AERONAUTICAL INFORMATION CIRCULAR 027/2026

NOTIFICATIONS ON OVERFLYING CONFLICT ZONES ISSUED BY TRANSPORT CANADA

(Replaces AIC 017/2026)

1. CONTEXT

1.1 The Minister of Transport (MOT) is responsible for the assessment of specific threats concerning flight operations within the framework of the *Aeronautics Act*. Transport Canada, on behalf of the MOT, monitors the security of flight routes used by passenger aircraft and conducts threat assessments when there are changes in the security situation in these routes.

1.2 States may issue notifications for various reasons for their own airspace and these Canadian notifications below are to be considered in addition to a foreign State's issued notifications as part of route planning and decision making. When it is perceived or assessed the State responsible for managing its airspace is not properly mitigating existing risks to civil aviation, Transport Canada can issue an airspace notification for a risk area, either informative, advisory or prohibitive in nature, under Section 5.1 of the *Aeronautics Act*. Transport Canada's threat assessment methodology is based on a tiered assessment of threat, as described in Section 3.

1.3 Airspace notifications issued by Transport Canada apply to Canadian Air Operators (CAO) and Owners of Aircraft Registered in Canada (OARC), and are intended to inform flight planning and operational decision-making.

2. PUBLICATION

2.1 NAV CANADA, the corporation that operates Canada's civil air navigation service, publishes airspace notifications on behalf of the MOT.

2.2 The reporting format follows the standards articulated in the International Civil Aviation Organisation's (ICAO) Annex 15 – Aeronautical Information Services.

2.3 **Notice to Airmen (NOTAM):** when information to be distributed is temporary in nature or time critical, notifications on conflict zones are published via NOTAM. As per Annex 15 (Standard 6.3.2.3 (n)), the notification is to include information that is as specific as possible regarding the nature and extent of threats of that conflict and its consequences for civil aviation. The NOTAM will either be cancelled once its validity ceases to apply, or incorporated into an Aeronautical Information Circular, if the information continues to be valid.

2.4 **Aeronautical Information Circular (AIC):** if an airspace notification will remain valid for more than 90 days, it will be issued as, or transferred to, an AIC. The notification contained in the AIC remains valid until the MOT makes a change, based on a new risk assessment of the security situation. If a change is deemed necessary, it will be reflected in the next AIC editorial. If the change needs to be communicated before the publication of the editorial, it will be made via NOTAM, which will be rescinded upon issuance of the AIC editorial.

3. ISSUANCE

3.1 The issuance of airspace notifications for overflying conflict zones is a tiered-based risk system, as described below:

- **Level 1:** Medium risk **(INFORMATION / GENERAL ADVICE)** – Advised to take all potential risk information into account in risk assessment and flight routing decisions in the airspace of X country.
- **Level 2:** High risk **(RECOMMENDATION)** – Recommended to maintain a flight level of X / not to enter the airspace of X country.
- **Level 3:** Critical risk **(PROHIBITION)** – Prohibited to enter the airspace of X country.

4. EXEMPTIONS

4.1 Exceptional waivers for prohibitive notifications may be granted upon motivated request to the competent authority. Affected air operators wishing to obtain such an Authorization must apply to the department of transport at 1-877-992-6853 or 1-613-992-6853 or by email at Operations.aviation@tc.gc.ca

4.2 The notifications listed below apply without prejudice to emergency measures that the pilot in command may take in case of absolute necessity.

5. INVENTORY OF TRANSPORT CANADA ISSUED NOTIFICATIONS

5.1 **Afghanistan – Level 2 – Issued August 23, 2024**

SECURITY – HAZARDOUS SITUATION IN AFGHANISTAN. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above FL320 within FIR Kabul (OAKX). Potential risk from extremist and militant activity and limited risk mitigation capabilities.

5.2 **Belarus – Level 3 – Issued February 24, 2022**

SECURITY – HAZARDOUS SITUATION IN BELARUS. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR Minsk (UMMV). Potential risk from anti-aviation weaponry and military operations.

5.3 **Democratic Republic of the Congo – Level 2 – Issued July 25, 2025**

SECURITY – HAZARDOUS SITUATION IN THE DEMOCRATIC REPUBLIC OF THE CONGO. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above FL260 within the area bounded by 010000N 0302800E - 010000N 0253000E - 050000S 0253000E - 050000S 0292200E in FIR Kinshasa (FZZA). Potential risk from anti-aviation weaponry.

5.4 **Haiti – Level 2 – Issued June 11, 2026**

SECURITY – HAZARDOUS SITUATION IN HAITI. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above FL100 within FIR Port-au-Prince (MTEG) within the area bounded by 193300N 717600W – 193300N 730000W – 180000N 730000W - 180000N 717600W. Potential risk to aviation from gang activity.

