European Union Aviation Safety Agency

Conflict Zone Information Bulletin

Israel and neighbouring airspace

CZIB number:

2023-03 R3

Status:

Withdrawn

Issue date:

06/12/2023

Revision description:

06/12/2023 - This CZIB revises EASA CZIB 2023-03 R2 dated 14 November 2023. The affected airspace was amended and the validity of the CZIB was extended until 30 April 2024. No other changes were made.

14/11/2023 - This CZIB revises EASA CZIB 2023-03 R1 dated 30 October 2023. The validity of the CZIB was extended until 31 December 2023. The description, affected airspace and recommendations were updated.

31/10/2023 - This CZIB revises EASA CZIB 2023-03 dated 8 October 2023. The validity of the CZIB was extended until 8 December 2023 and the description was updated. No changes to the Recommendations.

Valid until:

30/04/2024

30/04/2024, unless reviewed earlier.

Referenced publication(s):

Aeronautical Publications issued by the Aviation Authorities of the affected countries and by the Aviation Authorities of the State of Operator.

Affected Airspace:

FIR TEL AVIV (LLLL), and portions of FIR AMMAN (OJAC), FIR JEDDAH (OEJD), FIR CAIRO (HECC) corresponding to 120 NM from the city of Aqaba.

Affected Countries:

Israel
Jordan
Saudi Arabia
Egypt

Applicability:

Applies to operators

Applicability Description:

Air operators:

- subject to the provisions of Commission Regulation (EU) 965/2012, planning to conduct operations in the affected airspace (EASA operators).
- third Country Operators authorised by EASA, when conducting operations under their TCO authorisation to, from and within the EU (TCO operators).

Description:

This CZIB is issued based on information currently available to EU Member States and EU institutions in order to share information which is considered necessary to ensure the safety of flights over zones of interest.

Following the Hamas attack against Israeli civilians and military forces on 7 October 2023, a conflict has broken out between Hamas-led Palestinian armed groups and Israel. The conflict involves rockets and drones launches from the Gaza Strip with Israeli airstrikes and artillery fire. Israel air-defence systems have been systematically activated and reportedly shot down the majority of the incoming projectiles.

Since 27 October 2023, the Israeli Defence Forces (IDF) gradually expanded ground operations in the Gaza Strip.

Since the beginning of the conflict, rockets and weaponised drones have also been launched by Hezbollah from southern Lebanon at northern Israel, triggering IDF response strikes on Hezbollah positions inside the Lebanon South Governorate. While the armed clashes occurred close to the Israeli – Lebanese border, incidents in the areas over 40 km from both sides of the border were also observed.

Cruise missiles and military-grade weaponised drones launched by the Houthis from Yemen towards south Israel create additional concerns for the safety of airspace in the region, affecting in particular the Red Sea and adjacent airspace over the neighbouring countries, including southern Jordan, western Saudi Arabia and eastern Egypt.

The recent developments and the potential for escalation in armed clashes, affecting the safety of airspace in the region, are continuously monitored by EASA and the European Commission.

The Civil Aviation Authority of the State of Israel is actively managing the risks to civil aviation in its airspace and at its main airports, by issuing and maintaining NOTAMs, and by providing tactical deconfliction. It is therefore considered that those risks are, for the time being, effectively managed and mitigated by the Israeli State authorities. Nevertheless, airspace users need to be aware of the complexity and possible rapid evolution of the current situation, and on-going rocket launches potentially affecting the safety of the airspace and of aircraft on the ground.

Due to the unstable situation, EASA will continue to closely monitor the situation, with a view to assess whether there is an increase or decrease of risks for EU aircraft operators as a result of the evolution of the threat.

Air operators are requested to report as soon as possible any observed incident affecting potentially safety of airspace through the EU civil aviation occurrence reporting mechanism so that Competent Authorities would be in position to share this information with EASA and the Commission without delay.

Recommendation(s):

Air operators should:

1. Take potential risks into account when operating in the affected airspace;
2. Monitor airspace developments in the region and follow all available aeronautical publications, in particular airspace closures or restrictions issued by State authorities, alongside available guidance or direction from their national authorities, including information shared through the European Information Sharing and Cooperation Platform on Conflict Zones;
3. Ensure that a robust risk assessment is in place together with a high level of contingency planning for their operations and be ready for short notice instructions from the State authorities.