



Safety Information Bulletin

SIB No.: 2014-21

Issued: 18 July 2014
[Correction: 21 July 2014]

Subject: **Airspace and Air Traffic Service route segment closures following the Boeing 777 MH17 accident**

Ref. Publications: NOTAM A1514/14 and A1517/14 issued on 17 July 2014 regarding the Ukrainian airspace, see Appendix 1 of this SIB.

[FDC 4/2182](#) Airspace Special Notice of Ukraine Potentially Hazardous Situation issued by the Federal Aviation Administration (FAA) on 18 July 2014.

EASA [SIB 2014-10](#) on the Simferopol Flight Information Region (FIR) issued on 03 April 2014.

Reason: This SIB is republished to correct the referenced EASA SIB number.

Applicability: National Aviation Authorities and aircraft operators.

Description: Taking into consideration the reported loss of Boeing 777 Malaysian Airlines flight MH17 in eastern Ukraine on 17 July 2014, a series of notices to airmen (NOTAMs) affecting the Simferopol (UKFV) and Dnepropetrovsk (UKDV) Flight Information Region (FIR) have been issued.

This SIB is issued in addition to the previously published EASA SIB 2014-10 which was related to the situation in Crimea and the changes to the Simferopol FIR that are under the responsibility of Ukraine.

The Agency draws the aviation community's attention to the possible existence of serious risks to the safety of international civil flights and the consequent airspace restrictions implemented.

Due to the unsafe situation created by a conflict on the eastern border of Ukraine and the situation over Crimea, where more than one Air Traffic Service provider may be controlling flight within the same airspace, careful attention should be given to NOTAM and information addressing airspace and routes modifications.

This is information only. Recommendations are not mandatory.

Recommendation(s): National Aviation Authorities should ensure that all aircraft operators are aware of the following information:

The European Aviation Safety Agency (EASA), and EUROCONTROL Network Manager strongly recommend airspace users to:

1. avoid the airspace of the Simferopol (UKFV) FIR and circumnavigate it by using available alternative routings, and
2. circumnavigate prohibited routes in Dnepropetrovsk (UKDV) FIR.

In addition, the EASA and the Network Manager recommend to review and consider current security threat and information and all relevant NOTAMs.

EASA and the Network Manager will monitor the situation and advise on any update as the situation develops.

Contact(s): For further information contact the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.

Advice from EUROCONTROL Network Manager can be found on the NOP Network Operations Portal: <https://www.public.cfm.eurocontrol.int/PUBPORTAL>;
E-mail: nm.current.ops.manager@eurocontrol.int.

This is information only. Recommendations are not mandatory.



Network Manager
nominated by
the European Commission

ATS routes segments closure (GND-UNL)



(A1517/14 NOTAMN

Q) UKXX/QRTC/IV/BO/W
/000/660/4801N03731E117

A) UKDV UKFV B) 1407180005 C) 1408172359
E) TEMPO RESTRICTED AREA BOUNDED BY COORDINATES:

495428N 038020E 490600N 0365000E
481520N 0360510E 475542N 0355136E
460809N 0370518E 464700N 0373000E
465900N 0382000E 470642N 0381324E
THEN ALONG STATE BOUNDARY UNTIL
POINT 495428N 038020E CLOSED.

F) SFC G) UNL)

(A1514/14 NOTAMN

Q) UKXX/QARLC/IV/NBO/E
/000/660/4820N03630E143

A) UKDV UKFV B) 1407172317 C) 1408172359
E) SEGMENTS ATS ROUTES CLOSED:

T242 MASOL-NALEM	G476 MASOL-OLGIN
M996 ABUGA-GUKOL	L32 NALEM-KW
P851 LS-SODRA	W538 FASAD-PENAK
A83 LS-TAGAN	L980 TAGAN-TAMAK
L69 DNP-GONED	W644 DON-TAGAN
W633 RUBES-LUGAT	M995 PENAK-OLGIN
M136 MEBAM-DON	W617 SOMON-OLGIN
L140 KERTA-FASAD	W546 RUBES-KUBIR
M991 TOKMU-OLGIN	W531 MEBAM-PW
W533 TOROS-KERTA	L984 OSLAN-FASAD
M70 DNP-TAMAK	B493 RUBES-FASAD

FROM SFC TO UNL.)

