



SAFETY DECISION 2017-04

Issue 06

Date of Issue: July 25th, 2024

SUBJECT:

AIRSPACE PROHIBITION AND RESTRICTION

REFERENCE PUBLICATIONS:

SAFETY ALERT 2017-05

REASON:

To make civilian air travel safe, the GCAA will maintain a list of restrictions on flights operated by UAE operators in potentially hazardous airspace. Airspace may be considered hazardous if it is over an active volcano, near a weapon testing site, or over an active conflict zone.

This issue 06 of the Safety Decision is published to cancel and replace Issue 05 for the primary purpose of restricting flights in the Libyan Airspace with the exception of overflying at or above FL300.

REQUIREMENTS:

REQUIREMENT No. 01: AIRSPACE PROHIBITION IN YEMEN

- (a) Operators shall not fly in Sanaa FIR with the exception of the following routes/airways:
 - (1) B400
 - (2) UB403
 - (3) B404
 - (4) R401
- (b) Operators intending to operate along Airways B400, UB403, B404 and R401 shall obtain a specific authorisation from the GCAA. The authorisation requires the following submission:
 - (1) Application letter
 - (2) Details on routing and frequency
 - (3) Risk assessment
 - (4) Method on how continuous monitoring and assessment on the developments will be conducted to ensure continued safe operations.

REQUIREMENT No. 02: AIRSPACE PROHIBITION IN IRAQ

- (a) Operators shall not operate in the Baghdad FIR (ORBB) at flight level below FL260.
- (b) Notwithstanding (a), Operations in the Baghdad FIR (ORBB) at flight level below FL260 may be allowed for flights to and from Baghdad (ORBI), Najaf (ORNI), Basra (ORMM), Erbil (ORER) and Sulaymaniyah (ORSU) airports in strict compliance with Aeronautical Information issued by the State of Iraq concerning its FIR and airports. However, such flights shall be conducted in a manner to reduce, as much as practical, flight time below FL260.



(c) Operators operating to Iraqi Airspace shall:

- (1) continuously monitor the security and safety of operations along the mentioned routes/airways and airports;
- (2) ensure that the provision of Air Traffic Services is applied throughout the flight in compliance with international standards;
- (3) monitor the NOTAMs pertaining to their flight and specifically into Baghdad FIR; and
- (4) all routes to and from the airports as mentioned in item (b) above must be flown along the airways as depicted by current AIP issued by the Iraq Civil Aviation Authority; and
- (5) provide the GCAA with bi-weekly safety and security reports until further notice.

REQUIREMENT No. 03: AIRSPACE PROHIBITION IN UKRAINE

- (a) Operators shall not operate in the SIMFEROPOL (UKFV) and DNEPROPETROVSK (UKDV) FIRs including Crimean area and adjacent areas of the black sea and the sea of AZOV except for route segments M860 KUGOS-DIGAM, L851 KUGOS-ADINA, M854 SUMOL-RASIL and M856 RAKUR-DIGAM.
- (b) Operators flying to or from any other Ukraine FIRs than those prohibited shall:
- (1) fly alternative routes and evaluate risks as the situation develops;
 - (2) continuously monitor the security and safety of operations along the mentioned routes/airways;
 - (3) ensure that the provision of Air Traffic Services is applied throughout the flight in compliance with international standards;
 - (4) monitor the NOTAMs pertaining to their flight and specifically into Ukraine FIR; and
 - (5) adhere to the instructions issued by Eurocontrol and other relevant Air Navigation Service Providers/National Authorities.

REQUIREMENT No. 04: AIRSPACE PROHIBITION IN LIBYA

Operators shall not conduct flights in Tripoli FIR (HLLL), with the exception of overflying at or above FL300.

Note: Operators are recommended to refer to ICAO Doc 10084 Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones while conducting risk assessment for operations in prohibited and restricted airspace.

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