5.5 **Iran – Level 2 – Issued January 10, 2020**

SECURITY – HAZARDOUS SITUATION IN IRAN. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Tehran (OIIX). Potential risk from anti-aviation weaponry and military operations.

5.6 **Iraq – Level 2 – Issued November 18, 2021**

SECURITY – HAZARDOUS SITUATION IN IRAQ. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above flight level FL320 in FIR Baghdad (ORBB). Potential risk from anti-aviation weaponry and military operations.

5.7 **Israel – Level 1 – Issued October 10, 2023**

SECURITY – HAZARDOUS SITUATION IN ISRAEL. Canadian Air Operators and owners of aircraft registered in Canada are advised to take all potential risk information into account in their risk assessment and routing decisions within FIR Tel Aviv (LLLL). Potential risk from anti-aviation weaponry and military operations.

5.8 **Lebanon – Level 2 – Issued August 1, 2024**

SECURITY – HAZARDOUS SITUATION IN LEBANON. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Beirut (OLBB). Potential risk to aviation from military activity.

5.9 **Libya – Level 2 – Issued February 18, 2020**

SECURITY – HAZARDOUS SITUATION IN LIBYA. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Tripoli (HLLL). Potential risk from anti-aviation weaponry and military operations created by the current level of internal instability.

5.10 **Mali – Level 2 – Issued May 12, 2026**

SECURITY – HAZARDOUS SITUATION IN MALI. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above FL320 in the portions of FIR Dakar (GOOO) and FIR Niamey (DRRR) located in the territory

of Mali. Potential risk from militant activity and anti-aviation weaponry.

5.11 **Moldova – Level 3 – Issued February 24, 2022**

SECURITY – HAZARDOUS SITUATION IN MOLDOVA. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR Chisinau (LUUU). Potential risk from anti-aviation weaponry and military operations.

5.12 **Myanmar – Level 2 – Issued May 12, 2026**

SECURITY – HAZARDOUS SECURITY SITUATION IN MYANMAR. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above FL260 in FIR Yangon (VYYF). Potential risk from anti-aviation weaponry and military operations.

5.13 **North Korea – Level 2 – Issued October 19, 2022**

SECURITY – HAZARDOUS SITUATION IN NORTH KOREA. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Pyongyang (ZKKP). Potential risk to aviation from ballistic missile launches without prior notice.

5.14 **Russia – Level 3 – Issued February 24, 2022**

SECURITY – HAZARDOUS SITUATION IN RUSSIA. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR Rostov (URRV) and are prohibited from operating within 200nm of the boundaries of FIR Dnipropetrovsk (UKDV) and FIR Kiev (UKBV) in FIR Moscow (UUWV). Potential risk from anti-aviation weaponry and military operations.

5.15 **Saudi Arabia – Level 1 – Issued August 10, 2023**

SECURITY – HAZARDOUS SITUATION IN SAUDI ARABIA. Canadian Air Operators and owners of aircraft registered in Canada are advised to take all potential risk information into account in their risk assessment routing decisions within FIR Jeddah (OEJD). Potential risk from anti-aviation weaponry and military operations. ESCAT (Emergency Security Control of Air Traffic) rules may be activated by NOTAM from the Saudi authorities in the southwest area of FIR OEJD.

5.16 **Somalia – Level 2 – Issued February 9, 2021**

SECURITY – HAZARDOUS SITUATION IN SOMALIA. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above FL260, within FIR Mogadishu (HCSM). Potential risk from anti-aviation weaponry and military operations.

5.17 **Sudan – Level 2 – Issued May 18, 2023**

SECURITY – HAZARDOUS SITUATION IN SUDAN. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Khartoum (HSSS). Potential risk from anti-aviation weaponry and military operations.

5.18 **Syria – Level 3 – Issued December 26, 2024**

SECURITY – HAZARDOUS SITUATION IN SYRIA. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR Damascus (OSTT), and are

recommended to take all potential risk information into account when conducting risk assessments and making routing decisions that involve operations near FIR OSTT. Potential risk from anti-aviation weaponry and military operations.

5.19 **Ukraine – Level 3 – Issued February 24, 2022**

SECURITY – HAZARDOUS SITUATION IN UKRAINE. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR Dnipropetrovsk (UKDV), FIR Kiev (UKBV), FIR L'viv (UKLV), FIR Odesa (UKOV) and FIR Simferopol (UKFV), in the airspace of Ukraine. Potential risk from anti-aviation weaponry and military operations.

5.20 **Yemen – Level 2 – Issued February 9, 2021**

SECURITY – HAZARDOUS SITUATION IN YEMEN. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Sana'a (OYSC) northwest of the line created by the waypoints TIMAD and NODMA. Potential risk from anti-aviation weaponry and military operations.

6. FURTHER INFORMATION

For further information, please contact:

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