



## Conflict Zone Information Bulletin

**CZIB No.:** 2018-02R2

**Issued:** 11 January 2019

**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 Publication(s):

- AIC France Circular 28/18 issued 01 November 2018 (see Appendix 1 of this CZIB).
- Germany NOTAM B1543/18 issued 08 November 2018 (see Appendix 2).
- United Kingdom NOTAM AIP ENR 1.1 issued 08 October 2015 (see Appendix 3).

### Affected Airspace:

Pakistan airspace, Karachi Flight Information Region (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 11 July 2019.

### Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.  
E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

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This is information only. Recommendations are not mandatory.



## Appendix 1

Source: [AIC France Circular 28/18](#)

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)).

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Appendix 2

Source: [Germany NOTAM B1543/18](#)

Minimum FL260 over the entire country of Pakistan. Consider carefully before landing in Pakistan

B1543/18 (issued for EDMM EDGG EDWW)

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 ROUTEING 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 NOV 17:24 2018 UNTIL 05 FEB 23:59 2019.

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### 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.

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