European Union Aviation Safety Agency

Conflict Zone Information Bulletin

Airspace of Lebanon

CZIB number:

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Status:

Active

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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 Lebanon, by the Aviation Authorities of the neighbouring States and by the State of Operator.

Affected Airspace:

FIR Beirut (OLBB), all altitudes and flight levels.

Affected Countries:

Lebanon

Applicability:

Applies to operators

This is information only. Recommendations are not mandatory.

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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).

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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.

In the context of the military conflict in the Middle East, which began on 28 February 2026 with the U.S. and Israeli strikes against Iran, tensions have expanded across the region, including Israeli attacks on targets within Lebanese territory and Hezbollah operations against Israel.

A ceasefire between Israel and Lebanon, initially agreed on 16 April 2026 was subsequently extended twice. Furthermore, on 26 June 2026, Israel, Lebanon and the United States signed a Trilateral Framework Agreement, marking a further step towards consolidating the ceasefire, however its long-term implementation remains uncertain. Although, these have contributed to an overall reduction in the intensity of military operations, recurrent violations have been observed in August 2026, primarily in southern Lebanon where military operations have continued.

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 at present.

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, 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.

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Recommendation(s):

Air operators should:

1. Not operate within the airspace of Lebanon at all altitudes and flight levels, except for operations to / from Beirut International Airport (BEY / OLBA) under the 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 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.

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