

Date : 2020/03/03 التاريخ :

Ref : 20/320/DDGASD/4 الإشارة :

SAFETY BULLETIN - 04/2020

**Attn: Kuwait AOC/POC Holders -
Kuwait Airways / Jazeera Airways / National Legacy**

Subj.: Airspace of Pakistan - Karachi and Lahore Flight Information Regions

The reason of this Safety Bulletin is to make the civilian air travel safe by the flights operated by Kuwaiti Air Operator Certificate holders and Private Operator Certificate holders, when flying into or over the Airspace of Pakistan Airspace due to Extremist /Militant activity.

Kindly refer the attached "Conflict Zone Information Bulletin" published by European Union Aviation Safety Agency (EASA).

All Kuwaiti AOC and POC holders operating to the above-mentioned airspace shall continuously monitor the security and safety of operations along the mentioned routes/airways and airports. Ensure that the provision of Air Traffic Services is applied throughout the flight in compliance with international standards. Also, monitor the NOTAMs pertaining to the flights specifically to the above-mentioned Airspace.

In order to ensure safe accommodation of changes and keeping the situation under control, **the Kuwait DGCA strongly requests our AOC and POC holders to continuously conduct and provide their Risk Assessment and Plans for their operation of flights and the contingency procedures in advance in line with the organizational Safety Management Systems (SMS).**

The Kuwait DGCA and our Air Navigation Services are also in close monitoring mode and we will inform when any further actions from our side or in cooperation with the EASA, ICAO EUR and MID offices. The Kuwait DGCA highly appreciates all our Operators continuous support.

Sincerely,

Eng. Emad F. Al-Jelwi
Deputy Director General For Aviation
Safety, Air Transport, Civil Aviation
Security Department

President of Civil Aviation



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**Subject: Airspace of Pakistan – Karachi and Lahore Flight Information
Regions****Status:**

Active

Issued date:

13/01/2020

Valid until:

30/04/2020

Revision:

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

Referenced publication(s):

- AIC France Circular 03/19 issued 24 January 2019 (see Appendix 1).
- Germany NOTAM B0990/19 issued 31 October 2019 (see Appendix 2).
- United Kingdom NOTAM AIP ENR 1.1 issued 31 January 2019 (see Appendix 3).
- United States Federal Aviation Administration KICZ A0036/19 issued 30 December 2019 & FAA Background Information of Pakistan issued 30 December 2019 (see Appendix 4).

Affected Airspace:

Pakistan airspace, Karachi Flight Information Region (FIR OPKR) and Lahore FIR (OPLR).

Applicability:

Applies to operators

Description:

The Agency draws the attention of the aviation community to the above referenced information, copies of which are attached to this CZIB.

This is information only. Recommendations are not mandatory.



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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](#) [2] (password protected version).

Affected Countries:

Pakistan

Appendix 1

Source: [AIC France Circular 03/19](#)

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)).

Appendix 2

Source: [Germany NOTAM B0990/19](#)

B0990/19 (Issued for EDWW EDGG EDMM)

SECURITY PAKISTAN POTENTIALLY HAZARDOUS SITUATION FIR KARACHI OPKR AND FIR LAHORE OPLR:

POTENTIAL RISK TO AVIATION WITHIN FIR KARACHI (OPKR) AND FIR LAHORE (OPLR) DUE TO POSSIBLE ATTACKS DURING LANDING, TAXIING, PARKING AND TAKE OFF AT ALL AIRPORTS. CIVIL GERMAN AIR OPERATORS ARE ADVISED TO TAKE POTENTIAL RISK INTO ACCOUNT IN THEIR RISK ASSESSMENTS AND ROUTING DECISIONS.

EMERGENCY SITUATIONS: 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.

03 NOV 00:00 2019 UNTIL 31 JAN 23:59 2020. CREATED: 31 OCT 10:04 2019

Appendix 3

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

United Kingdom Aeronautical Information Service

Hazardous Situation in Pakistan

Potential risk to aviation overflying Karachi and Lahore FIRs at less than 25,000 ft above ground (agl) level from dedicated anti-aviation weaponry.

