

**Subject:**

**CZIB No.: CZIB-2017-02R17** **Subject: Airspace of Libya**

**Status:**

Active

**Issue date:**

31/03/2017

**Revision date:**

Wed, 30/04/2025 - 12:00

Revision 17 issued 30 April 2025. The validity of the CZIB was extended until 31 October 2025.  
No changes to the content.

**Valid until:**

31/10/2025

31/10/2025, unless reviewed earlier.

**Referenced publication(s):**

- United Kingdom AIP ENR 1.1 issued 16 June 2022 (see Appendix 1)
- United States Federal Aviation Administration NOTAM KICZ A0042/20 issued 27 July 2020 & SFAR 112 issued 27 July 2020 (see Appendix 2)
- AIC France Circular A 24/22 issued 24 November 2022 (see Appendix 3)
- German AIC 12/23 issued 13 July 2023 (see Appendix 4)
- Transport Canada AIC 13/23 issued 18 May 2023 (see Appendix 5)

**Affected Airspace:**

Libyan airspace, all altitudes.

**Applicability:**

Applies to operators

**Description:**

This CZIB is issued on the basis of information available to EU Member States and EU institutions. Due to the hazardous security situation, with the presence of terrorist organisations and ongoing military operations, there is a HIGH risk of both intentional and unintentional attacks to civil aviation at all altitudes. Air navigation services in the country could be degraded or unavailable.

**Recommendation(s):**

EASA recommends not to fly within the airspace of Libya at all altitudes and flight levels, except for operations to airports located on the coast under following conditions:

- approach from the sea,
- full coordination with local authorities and ATC, and
- based on a robust risk assessment.

Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authorities, including information shared through the European Information Sharing and Cooperation Platform on Conflict Zones.

Latest operational information on 'Closures and warnings' issued by means of ICAO State Letters, NOTAMs, AICs/AIPs, EASA CZIB may be found in the [Network Manager NOP Portal](#) (password protected version).

**Affected Countries:**

Libya

**Appendix 1**

**Source:** [United Kingdom AIP ENR 1.1 Section 1.4](#)

**Security - Hazardous Situation in Libya** In accordance with Direction under the Aviation Security Act 1982, UK registered operators so served are prohibited to enter FIR TRIPOLI (HLLL) / the territory and airspace of the State of Libya. Potential risk from anti-aircraft weaponry. UK operators not currently subject to direction under the Aviation Security Act should contact UK Department for Transport (DfT) before operating in this area. Contact UK Department for Transport +44 (0)207-082 6639 or +44 (0)207-944 5999 out of hours.

**Appendix 2**

**Source: United States Federal Aviation Administration [NOTAM KICZ A0042/20](#) and [SFAR 112](#)**

A0042/20 - SECURITY.. UNITED STATES OF AMERICA PROHIBITION AGAINST CERTAIN FLIGHTS IN THE TRIPOLI FLIGHT INFORMATION REGION (FIR) (HLLL)

14 CFR 91.1603 SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 112— PROHIBITION AGAINST CERTAIN FLIGHTS IN THE TRIPOLI FLIGHT INFORMATION REGION (FIR) (HLLL) WAS PUBLISHED IN THE FEDERAL REGISTER ON 27 JUL 2020 AND WAS EFFECTIVE IMMEDIATELY.

ADDITIONAL INFORMATION IS PROVIDED AT:

[HTTPS://WWW.FAA.GOV/AIR\\_TRAFFIC/PUBLICATIONS/US\\_RESTRICTIONS/ SFC - UNL](https://www.faa.gov/air_traffic/publications/us_restrictions/sfc-unl); 27 JUL 15:33 2020 UNTIL PERM. CREATED 27 JUL 15:51 2020

SFAR 112

**SUMMARY:**

This action amends, with modifications to reflect changed conditions in Libya and the associated risks to U.S. civil aviation safety, the Special Federal Aviation Regulation (SFAR) prohibiting certain flight operations in the Tripoli Flight Information Region (FIR) (HLLL) by all: United States (U.S.) air carriers; U.S. commercial operators; persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except when the operator of such aircraft is a foreign air carrier. This action incorporates the FAA's prohibition on U.S. civil flight operations in the territory and airspace of Libya at all altitudes contained in Notice to Airmen (NOTAM) KICZ A0026/19, into the SFAR. In addition, the FAA remains concerned about the safety of U.S. civil aviation operations at altitudes below Flight Level (FL) 300 in those portions of the Tripoli FIR (HLLL) that are outside the territory and airspace of Libya because of the hazards described in the preamble to the FAA's March 2019 final rule. Accordingly, this final rule also prohibits U.S. civil flight operations below FL300 in those portions of the Tripoli FIR (HLLL) outside the territory and airspace of Libya. This action also extends the expiration date of the SFAR from March 20, 2021, to March 20, 2023. Finally, the FAA republishes the approval process and exemption information for this SFAR, consistent with other recently published flight prohibition SFARs, and makes minor administrative revisions.

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## **Appendix 3**

**Source:** [AIC France 24/22 issued 24 November 2022](#)

From 09/04/2020 and until further notice, pilots in command of aircraft performing air services mentioned in paragraph 1.1 are requested not to penetrate into the airspace of Libya (HLLL FIR (TRIPOLI)).

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## **Appendix 4**

**Source:** [German AIC 12/23 issued on 13 July 2023](#)

SECURITY - HAZARDOUS SITUATION IN LIBYA

Civil German air operators are recommended not to enter FIR TRIPOLI (HLLL). Potential risk from anti-aviation weaponry and military operations.

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## **Appendix 5**

**Source:** [Transport Canada AIC 13/23 issued on 18 May 2023](#)

**Libya – Level 2 – Issued February 18, 2020**

SECURITY – HAZARDOUS SITUATION IN LIBYA. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Tripoli FIR (HLLL).

Potential risk from anti-aviation weaponry and military operations created by the current level of internal instability.