

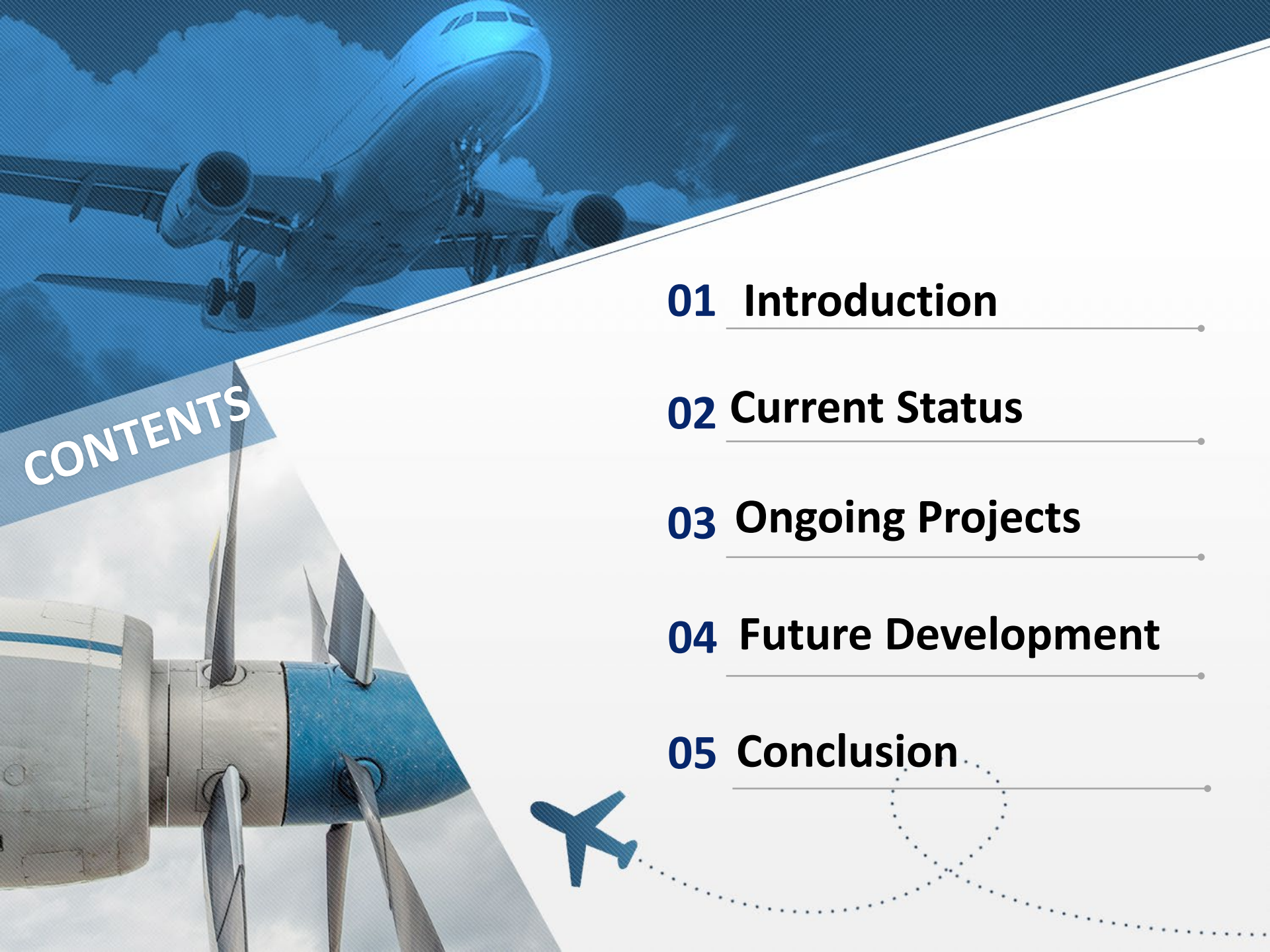


Tenth Meeting of the MIDANPIRG Air Traffic Management Sub-Group (ATM SG/10) (Jeddah, Saudi Arabia, 20 – 23 October 2024)

Current Status and Future Plans



Prepared by : ANS TF



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01 Introduction

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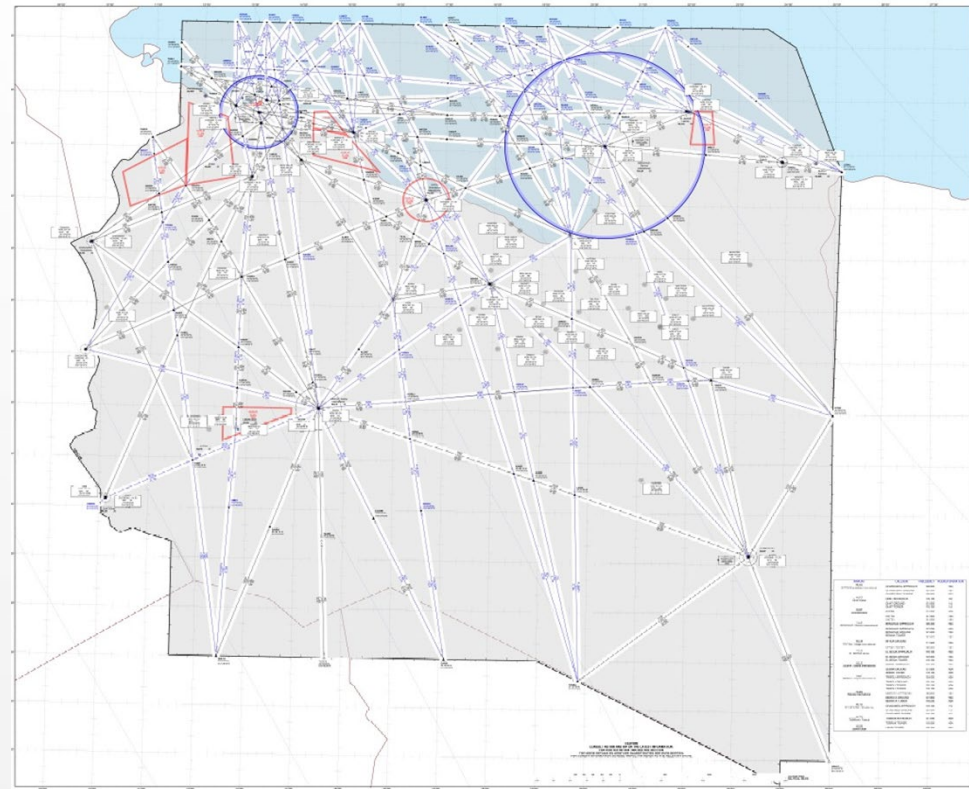
05 Conclusion



