European Union Aviation Safety Agency

Conflict Zone Information Bulletin

Airspace of Iran

CZIB number:

CZIB-2026-04-R3

Status:

Active

Issue date:

08/07/2026

Revision date:

Mon, 16/11/2026 - 12:00

Revision description:

16/11/2026 – The CZIB validity was extended until 31 January 2027. No changes were made to the content or recommendations.

Valid until:

31/01/2027

31/01/2027, unless reviewed earlier.

Referenced publication(s):

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

Affected Airspace:

FIR Tehran (OIIX), all altitudes and flight levels.

Affected Countries:

Iran

Applicability:

Applies to operators

This is information only. Recommendations are not mandatory.

An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

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 EASA, the European Commission and Member States 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.

On 28 February 2026, the United States and Israel conducted military strikes targeting sites within Iranian territory. In response, Iran carried out retaliatory attacks. The resulting military conflict created high risks not only to the airspace of Iran but also to that of neighbouring States hosting U.S. military bases or otherwise affected by the hostilities and associated military activities, including interceptions.

A temporary ceasefire between the United States and Iran was initially announced on 8 April 2026 and remained in effect until 17 June 2026, when both parties signed a Memorandum of Understanding extending it for a further 60 days. However, its implementation remains fragile, as tensions continue to remain at a high level.

Therefore, further close monitoring to assess whether it leads to a sustained reduction of risk to civil aviation is required. Should the existing truce break down, Iranian airspace is likely to be exposed to imminent threats.

Recurrent Iranian attacks against commercial vessels and efforts to control the Strait of Hormuz create risks not only to the surrounding airspace, but also increase the likelihood of retaliatory actions that could affect Iranian airspace directly.

Given the ongoing high level of tensions and the potential for further military action, Iran maintains a high level of alert for its air force and air defence units nationwide, which creates an increased likelihood of misidentification within the FIR Tehran (OIIX).

An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

In terms of airspace management, Iranian authorities have taken measures at certain stages of the conflict to address airspace risks by implementing temporary airspace closures and restrictions. However, a sudden resumption of hostilities, due to their unpredictable nature, could pose challenges to the timely and effective implementation of such measures.

Unpredictable military developments, combined with the presence and possible use of a wide range of weapons and air defence systems, create a high risk to civil flights at all altitudes and flight levels.

EASA, together with 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 Iran, FIR Tehran (OIIX), at all altitudes and flight levels;
2. Closely 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.

This is information only. Recommendations are not mandatory.

An agency of the European Union

TE.CAP.0124-002 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.