



19th October 2026

***OPERATIONAL RISK AWARENESS: FLIGHTS TO, FROM AND
THROUGH SAUDI ARABIA AIRSPACE***

1 Purpose

- 1.1 This Safety Information (SI) is issued by the Civil Aviation Authority of Malaysia (CAAM) to raise awareness among Malaysian air operators and relevant flight operations personnel of reported safety and security risks that may affect flights to, from, or through the Kingdom of Saudi Arabia, including the Jeddah Flight Information Region (OEJD).
- 1.2 This SI highlights the importance of assessing conflict-related hazards, airspace restrictions, navigation-system interference and operational disruptions using current, authoritative information before flight dispatch and throughout the conduct of operations.

2 Background

- 2.1 Flights to, from and through Saudi Arabia may be exposed to operational risks associated with the prevailing regional security situation. These risks may affect flight routes, destination and alternate aerodrome availability, airspace access and the continuity of flight operations, including services to King Abdulaziz International Airport, Jeddah (OEJN/JED); King Khalid International Airport, Riyadh (OERK/RUH); and Prince Mohammad bin Abdulaziz International Airport, Madinah (OEMA/MED).
- 2.2 The regional security situation may present potential hazards to civil aviation, including conflict-related activity, airspace restrictions, navigation-system interference and operational disruptions. These hazards may affect flight safety, route availability and the continuity of flight operations.
- 2.3 The operational environment may change at short notice, potentially resulting in flight rerouting, delays, cancellations, diversions or turnbacks. Operators should therefore base their operational decisions on current and verified information obtained from authoritative aeronautical, aviation security and operational sources, rather than relying solely on previously published information or general assessments of the regional situation.

3 Recommendation

- 3.1 Malaysian air operators conducting or planning flights to, from or through Saudi Arabia airspace should review their operational risk assessments and procedures in light of the prevailing security situation and current aeronautical information. The



CIVIL AVIATION AUTHORITY OF MALAYSIA

SAFETY INFORMATION 05/2026

assessment should be specific to the intended operation and remain subject to review as conditions change.

3.2 In particular, operators are advised to consider the following measures:

- a) Review current NOTAMs, relevant Aeronautical Information Publication (AIP) information, applicable airspace restrictions and conflict-zone advisories issued by relevant States and recognised aviation authorities. Verify the geographical scope, validity period and operational applicability of the information before dispatch and during flight operations;
- b) Conduct and document a route-specific risk assessment that considers the intended route and flight levels, potential exposure to affected airspace, available diversion options, fuel requirements and the possibility of sudden airspace restrictions or closures. Flights should not be planned through airspace that is prohibited or assessed as presenting an unacceptable risk under the operator's approved risk-management procedures;
- c) Reassess the suitability of the destination, en-route and take-off alternate aerodromes, as applicable, taking into account their current operational status, weather conditions, airspace availability, security conditions, fuel requirements, handling capability and available operational support. Verify aerodrome availability and suitability using current authoritative aeronautical and operational information before dispatch and as conditions change;
- d) Ensure flight crews are familiar with the applicable aircraft flight manual procedures and operator instructions for GNSS degradation or loss, suspected jamming or spoofing, unreliable navigation indications, and any associated effects on systems dependent on GNSS inputs. Crews should use available independent navigation sources, cross-check the aircraft position and apply the relevant abnormal or contingency procedures in accordance with aircraft capabilities and approved operating procedures;
- e) Ensure flight dispatch and operational control arrangements provide effective flight monitoring and timely access to updated aeronautical, operational and security information. Establish clear decision-making criteria and communication arrangements for rerouting, holding, diversion or return to the departure aerodrome when required by changing conditions;
- f) Provide flight crews and operational control personnel with a pre-flight briefing covering relevant threats, applicable airspace restrictions, navigation contingencies, communication arrangements and diversion options. Ensure that personnel understand their respective authority and responsibilities when conditions change, or the planned operation can no longer be conducted safely; and



CIVIL AVIATION AUTHORITY OF MALAYSIA SAFETY INFORMATION 05/2026

- g) Review the operator's Safety Management System (SMS) risk assessments, risk controls and escalation arrangements, as appropriate. Ensure that relevant safety occurrences, suspected GNSS interference, significant operational disruptions and associated safety decisions are documented and reported through applicable reporting channels

4 Conclusion

- 4.1 This SI is intended to raise awareness and support the safe planning and conduct of flight operations in a potentially changing security environment. It does not replace the operator's responsibility to conduct an appropriate operational risk assessment or to comply with applicable Malaysian regulatory requirements, the requirements of the States concerned, current aeronautical information and the operator's approved procedures.
- 4.2 Operators should continue to monitor the situation and reassess the acceptability of planned and ongoing operations as new information becomes available. Operational decisions should be based on verified information, the operator's established risk-management processes and the overriding requirement to conduct each flight safely.



DATO' CAPTAIN NORAZMAN BIN MAHMUD

Chief Executive Officer
for Civil Aviation Authority of Malaysia
19 October 2026