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

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

Appendix 4

Source: [FAA NOTAM A0036/19](#)

A0034/19 (Issued for KICZ)

SECURITY..UNITED STATES OF AMERICA ADVISORY FOR PAKISTAN.

THOSE PERSONS DESCRIBED IN PARAGRAPH A BELOW ARE ADVISED TO EXERCISE CAUTION WHEN FLYING INTO, OUT OF, WITHIN, OR OVER THE TERRITORY AND AIRSPACE OF PAKISTAN DUE TO EXTREMIST/MILITANT ACTIVITY.

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 PLANNING TO FLY INTO, OUT OF, WITHIN, OR OVER THE ABOVE-NAMED AREA MUST REVIEW CURRENT SECURITY/THREAT INFORMATION AND NOTAMS AND COMPLY WITH ALL APPLICABLE FAA REGULATIONS, LETTERS OF AUTHORIZATION, MANAGEMENT SPECIFICATIONS, AND OPERATIONS SPECIFICATIONS, INCLUDING UPDATING B450.

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C. OPERATIONS. EXERCISE CAUTION DURING FLIGHT OPERATIONS. THERE IS A RISK TO U.S. CIVIL AVIATION OPERATING IN THE TERRITORY AND AIRSPACE OF PAKISTAN DUE TO EXTREMIST/MILITANT ACTIVITY. THERE CONTINUES TO BE A RISK TO U.S. CIVIL AVIATION FROM ATTACKS AGAINST AIRPORTS AND AIRCRAFT, PARTICULARLY FOR AIRCRAFT ON THE GROUND AND AIRCRAFT OPERATING AT LOW ALTITUDES, INCLUDING DURING THE ARRIVAL AND DEPARTURE PHASES OF FLIGHT. THE ONGOING PRESENCE OF EXTREMIST/MILITANT ELEMENTS OPERATING IN PAKISTAN POSES A CONTINUED RISK TO U.S. CIVIL AVIATION FROM SMALL-ARMS FIRE, COMPLEX ATTACKS AGAINST AIRPORTS, INDIRECT WEAPONS FIRE, AND ANTI-AIRCRAFT FIRE, ANY OF WHICH COULD OCCUR WITH LITTLE OR NO WARNING. WHILE, TO DATE, THERE HAVE BEEN NO REPORTS OF MAN-PORTABLE AIR DEFENSE SYSTEMS (MANPADS) BEING USED AGAINST CIVIL AVIATION IN PAKISTAN, SOME EXTREMIST/MILITANT GROUPS OPERATING IN PAKISTAN ARE SUSPECTED OF HAVING ACCESS TO MANPADS. AS A RESULT, THERE IS A POTENTIAL RISK FOR EXTREMISTS/MILITANTS TO TARGET CIVIL AVIATION IN PAKISTAN WITH MANPADS.

THOSE PERSONS DESCRIBED IN PARAGRAPH A 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 1 JAN 2021.

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, 30 DEC 12:55 2019 UNTIL 01 JAN 23:59 2020 ESTIMATED. CREATED: 30 DEC 12:50 2019

FAA BACKGROUND NOTICE

FAA Background Information Regarding U.S. Civil Aviation in the Territory and Airspace of Pakistan

There are continuing risks to U.S. civil aviation operating in the territory and airspace of Pakistan, particularly for aircraft on the ground and aircraft operating at low altitudes, including during the arrival and departure phases of flight, from various extremist/militant groups. For this reason, on 30 Dec 2019, the FAA published Notice to Airmen (NOTAM) KICZ A0036/19, advising U.S. civil aviation to exercise caution when operating into, out of, within, or over the territory and airspace of Pakistan. With the ongoing presence of extremist/militant elements operating in Pakistan, there is continued risk to U.S. civil aviation from small-arms fire, complex attacks against airports, indirect weapons fire, and

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