

Subject: Airspace of Iraq**Status:**

Active

Issued date:

25/03/2021

Valid until:

30/04/2021

Revision:

This CZIB is revised to extend the validity period and to amend reference publications.

Referenced publication(s):

- United Kingdom United Kingdom AIP ENR 1.1 issued 28 January 2021 (see Appendix 1).
- United States Federal Aviation Administration KICZ NOTAM A0036/20 issued 12 March 2020 & Background Notice issued 27 February 2020 (see Appendix 2).
- AIC France Circular A 02/21 issued 11 February 2021 (see Appendix 3).
- German AIC 07/21 issued 25 March 2021 (see Appendix 4).
- South Africa NOTAM A2919/18 issued 29 July 2018 (see Appendix 5).
- Ukraine NOTAM A0068/20 issued 14 January 2020 (see Appendix 6).
- AIC Canada 7/21 issued 25 February 2021 (see Appendix 7).
- Swedish Transport Agency AIC A2/2020 issued 30 January 2020 (see Appendix 8).

Affected Airspace:

Iraq airspace, all altitudes.

Applicability:

Applies to operators

This is information only. Recommendations are not mandatory.



An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

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 issued](#)

[United Kingdom Aeronautical Information Service](#)

This is information only. Recommendations are not mandatory.



An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Potential risk from dedicated anti-aviation weaponry in Iraq.

Operators are advised not to enter the territory and airspace of Iraq (including the Baghdad FIR) with the exception of routing on Airways UL602 to ALPET, UM860 and UM688 when operating above 25,000 FT above ground level (AGL).

Operators are advised to take this information into account in their own risk assessments and routing decisions.

Contact UK Department for Transport +44 (0)207-944 6322 or +44 (0)207-944 5999 out of hours.

Appendix 2

Source: United States Federal Aviation Administration [KICZ NOTAM A0036/20](#)

A0036/20 (Issued for KICZ PART)

SECURITY..UNITED STATES OF AMERICA PROHIBITION AGAINST CERTAIN FLIGHTS IN THE BAGHDAD FLIGHT INFORMATION REGION (FIR) (ORBB).

THOSE PERSONS DESCRIBED IN PARAGRAPH A (APPLICABILITY) BELOW ARE PROHIBITED FROM OPERATING IN THE BAGHDAD FLIGHT INFORMATION REGION (FIR) (ORBB) AT ALL ALTITUDES DUE TO HEIGHTENED MILITIA ACTIVITIES AND INCREASED TENSIONS IN IRAQ, WHICH PRESENT AN INADVERTENT RISK TO U.S. CIVIL AVIATION OPERATIONS DUE TO THE POTENTIAL FOR MISCALCULATION OR MIS-IDENTIFICATION.

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 AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER.

B. PERMITTED OPERATIONS. THIS NOTAM DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH A (APPLICABILITY) FROM CONDUCTING FLIGHT OPERATIONS IN THE BAGHDAD FIR (ORBB) WHEN SUCH OPERATIONS ARE AUTHORIZED EITHER BY ANOTHER AGENCY OF THE UNITED STATES GOVERNMENT WITH THE APPROVAL OF THE FAA OR BY A DEVIATION, EXEMPTION, OR OTHER AUTHORIZATION ISSUED BY THE FAA ADMINISTRATOR. OPERATORS MUST CALL THE FAA WASHINGTON OPERATIONS CENTER AT 202-267-3333 TO INITIATE COORDINATION FOR FAA AUTHORIZATION TO CONDUCT OPERATIONS.

C. EMERGENCY SITUATIONS. IN AN EMERGENCY THAT REQUIRES IMMEDIATE DECISION

This is information only. Recommendations are not mandatory.



An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

AND ACTION FOR THE SAFETY OF THE FLIGHT, THE PILOT IN COMMAND OF AN AIRCRAFT MAY DEVIATE FROM THIS NOTAM TO THE EXTENT REQUIRED BY THAT EMERGENCY.

THIS NOTAM IS AN EMERGENCY ORDER ISSUED UNDER 49 USC 40113(A), 44701(A)(5), AND 46105(C). ADDITIONAL INFORMATION IS PROVIDED AT:

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

SFC - UNL, 12 MAR 22:50 2020 UNTIL PERM. CREATED: 12 MAR 22:52 2020

[FAA Background Information Regarding U.S. Civil Aviation in the Baghdad Flight Information Region](#)

Due to a de-escalation in regional military activity and diminishing political tensions, the FAA assesses the risk to U.S. civil aviation operations in the Baghdad Flight Information Region (FIR) (ORBB) at altitudes at or above Flight Level (FL) 320 has been sufficiently reduced to permit such operations to resume. However, there remains an unacceptable level of risk to U.S. civil aviation operations in the Baghdad FIR (ORBB) at altitudes below FL320 due to heightened Shia militant activities and continued elevated political tensions in the region, which present an unacceptable level of inadvertent risk to U.S. civil aviation operations due to the potential for miscalculation or misidentification. As a result, on 27 February 2020, the FAA issued Notice to Airmen (NOTAM) KICZ A0032/20, which prohibits U.S. civil aviation operations in the Baghdad FIR (ORBB) at altitudes below FL320. NOTAM KICZ A0032/20 also continues the FAA's prohibition on U.S. civil aviation operations in the Baghdad FIR (ORBB) at altitudes below FL320 for descent into or departure from the Kuwait FIR (OKAC). Special Federal Aviation Regulation (SFAR) No. 77, 14 C.F.R. § 91.1605, remains in effect.