Introduction



Libya, is located in the center of North Costal African Countries, it holds a crucial location in the air traffic volume, With an Air Space of almost 2.5 Million km². However, there is a need for improvement in the air navigation system nowadays to maximize the benefits for customers. The LYCAA aims to explore the potential advantages that customers can gain through the development in the aviation industry.



The Importance of Tripoli FIR



- Reopening Libya's airspace could save airlines up to 25 minutes of flight time and 450kgs of fuel per flight.
- This translates into annual savings of \$200 million for airlines and 170,000 tons of CO2 emissions.
- IN the other side there are many Airlines came to Libya and audited the ADs to restart their flights on the other hand we received many overfly permissions request like Turkish Airlines, Qatar Airways, MEA Airlines, Etihad Airways, Iraqi Airways and Egypt Air etc.



Civil - Military Cooperation



Civil-Military Cooperation and Coordination are vital elements in the efficient use of airspace. By means of successful civil-military coordination, it is possible to gain benefits for both civil and military aviation despite their obvious different needs and interests.

- ❑ The Libyan Civil Military Committee (CMC) has been established.
- ❑ The Coordination Protocol Between ATS and Electronic Aviation Authority (UAVs) has been Approved.
- ❑ SAR Plan and Agreements Established and Ready to Implement.



Security Assessment by International Organizations



Security Concerns and Risks

Despite facing numerous challenges such as:


Some Countries recommended not to fly within the airspace of Libya (**EASA CZIB Issued on 31/04/2024**).

LYCAA Mitigation Strategies

❖ Collaborative Efforts

❖ Diplomatic Solutions

LYCAA working in order to eliminate all challenges that hinder the restoration of the air traffic flow to Tripoli FIR and Aerodromes.

 International Civil Aviation Organization
ELECTRONIC BULLETIN
For information only

EB 2015/9
AN 13/4.3.Open 15 January 2015

THE NEED TO ASSESS FLIGHT SAFETY RISK IN THE TRIPOLI FIR AND AT AIRPORTS OF LIBYA

The following information has been circulated, as a matter of urgency, via State letter AN 13/4.3.Open-15/4, dated 15 January 2015, to all Member States, as the appropriate State Authority of aircraft operator(s) which may use the Tripoli flight information region (FIR).

1. A Government of Libya Cabinet Decision issued on 29 November 2014 and received by the International Civil Aviation Organization (ICAO) on 12 January 2015 included provisions that all airports in Libya are closed to international flights with the exception of El Beda (Lahraij, HLLQ), Tobruk, Zwaren (HLZN) and Zentan. However, I was further informed that the difficulty in promulgating current information via notices to airmen (NOTAM) remains a concern.
2. The United States authorities have advised on developments that call into question the safety of operations in the central and western part of the Tripoli FIR, including Zwaren and Zentan, but also on those ATS routes in the Tripoli FIR, north of the Libyan coastline. ICAO has also been informed about threats published on the World Wide Web that civilian or military aircraft from one State, which might enter Libyan airspace, will be shot down.
3. Taking into consideration the armed conflict situation in Libya, I draw your attention to the possible existence of serious risks to the safety of international civil flights operating within the Tripoli FIR.
4. You are therefore strongly urged to use this, and any other pertinent information, to assess flight safety risk in the Tripoli FIR and at airports of Libya. You are also encouraged to contact ICAO (Mr. Catalin Radu, Deputy Director, Aviation Safety, Air Navigation Bureau, by email at cradu@icao.int) to share any additional information you may receive regarding the threat and risk to safety and security of civil aviation.
5. ICAO will continue to monitor the situation and I will notify you of any significant developments.

TEL/FAX: +218 21 5632238
AFS: HLLLYNN
Email: afs@caa.gov.ly
site: www.Caa.gov.ly/afs

CIVIL AVIATION AUTHORITY
AIR NAVIGATION SERVICES DEPARTMENT
AERONAUTICAL INFORMATION SERVICE
(AIS)

AIC Series B
B 00221
16 JUN 21

Effective Date 16 JUN 2021

THE AIRSPACE OF STATE OF LIBYA FROM GROUND TO UNLIMITED IS OPEN TO ALL INTERNATIONAL COMMERCIAL FLIGHTS HOWEVER, IT IS RECALLED THAT ADS-B AND/OR RADAR TRANSPONDERS MUST REMAIN ON FOR ANY FLIGHT TAKING PLACE IN THE LIBYAN AIRSPACE.
ON THE OTHER HAND ,MILITARY OR PRIVATE FLIGHTS MUST OBTAIN PRIOR PERMISSION FROM THE RELEVANT AUTHORITIES BEFORE ENTERING THE AIRSPACE .

