



ICAO

MIDANPIRG/23 & RASG-MID/13

CAIRO - EGYPT

14-18 JUNE 2026





Libyan Civil Aviation Authority

Air Navigation Developments (2023-2026): Progress, Achievements, and Future Plans



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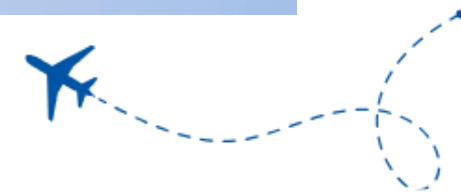
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**Thank You
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Strategic Location of Tripoli FIR



Strategic Geographical Location

Libya lies at the vital crossroads of major air corridors interconnecting the EUR, AFI, and MID regions.



Six Intersecting FIRs

Tripoli FIR shares active operational boundaries with six adjacent FIRs: Cairo, Khartoum, N'Djamena, Algiers, Tunis, and Malta.



24 FIR Boundary Points

Seamless air traffic flow is fully optimized via 24 established FIR boundary points connecting Libya regionally.



Optimal Continental Routing



Providing the shortest intercontinental tracks, effectively minimizing flight time, fuel burn, and CO2 emissions.

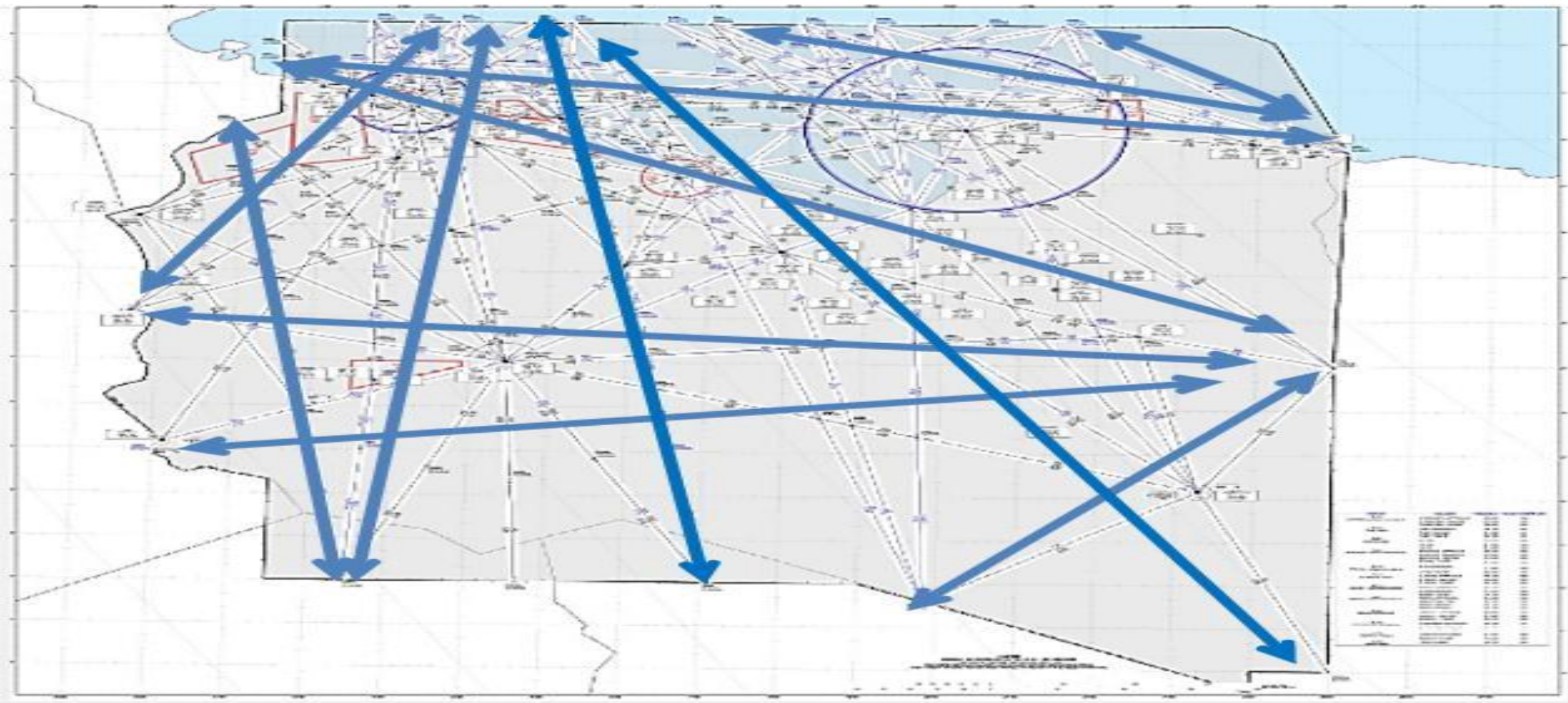


Contingency Air Traffic Management

A pivotal regional role demonstrated through managing contingency traffic during the Hellenic FIR disruption.



Strategic Overview of Tripoli FIR



Operational Airport Network



SIX INTERNATIONAL AIRPORTS
Currently supporting IFR operations across the state



SEVEN DOMESTIC AIRPORTS
Equipped and available as alternates and for emergencies



TRIPOLI INTERNATIONAL AIRPORT
Reopened May 2025 for private/air ambulance flights. Full international commercial operations expected by Q4 2026 or Q1 2027



STRATEGIC NETWORK CAPACITY
This integrated network significantly maximizes air traffic operational flexibility and airspace resilience at national and regional levels.



Overflight Traffic and Operational Performance



Total Overflights Handled (2025)

15,726 FLIGHTS

SAFE AND RELIABLE OPERATIONS

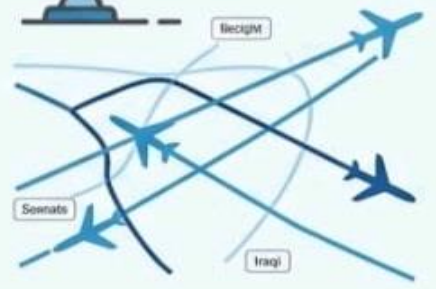
Intensified International Operations



TURKISH AIRLINES
