



European Union Aviation Safety Agency

Conflict Zone Information Bulletin

CZIB No.: CZIB-2017-04R10

Subject: Airspace of Iraq

Status:

Active

Issued date:

29/04/2022

Valid until:

31/10/2022

Revision:

- 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 issued AIC 14/22 superseding AIC 08/22
- 16/06/2022 - UK issued AIP Amendment 08/22 (effective date 11 August 2022)

Referenced publication(s):

- United Kingdom AIP ENR 1.1 issued 16 June 2022 (see Appendix 1)
- United States Federal Aviation Administration SFAR 77 issued 16 October 2020 (see Appendix 2)
- AIC France Circular A 10/22 issued 12 May 2022 (see Appendix 3)
- German AIC 14/22 issued 16 June 2022 (see Appendix 4)
- South Africa NOTAM A2919/18 issued 29 July 2018 (see Appendix 5)
- Transport Canada AIC 16/22 issued 16 June 2022 (see Appendix 6)
- Swedish Transport Agency AIC A2/2020 issued 30 January 2020 (see Appendix 7)

Affected Airspace:

Iraq airspace, all altitudes.

This is information only. Recommendations are not mandatory.



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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 terrorist organisations and ongoing military operations, there is a risk of both intentional targeting and misidentification of civil aircraft. Due to the presence of various weaponry including MANPADS (man-portable air-defence systems), it is advised to be cautious with the risk associated to civil aviation. The risk to operations at all altitudes is assessed to be HIGH, except for airways UM688, UM860 and UL602 (from TASMI to ALPET) above Flight Level 260. 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).

Affected Countries:

Iraq

Appendix 1

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

Security - Hazardous Situation in Iraq UK registered air operators are recommended not to enter FIR BAGHDAD (ORBB). Potential risk from anti-aircraft weaponry. Excluded from this recommendation are airways UL602 to ALPET, UM860 and UM688 when operating above 25,000 FT above ground level (AGL). Contact UK Department for Transport +44 (0)207-082 6639 or +44 (0)207-944 5999 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.

Appendix 3

Source: [French DGAC AIC France 10/22](#) issued 12 May 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

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Appendix 4

Source: [German AIC 14/22 issued on 16 June 2022](#)

SECURITY - HAZARDOUS SITUATION IN IRAQ

Civil German air operators are recommended not to enter FIR BAGHDAD (ORBB) below FL260. Potential risk from military operations, anti-aviation weaponry and terrorist attacks.

Excluded from this recommendation is the province as-Sulaimaniyya east of airway UM688 including Sulaimaniyah International Airport (ICAO: ORSU).

Civil German air operators are advised to take potential risk into account in their risk assessment and routing decisions within FIR BAGHDAD (ORBB) in the airspace and territory of province as-Sulaimaniyya below FL260. Potential risk to aviation from anti-aviation weaponry and terrorist attacks.

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.

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Appendix 6

Source: [Transport Canada AIC 16/22 issued on 16 June 2022](#)

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.

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)

