

Airspace of the Persian Gulf and Gulf of Oman

CZIB number:

CZIB-2026-07

Status:

Active

Issue date:

14/07/2026

Valid until:

29/07/2026

29/07/2026, 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
- airspace over the waters of the Gulf of Oman within the FIR Muscat (OOMM) west of longitude 58°E.

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, a temporary ceasefire 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 has been subject to recurrent and significant violations, creating again, a high level of risk across the Gulf region.

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 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 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 within the concerned airspace.

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 Bahrain (Bahrain FIR – OBBB), Kuwait (Kuwait FIR – OKAC), Qatar (Doha FIR – OTDF), the United Arab Emirates (Emirates FIR – OMAE), and 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;
2. 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.