



15th January 2026

SAFETY AND RISKS ASSESSMENTS OF CIVIL AIRCRAFT OPERATING NEAR OR OVER IRAN AIRSPACE

1 Purpose

- 1.1 The Safety Information (SI) is to raise awareness among all pilots and air operators in response to the deteriorating security situation, internal instability, and heightened regional tensions affecting the Republic of Iran. It underscores the importance of conducting thorough risk assessments for flights operating in, over, or near Iranian airspace to safeguard the safety of aircraft, crew, and passengers.

2 Background

- 2.1 Amid escalating civil unrest, heightened internal security operations, and increasing geopolitical tension in the region, there is a heightened risk to the safety of international civil aviation, particularly in and around the Tehran Flight Information Region (OIIIX FIR). Short-notice airspace restrictions and closures have been implemented, and further restrictions or shutdowns should be anticipated as the situation remains volatile and subject to rapid change.
- 2.2 The security environment in and around Iran presents significant challenges due to its unpredictability and evolving nature, posing a substantial risk to civil aviation. The situation may involve the activation of air defence systems, military aircraft operations, unmanned aerial activity, and heightened surveillance measures. The potential presence of all-altitude-capable missile systems, combined with air assets operating at various altitudes, heightens the risk of misidentification and miscalculation.
- 2.3 In addition, the potential for disruption to communication, navigation, and surveillance services, as well as rapid changes to airspace availability, may adversely affect flight operations and situational awareness.

3 Recommendations

- 3.1 Air operators are to exercise extreme caution when operating in the regions surrounding Iranian airspace and shall continuously monitor the situation, establish and review contingency plans, maintain communications with Air Traffic Control (ATC) authorities, and closely follow ATC instructions and other official guidance.
- 3.2 Additionally, air operators shall conduct risk assessments and ensure appropriate mitigation actions are taken to safeguard the safety and security of the aircraft on the



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intended route. The risk assessments should consider the routings from the aerodrome of departure to the aerodrome of arrival, as well as the intended take off, destination, and en-route alternate aerodromes.

- 3.3 In planning the conduct of operations in or near areas of actual or potential armed conflict, operators should give due regard but not be limited to:
- a) Carry additional fuel for potential in-flight diversion.
 - b) Verify deferred items under the Minimum Equipment List (MEL), if applicable for take-off and departure from the region without refuelling.
 - c) Prepare for emergency and non-normal procedures (e.g., depressurisation, engine failure, rapid descent).
 - d) Alternate communication and navigation methodologies to account for the potential of conflict-associated jamming, interference, or degradation that may disrupt normal aircraft communications and navigation.
 - e) Availability and serviceability of aircraft equipment needed to facilitate identification of the aircraft by military or security units.
 - f) Ensure flight plans are filed and communicated to all pertinent authorities; and
 - g) Ensuring continuous monitoring of the appropriate frequencies.

4 Conclusion

- 4.1 The Civil Aviation Authority of Malaysia (CAAM) urges all aviation stakeholders to maintain vigilance and exercise heightened caution when operating in or near Iranian airspace and to implement effective risk assessment and mitigation strategies to ensure the safety of civil aviation operations. Continuous monitoring of official advisories and adherence to CAAM guidance remain critical to safeguarding operational continuity and aviation safety.



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