=====End=====

Subject: Airspace of Libya

Status:
Active

Issued date:
30/04/2024

Valid until:
31/10/2024

Revision:

- 31/01/2024 - The recommendations were amended and the validity of the CZIB was extended until 30 April 2024.
- 31/10/2023 - The validity of the CZIB was extended until 31 January 2024. No additional changes in relation to the content were introduced.
- 20/07/2023 - German AIC 12/23 issued on 13 July 2023 superseding AIC 09/23.
- 23/05/2023 - German AIC 07/23 issued on 18 May 2023 superseding AIC 05/23.
- 28/04/2023 - The validity of the CZIB was extended until 31 October 2023. No additional changes in relation to the content were introduced.

Referenced publication(s):

- United Kingdom AIP ENR 1.1 issued 16 June 2022 (see Appendix 1)
- United States Federal Aviation Administration NOTAM KICZ A0042/20 issued 27 July 2020 & SFAR 112 issued 27 July 2020 (see Appendix 2)
- AIC France Circular A 24/22 issued 24 November 2022 (see Appendix 3)
- German AIC 12/23 issued 13 July 2023 (see Appendix 4)
- Transport Canada AIC 13/23 issued 18 May 2023 (see Appendix 5)

Affected Airspace:

Libyan airspace, all altitudes.

(A0067/21 NOTAMN

Q) HLL/ Q/XXXX/IV/NBO/AE/000/999/2800N01754E999

A)HLL

B)2106161200

C)21070112359

E) THE AIRSPACE OF STATE OF LIBYA FROM GROUND TO UNLIMITED IS OPEN TO ALL INTERNATIONAL COMMERCIAL FLIGHTS HOWEVER, IT IS RECALLED THAT ADS-B AND/OR RADAR TRANSPONDERS MUST REMAIN ON FOR ANY FLIGHT TAKING PLACE IN THE LIBYAN AIRSPACE.
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RMK/ AIC WILL BE ISSUED)

Current Status (Communications)



CNS Infrastructure

We work to enhance the resilience of the CNS infrastructure to deliver safe, secure, predictable, efficient and sustainable operations that improve the Region's network performance.

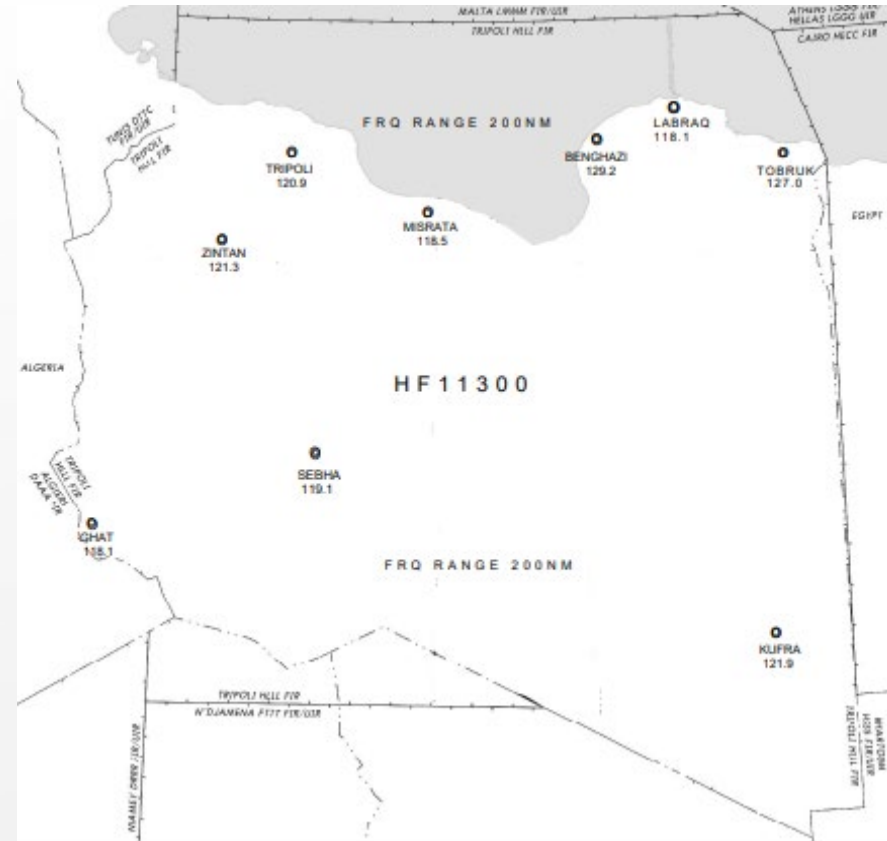
Communications:

Air-ground communication and backup:

- VHF Communications.
- HF Communications.

Ground-ground communication with concerned ATS units specifically adjacent FIRs:

- Direct Telephones.
- Hotlines.
- AFTN/AMHS.



