European Union Aviation Safety Agency

Conflict Zone Information Bulletin

Airspace of Saudi Arabia

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

Affected Airspace:

FIR Jeddah (OEJD), all altitudes and flight levels.

Affected Countries:

Saudi Arabia

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 EU 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.

As a consequence of the military conflict between the United States and Iran, the regional security situation remains highly volatile, with significant kinetic military activity affecting Saudi airspace.

In September 2026, the Houthis have significantly increased the frequency and geographic scope of attacks against Saudi maritime, energy and infrastructure targets, including in the Red Sea and in the Gulf of Aden. Besides oil and energy infrastructures, also military and aviation-related infrastructures across Saudi Arabia have been repeatedly targeted by missiles and drones.

While the southern and south-western parts of Saudi airspace remain particularly exposed due to their proximity to Houthi-controlled areas in Yemen, recent attacks have demonstrated the ability and intent of the Houthis to strike targets deeper inside Saudi territory, including in the Riyadh, Tabuk, Medina and Yanbu areas.

Within this broader escalation observed in late September and early October, repeated missile and drone attacks targeted the Riyadh area, including its airport. During this period, attacks also showed a greater focus on aviation infrastructure than previously, increasing risks to aircraft on the ground and during take-off and landing in the affected areas.

These recurrent missile and drone attacks, together with the activation of air-defence systems, create an increased risk of misidentification of civil aircraft, as well as risks associated with missile and drone overflights, interception activity and falling debris.

The expansion of kinetic activity in September 2026 across a wider part of the Kingdom also increases the potential exposure of civil aviation beyond the areas previously affected by Houthi attacks requiring operators to conduct close monitoring and contingency planning.

While Saudi Arabia has demonstrated an ability to manage its airspace effectively, including through tactical deconfliction and Emergency Security Control of Air Traffic (ESCAT) measures, the operating environment remains vulnerable to rapid deterioration due to external risks beyond the control of the national authorities.

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, at all flight levels and altitudes, within the portions of the airspace of Saudi Arabia defined by the Jeddah FIR boundary and each of the lines connecting the following navigation points:
    1. RIBOK – BOSUT - MIGDA - RAGNO – MIXUG - DEKLO - OBSAM – SILPA; and
    2. ULBAM – TOTEB – DURMA – LAKSO - SOLAT.
2. Exercise caution and take potential risks into account when operating in the remainder of the FIR Jeddah.
3. 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.
4. 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.