

**Subject:**

CZIB No.: 2024-01 R7 **Subject: Airspace of Lebanon**

**Status:**

Active

**Issue date:**

28/09/2024

**Revision date:**

Mon, 26/01/2026 - 12:00

26/01/2026 - The CZIB validity was extended until 30 April 2026. No changes to the content.

**Valid until:**

30/04/2026

30/04/2026, 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:**

All altitudes / flight levels in the airspace of Lebanon (Beirut FIR – OLBB).

**Applicability:**

Applies to operators

Air operators:

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

**Description:**

This CZIB is issued based on information currently available to EASA, Member States 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 adopted in November 2024 has reduced tensions between the two parties. However, recurrent violations have been observed, primarily in southern Lebanon, but also including Israeli airstrikes on targets near Beirut International Airport in April and May 2025.

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

While residual risks remain high, and should be reflected in operators' risk assessments, it is considered that approaches starting from the sea and departures ending over the sea, based on an up-to-date risk assessment and continuous risk monitoring, provide sufficient mitigation of the risk of misidentification.

In terms of airspace management, the State concerned has not demonstrated 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 over the territory of Lebanon, except for operations starting from the sea to Beirut International Airport and departures ending over the sea.

EASA, the Commission and Member States, 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):**

Air operators should:

1. Not operate within the airspace of Lebanon at all flight levels, except for operations to / from Beirut International Airport (BEY / OLBA) under following conditions:
  - approach starting from the sea / departure ending over the sea,
  - based on an up-to-date risk assessment and continuous risk monitoring.
2. Closely monitor airspace developments and follow all available aeronautical publications concerning the region, issued by or on behalf of Lebanon and 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