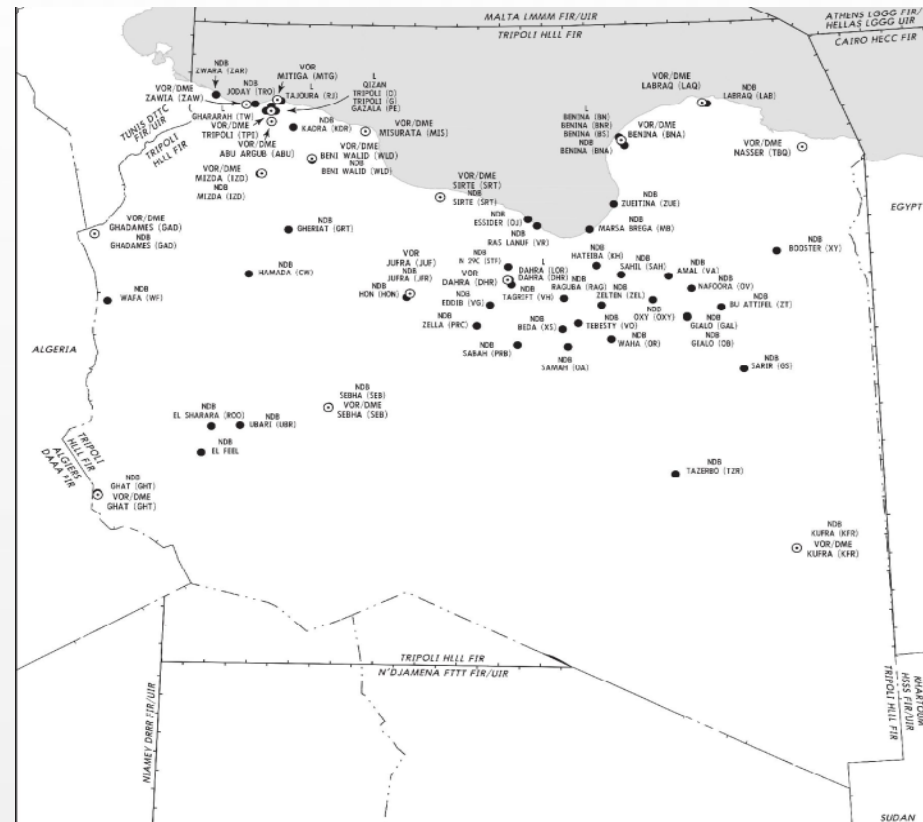
Current Status (Navigation)



Ground-Based Navigation Aids:

- **VOR-DME Stations:** we have several VOR-DME stations that provide directional guidance to aircraft. These are typically located at major airports and key locations to aid en-route navigation.
- **NDB Stations:** Non-Directional Beacons are used for navigation in Tripoli FIR, especially in regions where VOR coverage might be limited.
- **Instrument Landing System (ILS):** Major airports in Libya, such as Mitiga, Benina, Misrata and Labraq Airports, are equipped with ILS-DME.

NAV Aids Chart

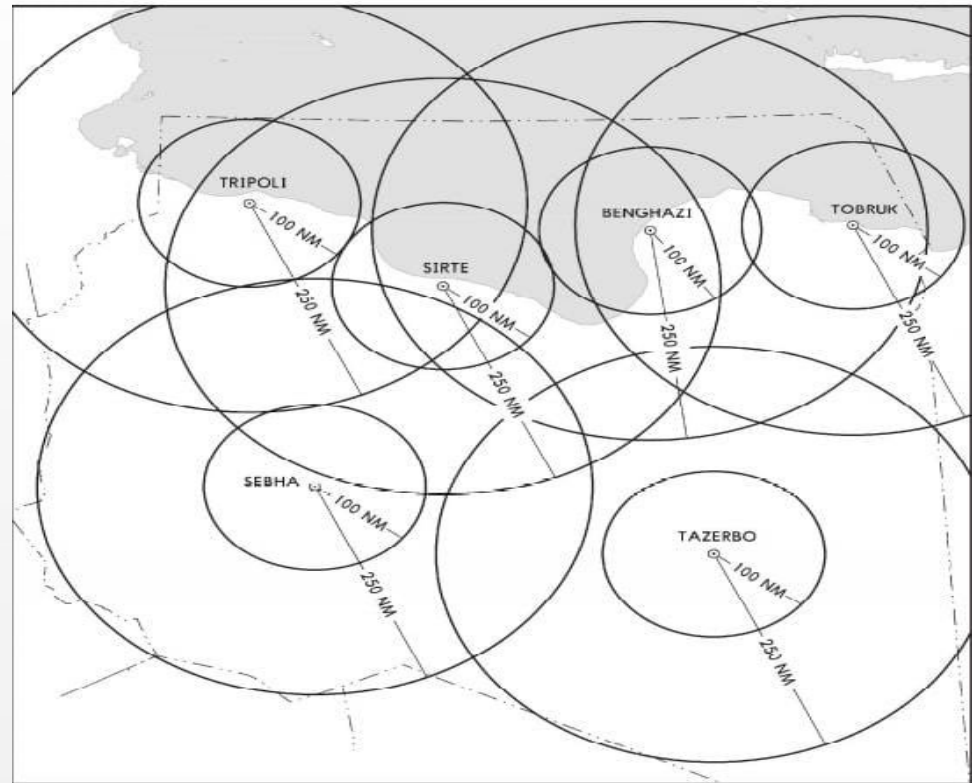


Current Status (Surveillance)



Area of radar coverage (2010)

Many airports and air navigation facilities in Libya have suffered from neglect and damage due to conflict. This has led to challenges in maintaining and upgrading air navigation systems.



Current Status (Air Traffic Services)



Libyan Civil Aviation Authority (LYCAA)
Responsible for providing air traffic services.

- **Air traffic control service.**
- **Air traffic advisory service.**
- **Flight information service.**
- **Advisory service.**

Tripoli Flight Information Center	
ACC	(2) ACCs
Approach	(4) APPs
Tower	(14) TWRs

Airspace Classification

Class A,C,F and G

Day and Time of Service

24/7 availability of ATS services, guaranteeing continuous support and guidance aircraft operations.



