



Safety Information Bulletin

Operations

SIB No.: 2015-16R1

Issued: 16 October 2015

Subject: Simferopol Flight Information Region (FIR)

Ref. Publications:

- AIC 02/15 published by Aeronautical Information Service of Ukraine;
- [Deleted]
- Safety case regarding provision of air navigation services within Ukrainian airspace and airspace over the High Seas where the responsibility for ATS is delegated to Ukraine by international agreements published by Ukrainian State Air Traffic Enterprise on 09 June 2015.

This SIB revises:

- EASA SIB 2015-16 Simferopol Flight Information Region (FIR), dated 18 September 2015.

Applicability:

National Aviation Authorities and aircraft operators.

Description:

The State Aviation Administration of Ukraine has published AIC 02/15 effective as of 27 August 2015, which states that segments of four ATS routes within Simferopol FIR over the High Seas within UTA ODESSA-SOUTH are available for flight planning and operations of civil aircraft operators. Associated notices to airmen (NOTAMs) have also been issued.

The responsibility for air traffic services in the High Seas portion of Simferopol FIR was delegated to Ukraine by regional air navigation agreements as approved by ICAO Council Decision of 17 February 1997. Therefore, Ukraine is the only internationally recognised State for providing ATS within Simferopol FIR and for publishing aeronautical information (e.g. NOTAM, AIC, AIP amendments) concerning Simferopol FIR.

EASA has reviewed the safety case provided by Ukraine that underlies this proposal for ATS routes availability and other relevant information, such as:

- Russian aeronautical publications, including AIC 04/15 issued by Aeronautical Information Service of Federal Air Transport Agency of Russia, which is conflicting with Ukraine AIC 02/15 in that it claims that the four segments or ATS routes mentioned in Ukraine AIC 02/15 are under control of Simferopol Air Traffic Management Centre;
- Information on actual Air Traffic in the Simferopol FIR.

Note: In accordance with ICAO Council Decision of 17 February 1997, the Russian Federation is not internationally recognised to provide services within Simferopol FIR and therefore Aeronautical Information Service of Federal Air Transport Agency of Russia with regard to Simferopol FIR are not internationally recognised.

In conclusion of this review, EASA finds that there is not yet enough evidence that all safety risks have been adequately mitigated, considering in particular:

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- the existence of aeronautical publications from the Russian Federation which is not internationally recognised as the State responsible to provide air traffic services in the airspace over the High Seas portion of Simferopol FIR;
- the absence of agreement or coordination mechanisms between the two countries for the provision of ATS services in the portion of airspace under consideration;
- the existence of observed air traffic in the Simferopol FIR which is crossing the ATS routes mentioned in Ukraine AIC 02/15, without evidence of appropriate ATC coordination;
- The existence of dangerous areas below some of the route under consideration, without evidence of adequate coordination and exchange of information regarding the activation of those areas.

This SIB revision is issued to clarify the responsibility for air traffic services in the high seas part of Simferopol FIR. EASA continues to monitor the development and will amend this SIB in case more specific information is available.

Recommendation(s):

EASA recommends that airspace users continue avoiding the airspace and circumnavigate the Simferopol FIR using available alternative routings until further notice.

Abbreviations:

ACC: Area Control Center
AIC: Aeronautical Information Circular
ATS: Air Traffic Services
SIB: Safety Information Bulletin

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