



Conflict Zone Information Bulletin

CZIB No.: 2018-02R1

Issued: 10 July 2018

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

Revision / Cancellation:

This CZIB is revised to extend the validity period, and to amend reference publications. The original issue of this CZIB replaced and cancelled EASA SIB 2015-02R2 dated 16 October 2015.

Reference Publications(s):

- AIC France Circular 15/18 issued 10 May 2018 (see Appendix 1 of this CZIB).
- Germany NOTAM B0882/18 issued 08 May 2018 (see Appendix 2).
- United Kingdom NOTAM AIP ENR 1.1 issued 08 October 2015 (see Appendix 3).
- United States Federal Aviation Administration KICZ A0033/17 issued 30 December 2017 (see Appendix 4).

Affected Airspace:

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

Applicability:

This CZIB 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.

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).

Validity:

This CZIB is valid until 09 January 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](#)

Maintain FL240 or above in OPLR and OPKR FIRs.

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)).

This is information only. Recommendations are not mandatory.



Appendix 2

Source: [Germany NOTAM B0882/18](#)

Risk to operations at all airports within Pakistan. Previous Notam advised to operate at Minimum FL260 over the entire country of Pakistan, but has since been removed. Consider carefully before landing in Pakistan.

B0882/18 (Issued for EDWW EDGG EDMM) SECURITY PAKISTAN
POTENTIALLY HAZARDOUS SITUATION 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.

08 MAY 16:09 2018 UNTIL 08 AUG 23:59 2018 ESTIMATED.

This is information only. Recommendations are not mandatory.



Appendix 3

Source: United Kingdom NOTAM AIP ENR 1.1

[United Kingdom Aeronautical Information Service](#)

Risk to aircraft overflying OPKC/Karachi and OPLR/Lahore FIRs at less than 25,000 feet.

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.

This is information only. Recommendations are not mandatory.



Appendix 4

Source: United States Federal Aviation Administration [KICZ NOTAM A0033/17](#)

KICZ A0033/17 - 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.

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. THIS INCLUDES 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. WHILE THERE HAVE BEEN NO REPORTS OF MAN-PORTABLE AIR DEFENSE SYSTEMS (MANPADS) BEING USED AGAINST CIVIL AVIATION IN THE TERRITORY AND AIRSPACE OF PAKISTAN, THERE IS A POTENTIAL RISK FOR EXTREMISTS/MILITANTS TO TARGET CIVIL AVIATION WITH MANPADS AT LOW ALTITUDES. THOSE PERSONS DESCRIBED IN PARAGRAPH A MUST REPORT SAFETY AND/OR SECURITY INCIDENTS TO THE FAA AT +1 202-267-3333 OR 1-844-412-1794.

THE JUSTIFICATION FOR THIS ADVISORY WILL BE RE-EVALUATED BY 30 DEC 2018. ADDITIONAL INFORMATION IS PROVIDED AT:

[HTTPS://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/](https://www.faa.gov/air_traffic/publications/us_restrictions/)

000 - UNL; 30 DEC 13:13 2017 UNTIL 30 DEC 23:59 2018 ESTIMATED. CREATED: 30 DEC 13:18 2017

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