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من نحن

المجلة العربية للعلوم الإنسانية والاجتماعية مجلة علمية الكترونية محكمة ، ربع سنوية، تصدر عن مركز السنبلة للبحوث والدراسات، عمان - الأردن ، تعنى بنشر البحوث والدراسات ، وملخصات رسائل الماجستير والدكتوراه ، ونشر فصول من الرسائل العلمية ، ومراجعة الكتب ، ونشر التقارير والندوات والمؤتمرات العلمية ، والحوارات واللقاءات العلمية في مجالات العلوم الإنسانية والاجتماعية بجميع فروعها : التاريخ ، والتربية ، وعلم الاجتماع ، والفلسفة ، والأديان ، وعلم النفس ، والقانون والعلوم السياسية ، والعلوم الادارية ، والتنمية البشرية ، وعلم الجريمة ، وعلم الانثربولوجيا، اللغة العربية وآدابها ،الجغرافيا الآثار، الإعلام والصحافة ،المكتبات والمعلومات.

الأهداف

تسعى المجلة العربية للعلوم الإنسانية والاجتماعية لتحقيق الأهداف التالية:

- نشر البحوث المبتكرة التي يقدمها الباحثون في المجالات العلمية المتعلقة بالآداب والعلوم الإنسانية ،وذلك بعد عرضها على المقوّمين العلميّين.
- نشر تقارير الندوات والمؤتمرات العلمية بالجامعات العربية ، والمعاهد العلمية ، ومراكز البحوث.
- توثيق ونشر الثقافة العلمية بين الباحثين، والتواصل العلمي فى مختلف مجالات العلوم الانسانية والاجتماعية.
- التعاون العلمي بين المجلة والباحثين والعلماء العرب في مجالات تخصّص المجلة.
- تشجيع الباحثين العرب على إنجاز بحوثهم المبتكرة.
- التميز في تقديم البحوث ذات الأفكار المبتكرة و التى لم يسبق نشرها بمجلات علمية أخرى والمحكمة بواسطة نخبة من العلماء والمتخصصين ،والإسهام في إخراج بحوث علمية متميزة , من خلال الالتزام بالمعايير العالمية للتميز في مجالات البحث العلمي.
- ضبط أمور البحث العلميّ ،بعرض البحوث المقدّمة إلى المجلة على المختصين والخبراء والتطوير المستمر فى أساليب النشر والتحكيم.
- الإسهام في إثراء البحث العلمي والمناهج العلمية و التزام معاييرها، ونشر المعرفة في مجال الآداب والعلوم الإنسانية ،وتعميمها في الوطن العربي خدمةً للمجتمع العربي وتقدّمه.
- نشر البحوث وأخبار المؤتمرات والندوات والمراجعات وملخصات الرسائل الجامعية، وفصول من الرسائل العلمية للتعريف بقيمتها العلمية.
- تعميم الفائدة المرجوّة من نشر البحوث والدراسات، بوضع أعداد المجلّة بين أيدي القراء والباحثين على موقع المجلة في شبكة(الإنترنت)وتطوير الموقع وتحديثه.

خطوات النشر :

-يقوم الباحث بتنسيق البحث حسب شروط المجلة المذكورة أدناه.

-يقوم الباحث بإرسال البحث المنسق على شكل ملف مايكروسوفت وورد، إلى البريد الإلكتروني :
editor@arabjhs.com

-يجب أن يكون البحث مكتوباً بلغة سليمة،

-يجب أن تكون المادة المرسلة للنشر أصيلة ولم ترسل للنشر في أي جهة أخرى.

-يلتزم الباحث بالأصول العلمية المتعارف عليها في إعداد وكتابة البحوث.

-يجب إثبات مصادر المعلومات وتوثيق الاقتباس واحترام الأمانة العلمية في الإحالات والمراجع والمصادر.

–يتمّ تقويم البحث من محكّمين.

–يتم إبلاغ الباحث بنتائج التحكيم خلال اقل من اسبوع، بالقبول أو الرفض أو إجراء التعديلات للبحث بعد التحكيم.

–يقوم الباحث بالتعديلات المطلوبة ثم يتم متابعة التعديلات من قيل لجان التحكيم . يتم إرسال البحث مع تقرير بقبول البحث بشكل نهائي من لجان التحكيم.

-يتم إرسال خطاب رسمي من المجلة بقبول البحث للنشر.

-يقوم الباحث بدفع رسوم النشر والتحكيم .ويرسل ذلك عبر البريد الالكتروني editor@arabjhs.com، أو الواتسب على الرقم **962790260197**

-يتم إبلاغ الباحث بإيميل رسمي بإتمام عملية النشر في حال إكمال كافة الإجراءات السابقة وإنجاز عملية النشر الفعلي في عدد المجلة .

يراعي الباحث ما يلي:

–اسم الباحث (الباحثين) ، الوصف الوظيفي ، المؤسسة التي يعمل بها ، .

–الملخّص باللغة العربية ثم الكلمات المفتاحية

–الملخّص باللغة الانجليزية ثم الكلمات المفتاحية

ترتيب المحتوى: محتوى البحث حسب شروط المجلة العربية للعلوم الإنسانية والاجتماعية : المقدمة ،مشكلة الدراسة ،أسئلة الدراسة ، أهمية الدراسة ، أهداف الدراسة ، مصطلحات الدراسة الإطار النظري والدراسات السابقة ، منهج الدراسة، أداة الدراسة ، نتائج الدراسة، ومناقشة النتائج ، التوصيات ،المصادر والمراجع

تنسيق البحث :يتم تنسيق الورقة على) قياس(A4 ، بحيث يكون نوع وحجم الخط وفق شروط محددة، وهي:– نوع الخط في الابحاث باللغة العربية هوSimplified Arabic ، حجم الخط 16 غامق للعنوان الرئيس، 14 غامق للعناوين الفرعية، 14 عادي لباقي النصوص وترقيم الصفحات و المسافة بين الأسطر يجب أن لا تقل عن 1.5.