Current Status (Search & Rescue)

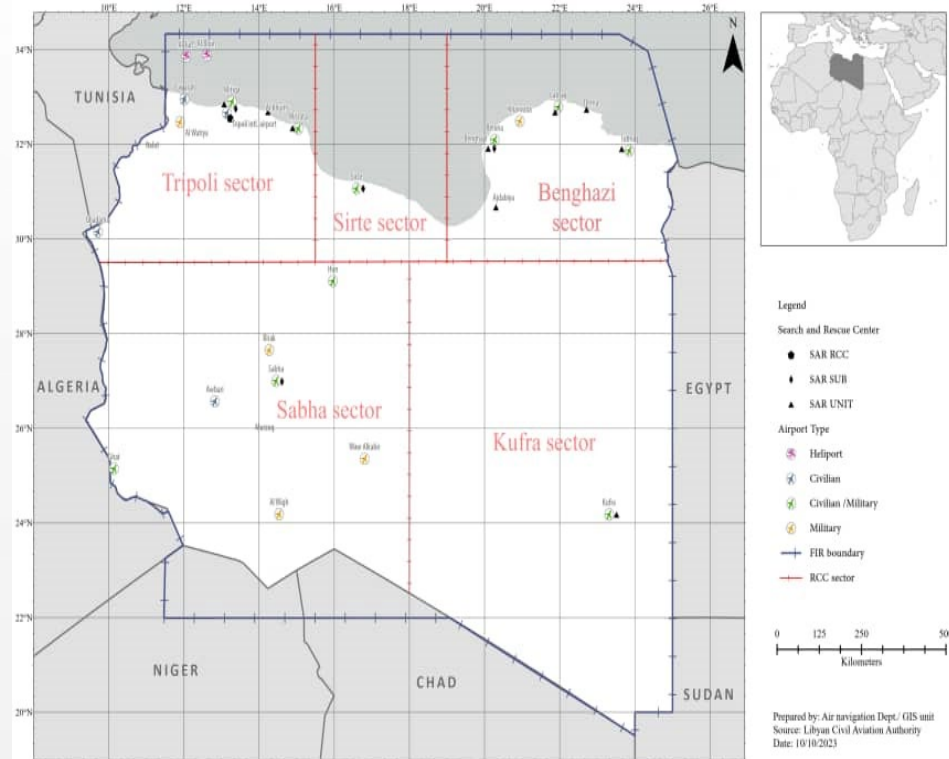


Ensure the state's ability to protect and save lives and aircraft to respond quickly and effectively in a timely manner.

Legislations and Regulations:

- Law No. (6) of 2005 on civil aviation.
- Minister of Transport and Transport's decision in 2012 on the internal organization of the Civil Aviation Administration
- Council of Ministers decision for the year 1973 to establish a search and rescue coordination center at Tripoli FIC.

Tripoli Search and Rescue Region, Libya - October 2023



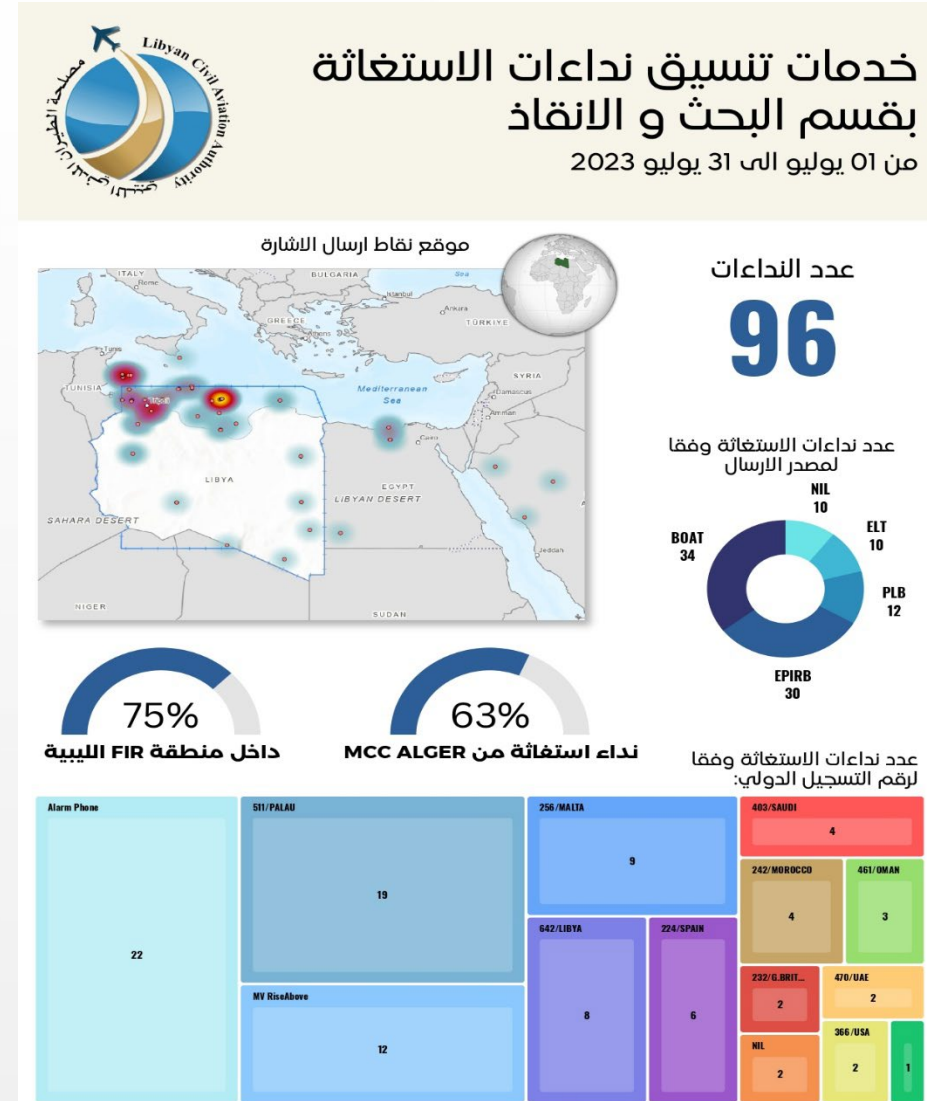
Current Status (Search & Rescue)



