



## Safety Information Bulletin

### Operations

**SIB No.: 2015-16R2**

**Issued: 17 February 2016**

**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 Services Enterprise on 09 June 2015;
- Post implementation monitoring report on safety and utilization of ATS routes available for flight planning within Airspace over high seas where responsibility for ATS is delegated to Ukraine by international agreements – transmitted by State Aviation Administration of Ukraine (SAAU) to EASA on 09 December 2015.

This SIB revises:

- EASA SIB 2015-16R1 Simferopol Flight Information Region (FIR), dated 16 October 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 ODESA-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

---

This is information only. Recommendations are not mandatory.



Service of Federal Air Transport Agency of Russia with regard to Simferopol FIR are not internationally recognised.

Furthermore, EASA has reviewed the post implementation monitoring report that has been approved by SAAU and that covers two months of operations after effectivity of AIC 02/15.

The current results of EASA's review of the overall situation can be summarised as described below:

- a) A potential for safety risks is generated by the following:
  - 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 dangerous areas below some of the routes under consideration, without evidence of direct coordination regarding the activation of those areas.
  
- b) Nevertheless, a robust framework for monitoring the effectiveness of the risk mitigation measures documented in the safety case have been put in place by UKSATSE and SAAU as part of their post implementation monitoring system. The first post implementation monitoring report shows that the risk mitigations put in place are effective and that no incident with adverse safety impact was reported during the period of time under study.

In conclusion, it is proposed to consider a phased approach to the utilisation of the airspace in Simferopol FIR.

EASA continues to monitor closely the situation and will amend this SIB as required.

#### **Recommendation(s):**

EASA invites airspace users to consider the use of ATS routes L851 and M856 when planning flights within the Simferopol FIR, and to take into account the relevant aeronautical information published by Ukraine.

It is further recommended to share any relevant information, especially in case of occurrences, with EASA. Such information can be sent to [report@easa.europa.eu](mailto:report@easa.europa.eu).

#### **Abbreviations:**

ACC: Area Control Center  
AIC: Aeronautical Information Circular  
ATS: Air Traffic Services  
SIB: Safety Information Bulletin  
SAAU: State Aviation Administration of Ukraine  
UKSATSE: Ukrainian State Air Traffic Services Enterprise

#### **Contact(s):**

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

---

This is information only. Recommendations are not mandatory.

