

## **Airspace of Libya**

**CZIB number:**

CZIB-2017-02R19

**Status:**

Active

**Issue date:**

31/03/2017

**Revision date:**

Fri, 17/04/2026 - 12:00

**Revision description:**

17/04/2026 - The validity of the CZIB was extended until 31 July 2026. The description part was updated. No changes were made to the content of the recommendations.

**Valid until:**

31/07/2026

31/07/2026, unless reviewed earlier.

**Referenced publication(s):**

Aeronautical Publications issued by or on behalf of Libya, by the Aviation Authorities of the neighbouring States and by the State of Operator.

**Affected Airspace:**

FIR Tripoli (HLLL), all altitudes and flight levels.

**Affected Countries:**

Libya

**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 and from the EU (TCO operators).

**Description:**

This CZIB is issued on the basis of information available to EU Member States and EU institutions.

Due to the presence of two competing governments and violent non-state actors, the situation remains volatile, with a risk of unpredictable military and security operations. This results in a high risk to civil aviation at all altitudes.

The primary risk is misidentification when conducting flights crossing territories under the authority of competing governments. In such an environment, command and control of air defence systems may be fragmented or unclear, increasing the likelihood of misidentification of civil aircraft.

In terms of airspace management, air navigation services may be degraded or unavailable. In addition, limitations in civil-military coordination and information sharing may reduce the effectiveness of risk mitigation measures, while the absence of timely or reliable aeronautical information (e.g. NOTAMs) may further increase operational risks.

The presence of violent non-state actors also results in a risk of intentional targeting of aviation or aviation related infrastructure.

**Recommendation(s):**

Air operators should:

1. Not operate 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.

2. Closely monitor airspace developments in the region and follow all available aeronautical publications issued by Libya, or on their behalf by the Aviation Authorities of the neighbouring States, including information shared through the European Information Sharing and Cooperation Platform on Conflict Zones, alongside available guidance or direction from their national authorities.