- ICAO Annex 12, International Convention for the Safety of Life at Sea (SOLAS).
- ICAO Doc 9731 Vol 3.
- LYCAR-SAR.
- Operation manual and plan.
- Agreements (Local Authorities and Adjacent SRRs).

Tripoli RCC Equipment:

- ✓ AFTN-VHF-HF, Telephones and e-mails.
- ✓ Receiving distress signals issued by the international system through ALG MCC.



Current Status (Human Resources)




Technical and Operational

Investing in specialized training programs for personnel to operate and maintain advanced air navigation system effectively.


ANS Manpower					
	ATCOs	AIS/AIM	ATSEP	SAR	MET
Total	287	150	140	20	55

[ANS training plan.xlsx](#)





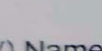
دولة ليبيا
I) STATE OF LIBYA



AIR TRAFFIC CONTROLLER LICENCE
VIII) Libyan Civil Aviation Authority

**IV) Name : NOUHA MOHAMED A
SALAMA**

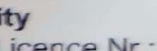
**III) Licence Nr :
298**



V) Address : Libya
IVa) DOB : 1983-05-26
VI) Nationality : Libya
 Issued in accordance with LYCAA Regulation
 and complies with ICAO standards
II) ATCO

X) Issue date : 2023-10-26
IX) Validity : 2025-10-25

XI) LYCAA


X) PEL Director

Date of:		
	Last	Next
Medical Examination	02-09-2023	09-2024
ECG	02-09-2023	09-2024
Audiogram	02-09-2023	09-2025
Intended Medical Examination		
Comprehensive Ophthalmology		

Observations:

NIL

Note:
All dates must be in dd/mm/yyyy format

MDA.000 - Decrease in medical fitness

- (4) Licensor holds shall not exercise the privileges of their license and related rights or activities at any time while:
 - (a) in any case of any decrease in their medical fitness which may be a threat to safety and property, especially those privileges;
 - (b) take or use any prescribed or non-prescribed medication which is likely to interfere with the safe exercise of the privileges of the applicable license;
 - (c) receive any medical, surgical or other treatment that is likely to interfere with flight safety;
- (5) In addition, Licensee holds shall, without undue delay, seek medical attention if:
 - (a) have experienced a surgical operation or invasive procedure;
 - (b) have been admonished the regular use of any medication;
 - (c) have suffered any significant personal injury involving incapacity to function as a member of flight crew;
 - (d) have been suffering from any significant levels of fatigue or exhaustion as a function of member of the flight crew;
 - (e) are pregnant;
 - (f) have been admitted to hospital or medical clinic;
 - (g) first require corrective lenses.

Certificate of training

This is to certify that
Nouha Slama
has successfully completed the following course(s)

ICAO ADI Refresher Course 2328


2023-07-10 - 2023-07-21

Signed on date

2023-07-21



Berna Castaneda Garcia-Aranda
Head of training
entry level teams Spain



Competencia Lingüística Aeronáutica


CENTRO EVALUADOR ESP-CECL-004

Certificado de competencia lingüística

Language competency certificate

Nombre / Name	Apellido / Surname	SALAMA
Typo de Licencia / Type of license	ATC 209	
Nacionalidad y fecha de nacimiento / Nationality and date of birth	LIBYA / 26-05-1983	
DNI o Pasaporte / ID or Passport	F38555C	

Ha sido evaluado obteniendo el nivel OACI
Has been evaluated obtaining the ICAO level

OACI	INGLES NIVEL 4	ENGLISH LEVEL 4	ICAO
Certificado nº/Certificate n°	Lugar / location	Fecha / date	
11676	MADRID	04-07-2023	
Nombre del evaluador / Examiner name		Firma del administrador / A.M. signature	
SHANE BRABYN		 <small>El certificado es válido por 10/17/13 04/04/2024 - 04/04/2034 fecha 20231007 100810 +02W</small>	

RESULTADOS POR AREAS / RESULTS BY AREAS

Pronunciación / Pronunciation	Estructura / Structure	Vocabulario / Vocabulary
5	5	5
Fluidez / Fluency	Comprensión / Comprehension	Interacción / Interactions
5	4	5

04/04/2024-10:07

COMPETENCIA LINGÜÍSTICA AERONÁUTICA S.L.
 C/ Reina de Portugal, 5, 28047 MADRID
 Tel.: 0034 9137736939
 cla@primaria.es
 www.primaria.es

Current Status (Major Operative Airports)



- There are 4 international airports and each one operates a different number of domestic and international flights as shown in the table below.



