



## Safety Information Bulletin

<b>CAAS SIB No.</b>	2026-01
<b>Issued</b>	13 Mar 2026
<b>Subject</b>	Airspace of Iran and Neighbouring States and Middle East and Persian Gulf - Conflict Zone Risks
<b>Ref. Publication(s)</b>	EASA CZIB 2026-02-R1 dated 16 Jan 2026 on Iran and Neighbouring Airspace. EASA CZIB 2026-03-R2 dated 28 Feb 2026 on Airspace of the Middle East and Persian Gulf. CAAS SIB 2022-01 R3 dated 11 Jan 2024 on Global Navigation Satellite System (GNSS) outage and alterations leading to navigation / surveillance degradation.
<b>Purpose</b>	This SIB advises on the risks associated with operations in the airspace of Iran and neighbouring States, following heightened military tensions between Iran and Israel. It also highlights the increased likelihood of GNSS Radio Frequency Interference (RFI) in the region.
<b>Applicability</b>	All Singapore Air Operator Certificate holders and foreign air operators operating to and from Singapore aerodromes.
<b>Cancellation</b>	Nil. This SIB is the first issued on the abovementioned subject.
<b>Description</b>	On 28 February 2026, the United States and Israel conducted military strikes targeting sites within Iranian territory. In response, Iran has carried out retaliatory strikes. Iranian air defence forces are on a heightened state of alert, which has increased the likelihood of misidentification within Tehran Flight Information Region (FIR). The presence and possible use of a wide range of weapons and air defence systems, combined with unpredictable state responses and the potential activation of Surface-to-Air Missile (SAM) systems,

creates a high risk to civil flights operating at all altitudes and flight levels within Iranian airspace.

Alongside these direct military threats, reports have also indicated GNSS interference, jamming, and spoofing, as well as electronic warfare activity across multiple FIRs in the Middle East and the surrounding the conflict zones.

These disruptions have degraded navigation and surveillance systems, triggered false Terrain Awareness and Warning System (TAWS) alerts, and corrupted ADS-B data, further increasing operational risks for civil aviation.

Following new information sourced since the start of the conflict, this SIB is issued in order to share CAAS' recommendations to ensure the safety of flights over zones of interest.

CAAS will continue to monitor developments and issue updates as necessary.

**Recommendations** Air operators should:

1. **Not operate** within Iranian airspace at any altitude or flight level. For other affected airspace in the neighbouring states, air operators should check the applicable NOTAMs and adhere to all recommended restrictions if required to operate within the region.
2. **Closely monitor airspace developments** and follow all aeronautical publications issued by affected States and CAAS / State of Registry.
3. **Ensure flight crew awareness** of the heightened risks, including GNSS interference, spoofing, and false TAWS alerts.
4. **Prepare contingency procedures** for navigation and communication degradation, including reverting to conventional navigation aids (VOR/DME, INS/IRS).
5. **Plan alternative routings** outside the conflict zone and ensure adequate fuel reserves for diversions.
6. **Maintain close communication with ATC** and be ready to request verification vectors if GNSS data is suspect.

**Contact(s)** For further information, contact us at [CAAS](#).