>400 MONTHLY FLIGHTS

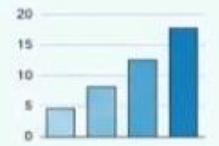


OPERATIONAL RESILIENCE & FIR CAPACITY



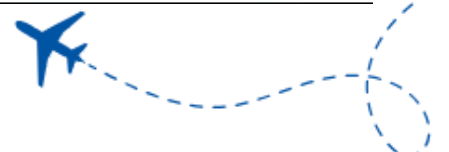
SUCCESSFUL TRAFFIC HANDLING DURING GREEK AIRSPACE CRISIS

HIGH CAPACITY AND FLEXIBILITY



2026 GROWTH FORECASTS

DEMAND INDICATORS POINT TO HIGH AND SUSTAINED OVERFLIGHT TRAFFIC GROWTH



Regulatory Framework, Governance and Compliance

The Libyan Civil Aviation Authority is responsible for ensuring civil aviation safety and improving air navigation services through:



Supervision of Service Providers

- Conducting systematic oversight and audits of Air Navigation Service Providers (ANSPs) to verify full compliance with safety and operational requirements.



Compliance with ICAO SARPs and Recommendations

- Ensuring adherence to the Standards and Recommended Practices (SARPs) issued by the International Civil Aviation Organization (ICAO).



Implementation of State Safety Program

- Applying the State Safety Program (SSP) and enforcing Safety Management Systems (SMS) for all service providers.



Alignment with Global Plans

- Harmonizing national aviation activities with the Global Air Navigation Plan (GANP); and the Global Aviation Safety Plan (GASP).



Local Legislation and Oversight

- Developing, updating, and enforcing national aviation laws and regulations, while supervising airlines, airports, and related entities.



Licensing

- Issue and approve licenses for pilots and air traffic controllers.



Key Achievements 2023 - 2026

ATS ROUTES RESTRUCTURING



- Removed the prefix "U" from all ATS routes in Tripoli FIR.
- Reorganized AIP route tables in coordination with ICAO MID Office.

AMHS SYSTEM



- System installed and fully operational.
- Linked domestically in 2023 to all towers, control centers, NOTAM Office, and MET Briefing office.
- Connected internationally in 2024.

REGULATORY SYSTEM UPDATE

- Updated and approved all national regulations and operational manuals.
- Covering ATS, CNS, AIS/AIM, SAR, MET, and IFP services.