Departures



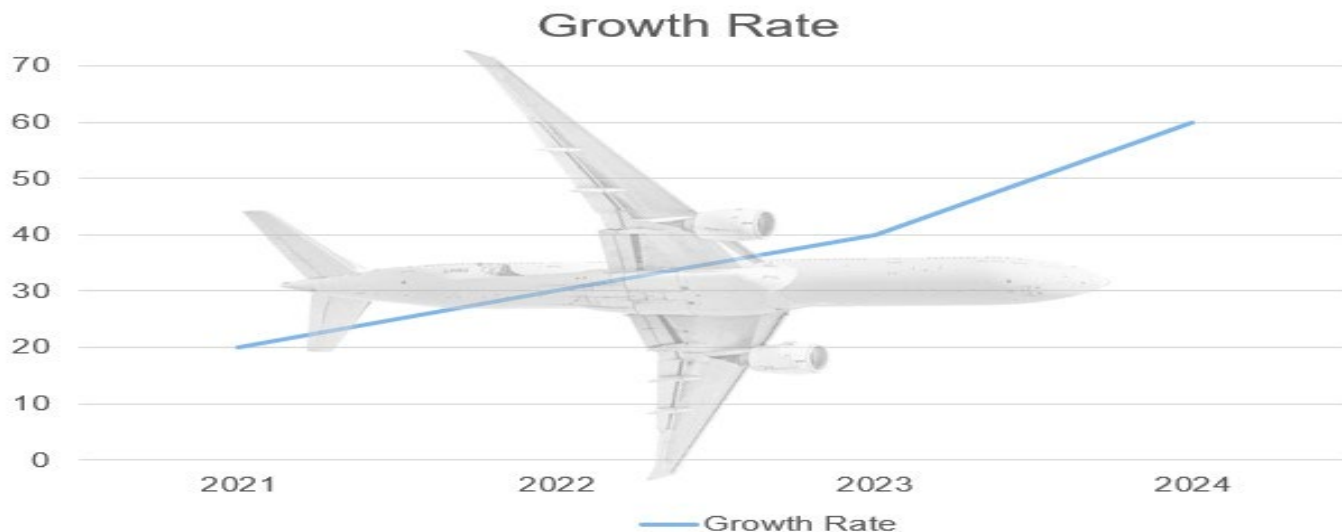
Arrivals

AD	International Take-Offs per week	International Landings per week	Domestic Take-Offs per week	Domestic Landings per week
Mitiga	180	170	114	105
Benina	76	64	67	56
Misrata	42	37	10	6
Sebha	-	-	13	12

Current Status (Air Traffic Growth Rate)



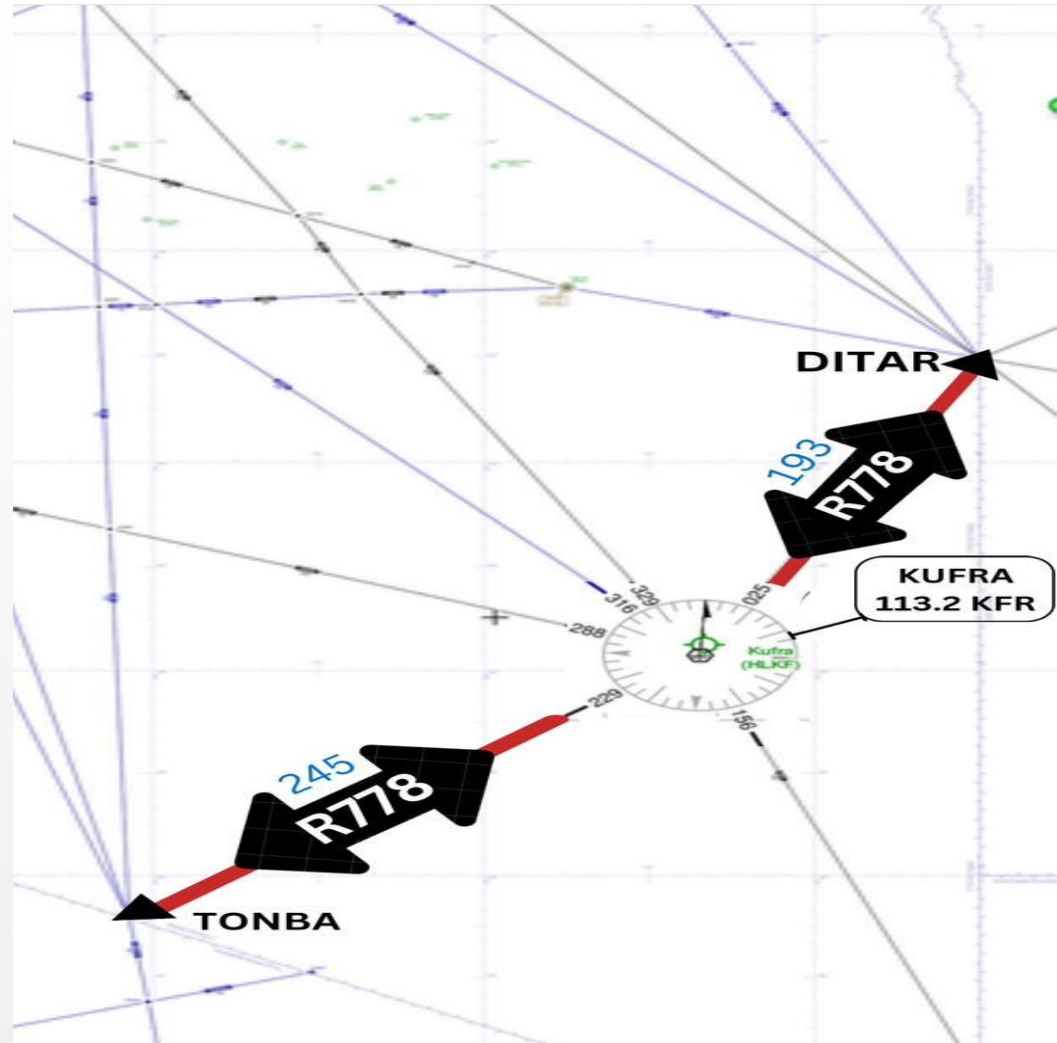
Since 2021, we have observed a significant increase in the number of flights due to the use of our FIR for overflying and scheduled flights to our airports by both national and international operators. that was a result of the efforts made by LYCAA, the rate of flights (over flying, landing and take off) increased by 60% in 2024 compared to [2023](#).and there are many airlines granted a permissions to operate within HLLL FIR and ADs (Turkish airlines, Etihad Airways, Iraqi Airways, Royal Air Jordanian).



