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**FAA Threat Analysis Division
Libya – Information Note
as of 27 November 2019**

**Note: This information is provided for situational awareness only
and does not constitute an FAA flight advisory or prohibition.**

Libya – Increasing Threat to U.S. Civil Aviation

The internationally recognized Government of National Accord (GNA) is engaged in an ongoing conflict with the self-styled “Libyan National Army” (LNA) for control of Libya’s government, territory, and critical resources. Much of the recent clashes have centered on Tripoli, which the LNA seeks to control. The battle for control of Tripoli has resulted in increased foreign intervention and support: reportedly, Turkey supporting the GNA, and Russia, United Arab Emirates (UAE), and others supporting the LNA effort to seize control of the capital. During mid-2019, both sides conducted air strikes, utilizing both tactical combat aircraft and long-range unmanned aircraft systems (UAS). Strikes have included targeting airports and parked aircraft. As a result, each side has deployed anti-aircraft weapons and jamming systems for defensive purposes. Between November 20 and 21, both the U.S. and Italy lost military grade UAS operating in the vicinity of Tripoli, as described in more detail below. Additionally, on November 24, LNA military leader Khalifa Haftar declared a ‘no-fly’ zone with unspecified boundaries over the Tripoli region.

Regarding the November 20 and 21 UAS events, on November 20, the LNA claimed to have downed an Italian UAS. The Italian government subsequently confirmed the loss of an unarmed UAS southeast of Tripoli. On November 21, a U.S. military UAS was lost over Tripoli, according to the U.S. Department of Defense. The LNA claimed to have shot down both UAS. In fact, in the case of the U.S. UAS, the LNA claimed to have mistakenly shot it down, believing it was a Turkish UAS. If true, this may indicate the LNA failed to properly identify its target prior to engagement. Photographs of the Italian UAS wreckage posted to social media do not appear to show air burst or shrapnel damage consistent with surface-to-air missile or other kinetic weapons damage/impact.

Both sides possess anti-aircraft artillery and man-portable air defense systems (MANPADS), some of which have a maximum altitude of up to 25,000 ft. However, more advanced, higher-altitude air defense systems have been reported in Libya. As of mid-2019, the UAE reportedly deployed Pantsir S-1 (SA-22) surface-to-air-missile (SAM) systems to defend its airbase at Jufra. The wheeled, mobile SA-22 has an effective range of 20 km (10.8 nm) and a maximum altitude of 15,000 m (49,000 ft). The UAE most likely deployed the SA-22 for force protection against Turkish UAS air strikes. FAA continues to closely monitor the conflict, including international intervention, for any changes in the risk to U.S. civil aviation operations in the Tripoli Flight Information Region (FIR) (HLLL).

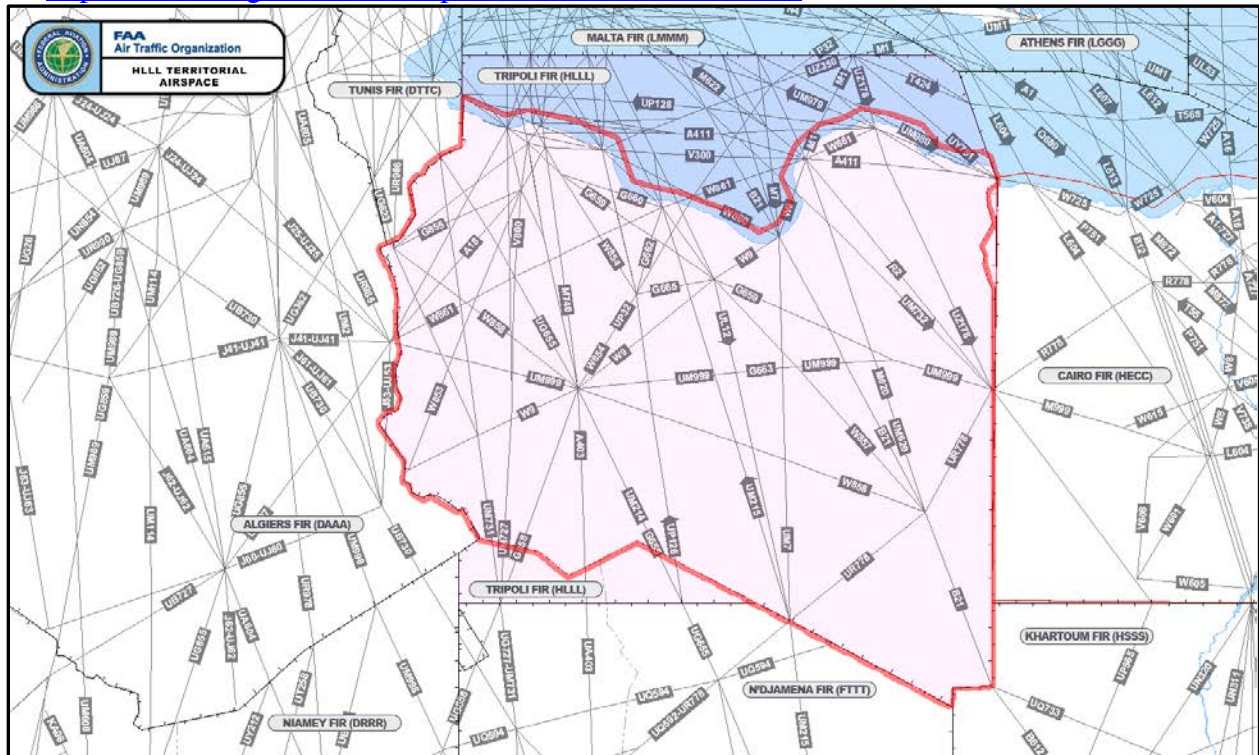
As a reminder, on October 23, the FAA issued an expanded flight prohibition NOTAM (KICZ A0026/19) which prohibits U.S. civil aviation operations in the entire territory and airspace of Libya at all altitudes. In addition, SFAR 112, 14 C.F.R. § 91.1603, prohibits U.S. civil aviation operations in the Tripoli FIR (HLLL) at altitudes below Flight Level (FL) 300. Cumulatively, the effect of these measures is that U.S. civil aviation operations are only permitted in the portions of

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the Tripoli FIR (HLLL) that are outside the territory and airspace of Libya, and only at altitudes at or above FL300.

Copies of all FAA-issued flight prohibition SFARs, flight prohibition NOTAMs, and advisory NOTAMs are available on the FAA Prohibitions, Restrictions, and Notices website at: http://www.faa.gov/air_traffic/publications/us_restrictions/.



**Graphic: Tripoli FIR boundaries, which are also the boundaries of SFAR 112 (light red shading); territory and airspace of Libya NOTAM A0026/19 (solid red lines)
This graphic is for situational awareness only and is not to be used for navigational purposes.**

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