

SUBJECT : OVERFLIGHT OF CONFLICT ZONES

This AIC cancels and supersedes AIC A 06/18

1 Introduction

- 1.1 This circular lists the areas outside the national territory subject to overflight restrictions or penetration prohibitions issued by the French authorities to French air carriers.

2 General considerations

- 2.1 Exceptional waivers may be granted upon motivated request to the competent authority.
- 2.2 These restrictions or prohibitions apply without prejudice to emergency measures that the pilot in command may take in case of absolute necessity.

3 List of concerned areas

3.1 Ukraine

From 07/01/2016 and until further notice, French carriers are requested not to authorize their aircraft to penetrate into UKDV (DNIPROPETROVS'K) and UKFV (SIMFEROPOL) FIRs, except for routes segments M860 KUGOS - DIGAM, L851 KUGOS - ADINA, M854 SUMOL - RASIL, M856 RAKUR - DIGAM, which are available for flight planning according to conditions published in Ukraine aeronautical information, and for which it is advisable to refer to the most current recommendations published by the European Aviation Safety Agency (EASA).

3.2 Iraq

From 08/02/2018 and until further notice, French carriers are requested not to authorize their aircraft 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.

3.3 Libya

From 31/07/2014 and until further notice, French carriers are requested not to authorize their aircraft to penetrate into the airspace of Libya (HLLL FIR (TRIPOLI)).

3.4 Syria

From 31/07/2014 and until further notice, French carriers are requested not to authorize their aircraft to penetrate into the airspace of Syria (OSTT FIR (DAMASCUS)).

3.5 Afghanistan

From 17/01/2015 and until further notice, French carriers are requested to ensure that their aircraft maintain at all times a flight level equal to or above FL240 in the airspace of Afghanistan (OAKX FIR (KABUL)).

3.6 Pakistan

From 17/01/2015 and until further notice, French carriers are requested to ensure that their aircraft maintain at all times a flight level equal to or above FL240 in the airspace of Pakistan (OPLR FIR (LAHORE) and OPKR FIR (KARACHI)).

3.7 Yemen

From 27/03/2015 and until further notice, French carriers are requested not to authorize their aircraft to penetrate into the airspace of Yemen (OYSC FIR (SANA'A)).

3.8 Sudan and South Sudan

From 27/03/2015 and until further notice, French carriers are requested to ensure that their aircraft maintain at all times a flight level equal to or above FL240 in the airspace of Sudan and South Sudan (HSSS FIR (KHARTUM)).

3.9 Somalia

From 15/10/2015 and until further notice, French carriers are requested to ensure that their aircraft maintain at all times a flight level equal to or above FL240 in the airspace of Somalia (HCSM FIR (MOGADISHU))

3.10 Mali

From 11/01/2018 and until further notice, French carriers are requested to ensure that their aircraft 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.

3.11 North Korea

From 10/08/2017 and until further notice, French carriers are requested not to authorize their aircraft to penetrate into the airspace of North Korea (ZKKP FIR (PYONGYANG)).

3.12 Saudi Arabia

From 10/05/2018 and until further notice, French air carriers 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 SCATANA (Security Control of Air Traffic and Air Navigation Aids rules) 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) and Bisha (OEBH) airports located in the southwest of JEDDAH FIR (OEJD) in which SCATANA (Security Control of Air Traffic and Air Navigation Aids rules) may be activated by NOTAM from the Saudi authorities. Such airports shall not be identified as alternate airports when planning flight operations.