



Conflict Zone Information Bulletin

CZIB No.: 2017-07R3

Issued: 23 November 2018

Subject: Airspace of Yemen – Sana’a Flight Information Region

Revision / Cancellation:

This CZIB is revised to extend the validity and to update reference publications.
The original issue of this CZIB replaced and cancelled EASA SIB 2015-05R3 dated 13 October 2015.

Reference Publication(s):

- AIC France Circular 15/18 issued 10 May 2018 (see Appendix 1 of this CZIB).
- Germany NOTAM B1186/18 issued 29 August 2018 (see Appendix 2).
- United Kingdom NOTAM AIP ENR 1.4.5 issued 08 September 2015 (see Appendix 3).
- United States Federal Aviation Administration KICZ A0029/17 and Special Federal Aviation Regulation (SFAR) 115 issued 14 December 2017 (see Appendix 4).

Affected Airspace:

Airspace of Yemen, Sana’a Flight Information Region (FIR OYSC), any altitude, except airways R401, UL425, UM551 and N315.

Applicability:

This CZIB applies to operators.

Description:

This CZIB is issued on the basis of information available to EU Member States and EU institutions. Considering the hazardous security situation resulting from ongoing high intensity military operations, political instability and the presence of terrorist groups with access to sophisticated anti-aviation weaponry, the risk posed to operations within the airspace of Yemen, Sana’a FIR, at all altitudes, is assessed to be HIGH, except for those portions of airways R401, UL425, UM551 and N315 that are included in the Sana’a FIR.

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).

This is information only. Recommendations are not mandatory.



Validity:

This CZIB is valid until 23 May 2019.

Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.

E-mail: ADs@easa.europa.eu.

This is information only. Recommendations are not mandatory.



Appendix 1

Source: [AIC France Circular 15/18](#)

Do not operate in the airspace of 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)).

This is information only. Recommendations are not mandatory.



Appendix 2

Source: [Germany NOTAM B1186/18](#)

B1186/18 (issued for EDWW EDGG EDMM)
SECURITY YEMEN POTENTIALLY HAZARDOUS SITUATION FIR SANAA (OYSC)

CONTENT:

FEDERAL REPUBLIC OF GERMANY PROHIBITS GERMAN CIVIL AIR OPERATORS TO PLAN AND CONDUCT FLIGHTS WITHIN FIR SANAA (OYSC) WITH THE EXCEPTION OF AIRWAY N315 BETWEEN KUTVI AND ASPUX, AIRWAY UL425 BETWEEN BOVOS AND ASPUX, AIRWAY UM551 BETWEEN KIVEL AND ANGAL AND AIRWAY R401 BETWEEN KIVEL AND SUHIL.

POTENTIAL RISK TO AVIATION DUE TO A STATE OF WAR INCLUDING MILITARY OPERATIONS, AIR FORCE OPERATIONS, OPERATIONS BY UNMANNED AIRCRAFT SYSTEMS (UAS) AND BALLISTIC MISSILE LAUNCHES.

EMERGENCY SITUATION: IN AN EMERGENCY THAT REQUIRES IMMEDIATE DECISION AND ACTION FOR THE SAFETY OF THE FLIGHT, THE PILOT IN COMMAND MAY DEVIATE FROM THIS NOTAM TO THE EXTENT REQUIRED BY THAT EMERGENCY. FURTHER INFORMATION: WEBSITE OF THE FEDERAL MINISTRY OF TRANSPORT AND DIGITAL INFRASTRUCTURE OF GERMANY (WWW.BMVI.DE, THEMEN, MOBILITAET, LUFT, KRISENMANAGEMENT).

This is information only. Recommendations are not mandatory.



Appendix 3

Source: United Kingdom NOTAM AIP ENR 1.4.5
[United Kingdom Aeronautical Information Service](#)

Do not overfly Yemen airspace.

Hazardous Situation in Yemen

Potential risk from dedicated anti-aviation weaponry.

Operators are strongly advised not to enter the territory and airspace of Yemen (Sana'a FIR). This advice does not apply to those aircraft operating on Airways N315, UL425 and R401.

Contact UK Department for Transport +44 (0)207-944 4426 or +44 (0)207-944 5999 out of hours.

This is information only. Recommendations are not mandatory.



Appendix 4

Source: United States Federal Aviation Administration [KICZ NOTAM A0029/17](#)
and [SFAR 115](#)

KICZ A0029/17 - SECURITY..UNITED STATES OF AMERICA FLIGHT PROHIBITION AGAINST CERTAIN FLIGHTS
IN SPECIFIED AREAS OF THE SANAA (OYSC) FLIGHT INFORMATION REGION (FIR)

14 CFR 91.1611 SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 115— PROHIBITION AGAINST
CERTAIN FLIGHTS IN SPECIFIED AREAS OF THE SANAA (OYSC) FLIGHT INFORMATION REGION (FIR) WAS
PUBLISHED IN THE FEDERAL REGISTER ON 14 DEC 2017 AND WAS EFFECTIVE IMMEDIATELY.

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; 14 DEC 11:55 2017 UNTIL 7 JAN 23:59 2020. CREATED 14 DEC 11:52 2017

This action amends the Special Federal Aviation Regulation (SFAR) that prohibits certain flights in specified areas of the Sanaa (OYSC) Flight Information Region (FIR) by all: United States (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 where the operator of such aircraft is a foreign air carrier.

There has been a reduction in the level of risk to U.S. civil aviation operations in limited portions of the specified areas of the Sanaa (OYSC) Flight Information region (FIR) where the FAA had prohibited flight operations under the SFAR.

As a result, the FAA is reducing the amount of airspace in the Sanaa (OYSC) FIR in which U.S. civil aviation operations are prohibited. However, there continues to be an unacceptable level of risk to U.S. civil aviation operations in the remainder of the specified areas of the Sanaa (OYSC) FIR, as described in this rule, resulting from terrorist and militant activity.

Consequently, the FAA is also amending this SFAR to extend its expiration date. The FAA is also republishing, with minor revisions, the approval process and exemption information for this SFAR.

This is information only. Recommendations are not mandatory.

