

**Subject: Airspace of Mali within Niamey Flight Information Region****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 AIP ENR 1.1 issued 28 January 2021 (see Appendix 1).
- United States Federal Aviation Administration KICZ A0003/21 issued 26 February 2021 & US FAA Background Notice (see Appendix 2).
- German AIC 07/21 issued 25 March 2021 (see Appendix 3).
- AIC France Circular A 02/21 issued 11 February 2021 (see Appendix 4).

**Affected Airspace:**

Mali airspace, Niamey Flight Information Region (FIR), (DRRR), at altitudes below Flight Level (FL) 250.

**Applicability:**

Applies to operators

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### Description:

This CZIB is issued on the basis of information available to EU Member States and EU institutions.

The presence of terrorist groups with access to anti-aviation weaponry is assessed to pose a HIGH risk to operations within the portion of the Niamey FIR, which is situated above Mali territory, at altitudes below FL 250. Terrorist groups continue attacks on the country with the risk of mortar shelling on airstrips and airports.

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:

Mali

## Appendix 1

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

[United Kingdom Aeronautical Information Service](#)

### Hazardous Situation in Mali

Potential risk to aviation overflying this area at less than 25,000 FT above ground level (AGL) from dedicated anti-aviation weaponry.

Operators are strongly advised to take this potential risk into account in their 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 A0003/21](#)

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KICZ A0003/21 - SECURITY..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 ONGOING FIGHTING AND EXTREMIST/MILITANT ACTIVITY. THIS IS A RENEWAL OF NOTAM KICZ A0019/20.

**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. 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 FAA-WATCH [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. THE JUSTIFICATION FOR THIS ADVISORY WILL BE RE-EVALUATED BY 26 FEBRUARY 2022. ADDITIONAL 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 11:34 2021 UNTIL 26 FEB 23:59 2022 ESTIMATED. CREATED: 26 FEB 11:41 2021

## [FAA Background Information Regarding U.S. Civil Aviation – Mali](#)

Due to the fragile security situation created by ongoing fighting between military forces and extremist/militant groups, the FAA assesses there is continuing risk to U.S. civil

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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 February 2020, the FAA published Notice to Airmen (NOTAM) KICZ A0019/20, 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. 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 manportable 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. Extremists/militants primarily target United Nations (UN) and Malian forces; however, those forces are often based in close proximity to Malian airports. As a result, attacks against UN and Malian forces present an indirect threat to civil aviation and associated infrastructure at the 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. In late-January 2020, extremists/militants attacked an army camp in central Mali, resulting in over twenty casualties. The January attack follows several extremists/militants attacks in 2019 targeting UN and Malian armed forces. In November 2019, extremists/militants conducted a complex attack on an army post in northern Mali, resulting in over fifty casualties. Between late-September and early-October 2019, extremists/militants conducted coordinated attacks targeting UN and Malian forces. In April 2018, extremists/militants attacked UN peacekeepers at two bases near the airport in Timbuktu using both indirect fire weapons and vehicle-borne improvised explosive devices (VBIED). Additionally, in mid-January 2017 and late-November 2016, extremists/militants conducted VBIED attacks against, or in close proximity to, Gao Airport (GAGO) and rocket attacks against Timbuktu Airport (GATB). Southern Mali has been subjected to lower levels of violence. However, terrorism targeting U.S. or Western interests has occasionally occurred in Bamako. In November 2015, transnational terrorists affiliated with al-Qa'ida attacked the Radisson hotel in Bamako, resulting in the deaths of 20 people, including six crew members of a non-U.S. operator. The FAA will continue to review the situation regarding threats to U.S. civil aviation operating in the territory and airspace of Mali and make adjustments to its advisory for U.S. civil aviation as necessary. Posted: 26 FEB 2020

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## Appendix 3

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

Hazardous situation in Mali

Civil German air operators are advised not to plan and conduct flights within the territory and airspace of Mali (as part of FIR NIAMEY (DRRR)) below FL260 including landing, taxiing, parking and take off. Potential risk to aviation from dedicated anti-aviation weaponry and possible terrorist attacks at the airports Tombouctou (GATB), Gao (GAGO), Mopti (DAMB) and Kidal (GAKL).

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## Appendix 4

**Source:** [France 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 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

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