

Airspace of Libya

CZIB number:

CZIB-2017-02R20

Status:

Active

Issue date:

31/03/2017

Revision date:

Fri, 24/07/2026 - 12:00

Revision description:

24/07/2026 - The validity of the CZIB was extended until 31 January 2027. The description part was revised and recommendations amended.

Valid until:

31/01/2027

31/01/2027, 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 based on information currently available to EASA, the European Commission and Member States in order to share information which is considered necessary to ensure the safety of flights over zones of interest and indicate areas of high risk.

The security situation in Libya remains volatile due to the presence of two competing governments and violent non-state actors, creating the potential for unpredictable developments affecting the Libyan airspace.

At lower and medium altitudes, main risks arise from the presence of multiple armed actors, localised armed clashes, military UAV activity and the availability of aviation-relevant weapons, including MANPADS and anti-aircraft artillery. These factors increase the risk of misidentification and unintended engagement of civil aircraft, particularly during periods of heightened tension. Consequently, the airspace below FL320 is assessed as presenting a high level of risk, except for operations to airports involving approaches from the sea, provided these are conducted in full coordination with local authorities and local ATC, and supported by a robust risk assessment.

In relation to the main risks affecting Libyan airspace at high altitudes, actors in Libya continue to retain all-altitude capable air-defence systems. However, there is currently no active armed conflict involving military air operations or surface-to-air missile activity affecting the upper airspace, nor any indication that Libyan actors intend to target civil aviation. There is also no information indicating an imminent resumption of full-scale armed conflict or widespread hostilities between the competing authorities. Consequently, the airspace above FL320 is assessed as presenting a medium level of risk under the current security conditions.

Should the security situation deteriorate, the risk to overflights could increase with little or no warning. In such circumstances, fragmented command and control of air-defence systems,

together with heightened military activity, could increase the likelihood of misidentification of civil aircraft, particularly when operating across territories controlled by competing authorities.

In terms of airspace management, the fragmented security environment reduces the effectiveness of civil-military coordination, information sharing and deconfliction arrangements. In addition, the absence of timely or reliable advisories, including aeronautical information (e.g. NOTAMs), may limit operators' ability to identify and mitigate conflict-related risks. As a result, there are limited mitigating measures, on which air operators can rely at present.

Recommendation(s):

Air operators should:

1. Not operate within the airspace of Libya (FIR Tripoli - HLLL) below FL 320, 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. Exercise caution and take potential risks into account when operating within the airspace of Libya (FIR Tripoli - HLLL), above FL 320.
3. Closely monitor airspace developments in the region and follow all available aeronautical publications, including information shared through the European Information Sharing and Cooperation Platform on Conflict Zones, alongside available guidance or direction from their national authorities.