



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Eighth Meeting (DGCA-MID/8)
(Doha, Qatar, 26 – 28 October 2026)

Agenda Item 6 : Aviation Safety and Air Navigation

SUPPORTING LIBYA IN ADDRESSING AIRSPACE RESTRICTIONS AND ENHANCING THE UTILIZATION OF THE TRIPOLI FIR

(Presented by Libya)

SUMMARY

The Tripoli FIR is a Strategic Component of the the International Air Navigation Network Linking Europe, Africa, and the Middle East. Libya has made significant Progress in Safety Oversight, Infrastructure Modernixation, and Operational Performance, yet certain restrictions and Advisories continue to Limit its full utilizatio. This paper presnets Libya's current status, proposes Regional Support Mechanisms, and invites the Meeting to support lifting of remaining advisors that still restricting the efficient utilization of Tripoli FIR.

1. INTRODUCTION

1.1 Libya has undertaken extensive efforts to rehabilitate and modernize its air navigation infrastructure and services, with particular focus on safety management, operational continuity, and personnel competency.

1.2 In cooperation with its partners, including ICAO MID Region and neighboring States, these efforts have contributed to a gradual recovery of Libyan airspace and restored the confidence of international operators. Overflight traffic has grown steadily over 2024, 2025, and 2026. In 2025, Libyan airspace safely handled an average of approximately 1,300 overflights per month, and traffic continued to rise in 2026, reaching approximately 2,000 overflights per month.

1.3 However, continued operational restrictions and advisories issued by certain States and organization (ICAO & EASA) affect the optimum utilization of the Tripoli FIR. These restrictions hinder the sustainability of this recovery, impact the reputation of Libyan air navigation services, and delay the completion of national modernization plans and strategic objectives.

2. DISCUSSION

2.1 Despite the significant progress achieved by Libya in restoring and enhancing the safety, security, and operational efficiency of its civil aviation system, certain restrictions and advisories affecting the use of the Tripoli FIR remain in place. In some cases, these measures continue to rely on assessments, information, and risk perceptions that may not fully reflect the current operational environment and the extensive improvements implemented by the Libyan Civil Aviation Authority and national aviation stakeholders.

2.2 Recent evaluations conducted by international aviation experts, air operators, and technical missions have confirmed substantial advancements in air navigation services, aerodrome infrastructure, oversight capabilities, and operational stability. Furthermore, a number of States have undertaken reviews of their existing advisors and have initiated a gradual easing of operational limitations based on updated assessments and operational experience. In this context, there is a need to promote greater awareness within the international aviation community of the current status of Libya's aviation sector and to encourage the use of up-to-date, evidence-based assessments when considering operational restrictions affecting the Libyan airspace.

2.3 Libya respectfully encourages ICAO to share updated information with member states regarding the substantial improvements made within the Libyan civil aviation sector, with a view to supporting informed decision-making and facilitating the continued normalization and growth of international air transport operations to, from , and through Libyan airspace.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information contained in this Working Paper and recognize the progress achieved by Libya in strengthening the safety and efficiency of air navigation services within the Tripoli FIR;
- b) Encourage States, regional organizations, and international partners contribute significantly to strengthening aviation connectivity, improving regional airspace efficiency, and supporting the safe and sustainable growth of international civil aviation across the Middle East and Africa.
- c) Encourage States, Airlines, and aviation stakeholders to lift the existing restrictions, advisories and consider the progressive utilization of the Libyan airspace and to review the operational assessments conducted by international airlines currently operating within the Tripoli FIR.
- d) Encourages the international aviation community to take into account the significant improvements achieved by Libya in the safety, security, and operational performance, as confirmed through various technical assessments and operational evaluations.