Shia militias continue to call for the expulsion of U.S. armed forces from Iraq, and Shia militia groups in Iraq are likely responsible for multiple indirect fire attacks targeting U.S. armed forces, as well as ongoing, intermittent rocket attacks targeting the U.S. Embassy and Baghdad International Airport (ICAO: ORBI). These attacks pose a risk to airports/airbases, aircraft on the ground, and aircraft operating at lower altitudes, including during the arrival and departure phases of flight. The continued attacks could also lead to further escalation of tensions in the region. Additionally, anti-U.S. Shia militants armed with various anti-aircraft capabilities, including light anti-aircraft artillery and man-portable air defense systems (MANPADS), have publicly threatened to defend their locations, following a string of third party airstrikes in 2019. Also, Iran has a history of proliferating advanced weapons capabilities, including advanced anti-aircraft weapons, to its proxy groups and could provide Shia militias with additional anti-aircraft capabilities, which could pose a risk to U.S. civil aviation operations at altitudes below FL320.

This is information only. Recommendations are not mandatory.



An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Additionally, extremists/militants operating in Islamic State of Iraq and ash-Sham (ISIS)-controlled areas may have access to anti-aircraft weapons presenting a risk to U.S. civil aviation up to 25,000 feet.

In this fluid and tense security environment, military, third party, and militia activities affecting U.S. civil aviation safety may occur with little or no warning. On 8 January 2020, Iran conducted retaliatory ballistic missile attacks targeting U.S. air bases in Iraq. In late May 2019, Iraq closed portions of their established air routes due to potential military operations in northern Iraq. Both Iran and Turkey continue to conduct small-scale attacks along and across the northern and eastern borders of Iraq with little or no warning. Additionally, in September 2018, Iran conducted a ballistic missile attack on Kurdish targets in northern Iraq and a no-notice ballistic missile attack targeting ISIS positions in Syria in which the ballistic missiles transited over congested civil air routes in eastern Iraq. Additionally, there is a potential inadvertent risk to U.S. civil aviation operations in the Baghdad FIR (ORBB) from fielded GPS jammers. This confluence of circumstances presents a continuing unacceptable risk to U.S. civil aviation operations at altitudes below FL320 in the Baghdad FIR (ORBB).

Posted: 27 FEB 2020

- [Special Federal Aviation Regulation \(SFAR\) 77 – Prohibition Against Certain Flights in the Baghdad Flight Information Region \(FIR\) \(ORBB\)](#)
- [KICZ NOTAM A0023/18 – Security – Iraq Pointer NOTAM](#)

Appendix 3

Source: [AIC France Circular A 02/21](#)

From 09/04/2020 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 (BAGHDAD)), except for routes UM860, UM688 and UL602 (between TASMI and ALPET) on which French air carriers are requested to maintain at all times a flight level above or equal to FL320.

Appendix 4

Source: [German AIC 07/21](#)

Hazardous situation in Iraq

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

This is information only. Recommendations are not mandatory.



An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

assessment and routing decisions within FIR BAGHDAD (ORBB) below FL260 including landing, taxiing, parking and take off. Potential risk to aviation from military operations and anti-aviation weaponry and possible 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.

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

Appendix 6

Source: Ukraine NOTAM A0068/20

A0068/20

(Issued for UKBV UKDV UKFV UKLV UKOV)

ACCORDING TO THE SAFETY DIRECTIVE OF THE STATE AVIATION ADMINISTRATION OF UKRAINE NUMBER 2020-01 DATED 08.01.2020 UKRAINIAN AIR OPERATORS ARE PROHIBITED TO PERFORM FLIGHTS WITHIN AIRSPACE OF ISLAMIC REPUBLIC OF IRAN AND

This is information only. Recommendations are not mandatory.



An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

REPUBLIC OF IRAQ.

14 JAN 09:00 2020 UNTIL 09 APR 23:59 2020 ESTIMATED. CREATED: 14 JAN 09:03 2020

Appendix 7

Source: Canada [AIC 7/21](#)

Iraq – Level 2

As of January 10, 2020, and until further notice, Canadian Air Operators and owners of aircraft registered in Canada are advised not to enter the airspace of Iraq (Baghdad FIR (ORBB)), due to the potential risk from military activity and anti-aviation weaponry in Iraq.

Appendix 8

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)

This is information only. Recommendations are not mandatory.



An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.