European Union Aviation Safety Agency

Conflict Zone Information Bulletin

Airspace of the Persian Gulf and Gulf of Oman

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

Affected Airspace:

All altitudes and flight levels in the airspace of:

- Bahrain (Bahrain FIR – OBBB),
- Kuwait (Kuwait FIR – OKAC),
- Qatar (Doha FIR – OTDF),
- United Arab Emirates (Emirates FIR – OMAE), and
- Oman (FIR Muscat - OOMM).

This is information only. Recommendations are not mandatory.

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Affected Countries:

Bahrain
Kuwait
Qatar
Oman
United Arab Emirates

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 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.

Following the military conflict between the United States and Iran, the regional security situation remains volatile, creating additional risks in the airspace of the affected countries.

Iranian efforts to maintain control over the Strait of Hormuz, recurrent attacks against commercial vessels, and related US military actions create high risks for the airspace over the waters of Bahrain, Kuwait, Qatar and the United Arab Emirates, as well as for the airspace over the waters in the Gulf of Oman west of longitude 58°E.

The presence of major US military facilities in the region increases the likelihood that the States covered by this CZIB may be directly exposed to Iranian missile and drone attacks. The surrounding maritime airspace may also be affected by missile or drone overflights, interception activity, falling debris and the wider consequences of regional military escalation.

The heightened readiness and activation of national and US air-defence systems increase the

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risk of misidentification, unintended engagement and collateral effects affecting civil aircraft. Military activity may occur with little or no warning in confined airspace, significantly reducing the time available to aircraft operators and air navigation service providers to mitigate exposure through tactical rerouting or timely airspace management measures.

Regional authorities have implemented temporary airspace closures and restrictions at different stages of the conflict. However, the unpredictable nature and rapid evolution of military activity may challenge the timely and effective implementation of such measures.

Unpredictable military developments, combined with the possible use of missiles, drones, combat aircraft and air-defence systems, create a high risk to civil flights at all altitudes and flight levels over the waters within the concerned airspace.

While risks over the waters of the Persian Gulf remain high, operations necessary for arrivals at or departures from aerodromes within the affected FIRs may be conducted with sufficient mitigation, provided they are based on an up-to-date risk assessment and continuous risk monitoring. Residual risks also remain over the land territory of the affected States, where operators should continue to exercise caution and take account of possible missile and drone activity, air-defence operations and falling debris.

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 at all altitudes and flight levels within the airspace over the waters of the Persian Gulf within FIR Bahrain (OBBB), FIR Kuwait (OKAC), FIR Doha (OTDF), FIR Emirates (OMAE), except to the extent necessary for arrivals at or departures from aerodromes within the affected FIRs.
2. Not operate within the airspace over the waters of the Gulf of Oman within the FIR Muscat (OOMM) west of longitude 58°E at all altitudes and flight levels.
3. Exercise caution and take potential risks into account when operating in the airspace over the land territory within the above mentioned FIRs.
4. Ensure that an up-to-date risk assessment and a high level of contingency planning are in place for operations within the affected airspace, and be prepared for short notice instructions from the State authorities.
5. Closely monitor airspace developments in the region and follow all available aeronautical publications concerning the region, including information shared through the European Information Sharing and Cooperation Platform on Conflict Zones, alongside available guidance or direction from their national authorities.

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