Current Status (Overflying Operations) ➔



- **EGYPTAIR**
20 Flights per day.
- **PEACE BIRD AIRLINES**
5 Flights per day.
- **MIDDLE EAST AIRLINES**
4 Flights per day.
- **Other AIRLINES**
10 Flights per day.



Current Status (Letter of Agreement with adjacent FIRs)



Adjacent FIR	Status of ATC LoA	Remarks
Cairo	✓	Updated 2022
Malta	✓	Updated 2024
Tunis	✓	In progress
Algiers	✓	2008
N'Djamena	✓	2008
Khartoum	✓	2008

Current Status (Cooperation with MIDRMA)



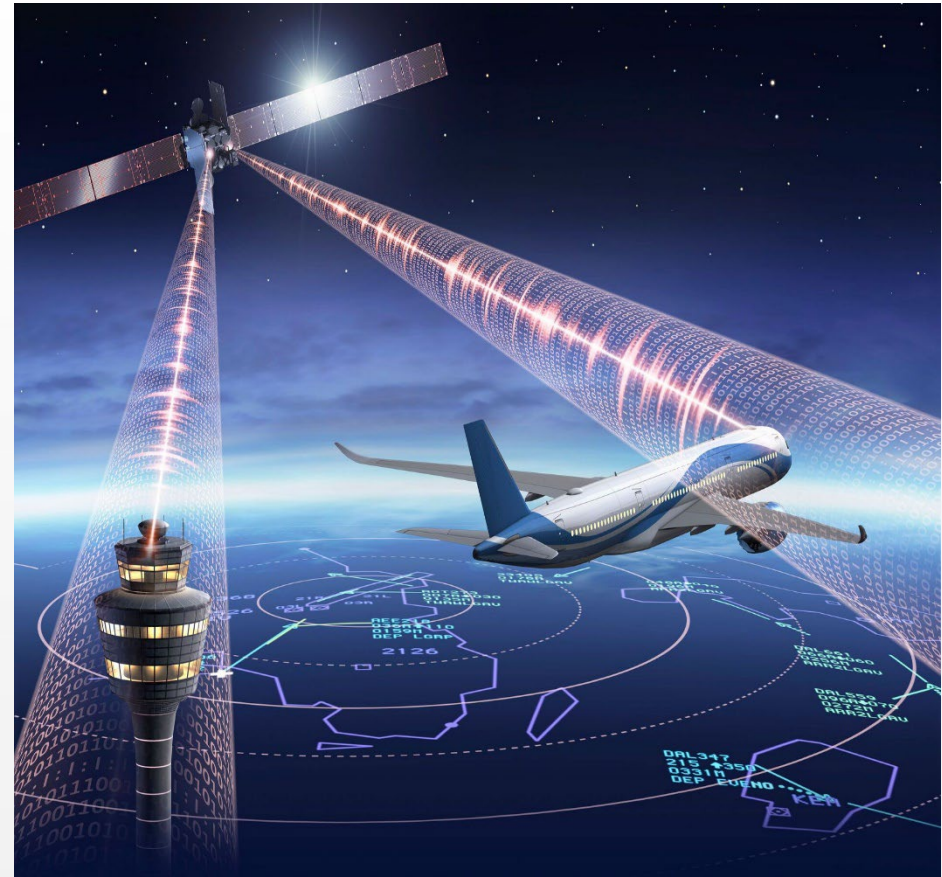
- [TDS](#) and [routing options](#) to MIDRMA for 2024.



Ongoing project



- ✓ Equipping 4 ATC TWRs in different ADs.
- ✓ Tripoli backup ACC.
- ✓ Tripoli Main ACC.
- ✓ Benghazi ACC.
- ✓ Benina ILS-DME.
- ✓ Ubari VOR-DME.
- ✓ AMHS/AIM (**Wepub, CRONOS, PLX, AIM portal, eTOD and ICE**).
- ✓ eTOD for Six airports (area 2, 3 and 4).
- ✓ Communication equipment (receivers, transmitters, radios and recorders).



Further LYCAA Efforts



As part of the CAA commitment to advancing air navigation, a strategic collaboration with ANS specialized companies have been established.

- ✓ Equipping 5 ATC Towers in different aerodromes.
- ✓ Deploy 3 PSR & SSR stations.
- ✓ Deploy 15 ADS-B stations.
- ✓ Deploy 15 E-VHF stations providing full coverage for Tripoli FIR.
- ✓ Migration to EAD.
- ✓ NAV aids next phase installation (VORs-DME and ILS).
- ✓ GNSS Establishment and implementation.



Conclusion

Implementing advanced air navigation systems in the Tripoli Flight Information Region (FIR) offers several opportunities and benefits:

- ✓ **Enhanced Safety**
- ✓ **Operational Efficiency**
- ✓ **Economic Growth**
- ✓ **Environmental Benefits**





THANK YOU

