

Subject:**CZIB No.: 2024-01 R4** **Subject: Airspace of Lebanon****Status:**

Active

Issue date:

28/09/2024

Revision date:

Mon, 31/03/2025 - 12:00

Revision 4 issued 31 March 2025. The validity was extended until 31 July 2025 and the scope of the CZIB was revised to indicate high risk in the airspace of Lebanon, except for operations to and from Beirut International Airport (BEY / OLBA) with approach starting from the sea and departure ending over the sea.

Valid until:

31/07/2025

31/07/2025, unless reviewed earlier.

Referenced publication(s):

Aeronautical Publications issued by Lebanon, or by the Aviation Authorities of the neighbouring States, and by the State of Operator.

Affected Airspace:

FIR BEIRUT (OLBB), all altitudes.

Applicability:

Applies to operators

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 EASA and the European Commission in order to share information which is considered necessary to ensure the safety of flights over zones of interest and indicate areas of high risk.

The ceasefire between Israel and Hezbollah has reduced tensions between Israel and Hezbollah. Although recent ceasefire violations have been observed, Beirut International Airport has not been directly targeted by military operations.

While residual risks remain and should be reflected in operators' risk assessments, it is considered that the approach starting from the sea and departure ending over the sea in cooperation with local air traffic control provides sufficient mitigation of the risk of misidentification.

The overall situation in the Middle East region remains volatile and should be closely monitored by operators.

In terms of airspace management, the State concerned has not demonstrated full capability to address existing airspace risks by implementing an efficient and proactive approach to the airspace deconfliction. As a result, there are limited mitigating factors, on which air operators can rely in the event of escalation.

Overall, there is a high-risk in the airspace of Lebanon, except for operations starting from the sea to Beirut International Airport and departures ending over the sea.

EASA will continue to closely monitor the situation, with a view to assess whether there is an increase or decrease of the risk for EU aircraft operators due to the evolution of the threat and risk situation.

Recommendation(s):

EASA recommends not to operate within the airspace of Lebanon at all flight levels, except for operations to Beirut International Airport (BEY / OLBA) under following conditions:

- approach starting from the sea / departure ending over the sea,
- coordination with local authorities and ATC, and
- based on continuous risk monitoring and an up-to-date risk assessment.

Air operators should closely monitor airspace developments in the region and follow all available aeronautical publications concerning the region issued by Lebanon, or by the Aviation Authorities of the neighbouring States, including information shared through the European Information Sharing and Cooperation Platform on Conflict Zones, alongside available guidance or direction from their national authorities.

Affected Countries:

Lebanon