



WORKING PAPER

ASSEMBLY — 42ND SESSION

EXECUTIVE COMMITTEE

Agenda Item 13: Aviation Security — Policy

**SUPPORTING STATES IN CONFLICT ZONES TO RESTORE INTERNATIONAL AIR
CONNECTIVITY: EGYPT'S COOPERATIVE INITIATIVES IN AVIATION SECURITY**

(Presented by Egypt)

EXECUTIVE SUMMARY

This paper highlights the role of Egypt in assisting States emerging from conflict or under international flight restrictions to reintegrate into the global civil aviation system. It emphasizes Egypt's strategic initiatives in aviation security cooperation, capacity building, and operational Support particularly in Libya-as a model aligned with ICAO's "No Country Left Behind" initiative. It also presents suggestions to enhance ICAO's framework for bilateral assistance among Member States to support safe and secure resumption of international air operations.

Action: The Assembly is invited to:

- a) acknowledge Egypt's efforts in supporting conflict-affected States in restoring international air connectivity through aviation security collaboration;
- b) encourage ICAO to create mechanisms for structured bilateral assistance to States recovering from conflict or crisis; and
- c) urge Member States to share technical expertise and operational support in alignment with ICAO SARPs and guidance material.

<i>Strategic Goals:</i>	This working paper relates to Strategic Goals of <i>Every Flight is Safe and Secure</i> and <i>No Country Left Behind</i>
<i>Financial implications:</i>	
<i>References:</i>	ICAO Annex 17 – <i>Aviation Security</i>

1. INTRODUCTION

- 1.1. The global civil aviation system often faces disruptions when States experience armed conflict, political instability, or natural disasters. The restoration of international flights requires not only infrastructure recovery but also robust aviation security and regulatory compliance. Egypt, owing to its geographical location, operational maturity, and institutional capabilities, has undertaken significant initiatives to assist neighbouring States, particularly in Africa and the Middle East, in resuming international air operations.
- 1.2. This paper showcases Egypt's active support to conflict-affected States-particularly Libya, as well as efforts toward Sudan and Iraq- and invites ICAO and Member States to recognize and build upon these bilateral and regional cooperation frameworks.

2. BACKGROUND

- 2.1. Following periods of conflict, many States face challenges in restoring secure and compliant air transport systems. Limitations often include degraded security infrastructure, absence of updated national programs, and lack of trained personnel.
- 2.2. Egypt, through its civil aviation security authorities and affiliated institutions, has offered targeted assistance, including technical assessments, training, policy support, and operational coordination to support reactivation of civil aviation functions.

3. EGYPT'S COOPERATION WITH LIBYA

- 3.1. Egypt has implemented a comprehensive aviation security cooperation plan with Libyan counterparts since 2021, focusing on:
 - a) conducting AVSEC assessments at Tripoli Mitiga, Benghazi Benina, Misrata, and Sebha Airports;
 - b) supporting updates to Libya's National Civil Aviation Security Program (NCASP) to align with Annex 17;
 - c) hosting Libyan aviation security and air navigation delegations for workshops and simulation-based training in Cairo;
 - d) deploying Egyptian AVSEC experts to deliver on-site mentorship and inspections in Libya;
 - e) facilitating the return of international commercial flights between Libyan airports and Cairo, Alexandria, and other Egyptian cities; and
 - f) conducting risk assessments and mitigation which led to overflying in depth of Libya.
- 3.2. This collaboration significantly contributed to restoring confidence in Libya's aviation system and enabled the gradual resumption of international flights, including humanitarian and commercial operations.

4. SUPPORT TO OTHER STATES

- 4.1. In addition to Libya, Egypt has contributed to aviation security and air navigation recovery efforts in:
 - a) Sudan: Providing technical consultation and facilitating the safe evacuation and diversion of aircraft during the 2023 crisis; and
 - b) Iraq: Participating in joint training programs and hosting Iraqi AVSEC personnel in Egypt.

- 4.2. Egypt's role extends to opening its airspace and airports during regional crises. For example, during the April 2024 escalation between Iran and Israel, Egypt:
- a) kept all its airspace fully open despite heavy traffic;
 - b) welcomed over 1,500 aircraft daily, rerouted due to regional closures;
 - c) allowed emergency and diverted flights to land across its airports; and
 - d) ensured continuous coordination with neighbouring FIRs to uphold regional air traffic safety.

5. CHALLENGES AND RECOMMENDATIONS

- 5.1. States recovering from conflict often lack sufficient funding, trained personnel, and updated regulatory tools to fully comply with ICAO standards. While ICAO provides technical support, the scale of demand exceeds its existing resources.
- 5.2. Egypt recommends that ICAO:
- a) develop a cooperative assistance platform for Member States to coordinate bilateral and multilateral support;
 - b) encourage the use of ICAO regional offices as coordination hubs for post-conflict aviation recovery;
 - c) promote a knowledge-sharing repository for AVSEC recovery case studies, training modules, and best practices; and
 - d) establish a voluntary donor framework for AVSEC capacity-building missions in fragile States.

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