESCAT is activated in the south part of JEDDAH FIR flying rules and information on available ATS routes are described in items 4, 5, 6 and 7. Pilots shall keep

listening to the appropriate ATC Frequencies and shall adhere strictly to ATC instructions when flying to/from the southern airports due the defence responses that my OCCUR. In addition, Saudi Arabia is putting in place measures to mitigate risk that might result from limited long-range missiles and unmanned aircraft system capabilities that target airports within JEDDAH FIR. Operators may consider this information when conducting risk assessment.

4. ATS route is released for INTL TFC BTN BHA VORTAC (201733N 0413745E) and WDR VOR (203019N 0451219E).

Pilots shall strictly keep listening watch to the appropriate ATC frequencies and shall adhere strictly to ATC instructions.

FL310/FL460

5. ATS route V40 CLSD BTN TIF DVORTAC (212911N 0403250E) and BHA DVORTAC (201733N 0413745E). Pilots shall strictly keep listening watch to the appropriate ATC frequencies and shall adhere strictly to ATC instructions.

6. ATS route are AVBL WI the ACT ESCAT area FM / TO.

a) OEAB: shall route VIA:

1. L677 ABKAR V38 ABH FL160 TO FL250, cross 20NM FM / TO ABH FL160 OR ABV.

2. V40 FL160 TO FL240.

3. H75 IRBAB Q313 portion OF H75 BTN KATIX and IRBAB FL160 and FL170 ONLY, cross 20NM FM / TO ABH FL160 OR ABV.

4. ABH B544 FL160 TO FL240.

b) OEGN: shall route VIA:

1. L677 ABKAR V38 ABH FL160 TO FL250, ABH V40 GIZ FL160 TO FL190, cross 20NM FM / TO GIZ FL160 OR ABV.

2. V40 ABH FL160 TO FL240.

3. V40 ABH H75 IRBAB Q313 portion of H75 BTN KATIX and IRBAB FL160 and FL170 only, V40 GIZ FL160 TO FL190, cross 20NM FM / TO GIZ FL160 OR ABV vice versa.

4. GIZ V40 ABH FL160 TO FL190, ABH B544 FL160 TO FL240.

c) OENG: shall route VIA:

1. V31 FL160 and FL170 only, WDR G667 NEJ vice versa.

2. G667 NEJ FL160 TO FL190 AT ESCAT Area, cross 20NM FM / TO NEJ FL160 or ABV, vice versa.

d) OESH: shall route VIA:

1. V31 FL160 and FL170 only, WDR V32 SHA vice versa.

2. G667 WDR V32 SHA FL160 TO FL190 AT ESCAT Area, cross 20NM FM / TO SHA FL160 OR ABV, vice versa.

e) OEBA: shall route VIA:

1. FL160 TO FL190 AT ESCAT Area, cross 20NM FM / TO BHA FL160 OR ABV, vice versa.

2. FL160 and FL170 only, BHA. FL160 TO FL190, cross 20NM FM / TO BHA FL160 OR ABV.

f) OEBH: shall route VIA:

1. V31 FL160 and FL170 only, BSH FL160 and FL170 only AT ESCAT Area cross 20NM FM / TO BSH FL160 OR FL170 vice versa.

g) OEWD: shall route VIA:

1. V31 FL160 and FL170 only WDR vice versa.

2. G667 WDR FL160 TO FL190 at ESCAT Area, cross 20NM FM / TO WDR FL160 or above vice versa.

Pilots shall strictly keep listening watch to the appropriate ATC frequencies and shall adhere strictly to ATC instructions.

FL160 / FL250

7. Segments can be used DRG ESCAT Area ACT:

a) ATS route L425 segment BTN BISHA AND DAVOX FM FL310 TO FL460.

Pilots shall strictly keep listening watch to the appropriate ATC frequencies and shall adhere strictly to ATC instructions.

AIP SUP 02/21 hereby replaced

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