

Venezuelan Airspace Disruptions

IATA Guidance: JNUS

Situation

The aviation industry is facing significant operational challenges due to heightened military activity and security risks in Venezuelan airspace (Maiquetía FIR). These risks have led to FAA and EASA advisories, as well as NOTAMs from Spain and Portugal, urging operators to avoid the affected FIR. Airlines have suspended or rerouted flights to Caracas and other Venezuelan destinations. The disruptions are caused by:

- **Security Threats:** Deployment of U.S. military assets near Venezuela and reports of unpredictable military activity, including air-defense systems at civil altitudes.
- **Airspace Integrity Issues:** Global Navigation Satellite Systems (GNSS) interference and coordination breakdowns reported in the region.
- **Regulatory Advisories:**
 - [FAA NOTAM KICZ A0012/25](#) – warns of risks to civil aviation at all altitudes.
 - Spain NOTAM LECM B9069/25 – advises Spanish operators to avoid SVZM FIR due to military threats and GNSS interference.
 - Portugal NOTAM LPPC A5741/25 – advisory urging avoidance of Venezuelan airspace.
 - EASA Conflict Zone Information Bulletin – [Information note](#) on threat and risk in the Maiquetía FIR

These developments have far-reaching implications for airlines, affecting their ability to operate scheduled flights, maintain connectivity, and comply with slot usage requirements.

Airline impacts

- **Operational Disruptions:** Airlines have canceled or suspended flights to Venezuela due to safety concerns and regulatory advisories.
- **Network Connectivity:** Loss of service on key routes impacts connecting traffic and revenue streams.
- **Slot Compliance:** Airlines risk failing the 80% usage threshold for historic slots unless justified under WASG Section 8.8.
- **Insurance Restrictions:** War-risk and high-risk exclusions may prevent airlines from operating into Venezuelan airspace without special coverage, which may be unavailable or economically prohibitive.
- **Passenger disruption:** Flight cancellations and rerouting can lead to missed connections, extended travel times, and increased customer dissatisfaction, potentially impacting loyalty and compensation costs.

JNUS applicability and airline mitigation measures

WASG 8.8 – Justified Non-Utilization of Slots applies when cancellations are due to unforeseeable and unavoidable causes outside the airline's control, such as airspace closures or security threats. Airlines cannot reasonably be expected to operate where official advisories indicate significant safety risks and no viable alternative route exists without breaching safety or regulatory requirements.

Recommendation

- JNUS eligibility should be granted at either end of an affected route.
- Official advisories and NOTAMs recommending avoidance of the Maiquetía FIR should be considered authoritative and justification for JNUS eligibility.
- Airlines have taken all economically reasonable steps to mitigate impacts—such as rerouting or adjusting schedules—while complying with official advisories and NOTAMs.
- Network impacts should be considered, particularly where connecting flights become unsustainable.
- JNUS should be granted for the duration of the NOTAM or advisory period, plus a reasonable recovery window, with flexibility for extensions if conditions persist.

Airlines should provide copies of relevant NOTAMs and advisories, along with evidence of mitigation efforts and risk assessments, upon request. Coordinators should apply WASG 8.8 consistently, give clear reasoning if unable to approve JNUS eligibility, and engage in dialogue with airlines; unresolved cases should be referred to the Coordination Committee.

Contact

For more information concerning IATA's guidance, please contact slots@iata.org