CONTINGENCY CENTERS

- Backup ACC
- Alternative ACC



- Ready to operate if needed.

COMMUNICATIONS



- HF service activated in 2024.
- Expanded VHF coverage to southern and desert regions.

LETTERS OF AGREEMENT (LoAs)



- Six coordination agreements updated and implemented.
- Ensuring cooperation with neighboring ACCs.



Existing CNS/ATM Infrastructure



Area Control Centres (ACCs)

Tripoli Main Centre & Benghazi Sub-centre.



Air Traffic Control

13 Operational ATC Towers.



Instrument Landing Systems

4 Runways with ILS CAT I.



Navigation Aids Network

VOR/DME, DVOR/DME, and NDB covering selected airways and airports.



Major Modernisation and Development Projects

Navigation Aids Maintenance Project



- Maintenance of out-of-service navigation stations.
- Installation of new VOR/DME and DVOR/DME stations.

Radar Installation Project



- Contract with Indra for
- Three PSR/SSR Radar Stations

ADS-B Expansion Project



- Three ADS-B Stations in Benghazi, Tripoli & Misrata
- Expanding to 15 Stations Nationwide.

VHF Network Extension Project



- Extending VHF Coverage to Remote Desert Areas
- Covering the Entire Libyan Airspace.

RNAV / RNP Approach Design Project



- RNAV/RNP Procedures for Six International Airports.

Aerodrome Survey Project



- Project to conduct aerodrome surveys for six airports.

AIS to AIM Transformation Project



- Transitioning from AIS to AIM
- Preparing for SWIM Integration.



National Plans and Upcoming Projects



NATIONAL AIR NAVIGATION PLAN (NANP) 2026–2030

Full draft prepared and currently undergoing final review and stakeholder consultation prior to official adoption



ATM CONTINGENCY PLAN

Officially developed and approved, incorporating detailed contingency procedures in close coordination with neighboring states



NATIONAL PBN PLAN

Specialized national committee successfully established and the initial framework draft completed



GNSS READINESS PROGRAMME

Dedicated national committee formed and advisory circulars issued, preparing for full utilization of satellite technologies.



USOAP CMA CORRECTIVE PLANS

Self-assessment finalized, Protocol Questions (PQs) answered, and required Corrective Action Plans successfully developed



Regional and International Cooperation

Cooperation with ICAO & MID Office



Libya is an active member of the ICAO MID Region.

Regional Visit (2026): Gap analysis, needs assessment, and corrective action planning.

MIDRMA Program: Fulfilled all inputs required for 2024—2025.

USOAP CMA: Conducted Self-Assessment to prioritize aviation safety needs.

Cooperation with Neighboring Countries



Partnership Agreement with Egypt (2025): New cross-border waypoint & **ATS ROUTES**, proposal submitted to ICAO.

Partnership Agreement with Algeria (2026): Enhanced cooperation in civil aviation.

Ongoing Coordination with Other Neighbors: Updated Letters of Agreement to ensure safe and efficient air traffic.



Key Challenges

Airspace Restrictions and Legacy of the Past

The continuation of unjustified restrictions and bans imposed by certain states and organisations on Libyan airspace hinders the drive for development and sustainability in the Libyan civil aviation sector. This legacy, coupled with the lasting impact on infrastructure, continues to affect the sector's reputation and operational recovery.



Training Gaps

The need for specialised training programmes in certain advanced technical areas. Cooperation with the ICAO Regional Office is ongoing to address these gaps.



Future Vision and Strategic Priorities



COMPLETE RADAR COVERAGE

Finalise the radar and ADS-B network to provide comprehensive surveillance of the entire Libyan airspace.



AIR NAVIGATION SYSTEM UPGRADING

Modernise and develop **ANS** systems in line with the ICAO Aviation System Block Upgrade (ASBU) framework.



FULL DIGITAL TRANSFORMATION

Complete the transition to AIM and prepare for integration into the SWIM environment.



COMMUNICATION NETWORK EXPANSION

Enhance VHF and HF coverage to encompass all areas, including remote desert regions.



OVERFLIGHT TRAFFIC GROWTH

Achieve sustained growth in overflight traffic, with positive forecasts and a notable increase during 2026 and beyond.



STRENGTHEN REGIONAL STANDING

Consolidate Libya's role as a vital, safe, and reliable air corridor linking Europe, Africa, and the Middle East.

Thank You