–نوع الخط في الأبحاث باللغة الإنجليزية هوTimes New Roman ، حجم الخط 14 غامق للعنوان الرئيس، 12 غامق للعناوين الفرعية، 12 عادي لباقي النصوص وترقيم الصفحات و المسافة بين الأسطر يجب أن لا تقل عن 1.5.

حجم البحث والملخص :ألا يزيد عدد صفحات البحث على (30) صفحة و ذلك لكي لا يتم زيادة رسوم التحكيم. ويجب أرفاق ملخص مكون من 200 – 250 كلمة باللغتين العربية والانجليزية ، بالإضافة إلى كلمات مفتاحية لا تقل عن 6 كلمات.

التوثيق : يتم التوثيق وفقا لأسلوب الجمعية الأمريكية السيكولوجية APA)) وعلى النحو التالي داخل البحث إذا كان المرجع كتابا يكتب اسم العائلة والسنة ، مثال(السرهيد ، 2005).وإذا كان المرجع بحثا في مجلة علمية يراعى ما سبق ، أما إذا كان موقعا على الأنترنت فيكتب : اسم المؤلف ، عنوان المقال ، السنة ، الموقع ، السنة ، التاريخ ،.بالنسبة للمصادر والمراجع ، ترد المصادر العربية ، ثم المصادر الأجنبية.

الهوامش: تستخدم هوامش الصفحات السفلية لذكر أي ملاحظة، أو لتوضيح أي معلومة واردة في متن البحث، أو للتوثيق في بعض الأبحاث ولا مانع من ذلك ، وتوضع بين قوسين في أسفل الصفحة ، أو يعمل لها ملحق للهوامش توضع في نهاية البحث.

المراجع:

-ترتب أرقام المراجع في قائمة المراجع بالتسلسل، وذلك بعد مراعاة ترتيب المراجع هجائياً في القائمة حسب اسم المؤلف وفقاً للآتي:

أ. إذا كان المرجع بحثاً في دورية:

—اسم الباحث (الباحثين) بدءاً باسم العائلة،. "عنوان البحث،" اسم الدورية ، رقم المجلد، رقم العدد، ، سنة النشر.

ب.إذا كان المرجع كتاباً:

—اسم المؤلف (المؤلفين) بدءاً باسم العائلة، عنوان الكتاب ، اسم الناشر، سنة النشر.

جـ. إذا كان المرجع رسالة ماجستير أو دكتوراه:

—يكتب اسم صاحب الرسالة بدءاً باسم العائلة، "عنوان الدراسة،" يذكر رسالة ماجستير أو دكتوراه ، اسم الجامعة، السنة.

د.إذا كان المرجع نشرة أو إحصائية صادرة عن جهة رسمية:

—يكتب اسم الجهة، عنوان التقرير ، المدينة، ، سنة النشر.

هـ.إذا كان المرجع موقع الكتروني:

—يكتب اسم المؤلف، عنوان الموضوع ، سنة النشر والتاريخ ، الرابط الالكتروني.

و- وقائع المؤتمر:

—اسم الباحث (الباحثين) بدءاً باسم العائلة، عنوان الدراسة، اسم المؤتمر، رقم المجلد، سنة النشر.

رسوم النشر والتحكيم: 140 دينار أردني ،ما يعادل 200 دولار.

الهيئة الإستشارية :

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الرسوم

رسوم النشر والتحكيم والدفع

تسعى المجلة العربية للعلوم الانسانية والاجتماعية بنشر الأبحاث العلمية وتطوير البحث العلمي في الوطن العربي ، وتطلب المجلة رسوم رمزية مقدارها 140 دينار أردني أو ما يعادل 200 دولار لنشر البحوث المكونة من 25 – 30 صفحة بحد أقصى ويتم إضافة رسوم في حال زيادة عدد الصفحات عن 30 صفحة.

التحويل البنكي:

يمكنك تحويل رسوم النشر من خلال البيانات البنكية التالية:

من خارج الاردن :

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البنك الاسلامي الاردني / فرع سحاب

ومن داخل الاردن:

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المجلة العربية للعلوم الإنسانية والاجتماعية

مجلة عربية محكمة وفقاً لتصنيف قاعدة البيانات

EBSCO

العدد السابع والثلاثون / حزيران – 2026

Research titled:

Air transport development at Al Abraq International Airport - Libya.

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Abstract:

This study aims to understand the development of air transport at Al-Abraq International Airport, by analyzing its historical stages, identifying its role within the local and international air transport network, and demonstrating its importance in connecting eastern Libya with the outside world, while focusing on the impact of political and economic factors on passenger and cargo traffic. The study adopted the historical method to trace the origin and development of the airport, the descriptive method in presenting the airline network and the role of the airport, in addition to the analytical method to study the impact of political and economic variables. The geospatial approach was used to highlight the airport's location within the air transport network, and it relied on personal interviews with airport officials and employees, in addition to employing geographic information systems to highlight the airline network.

The study concluded that Al-Abraq International Airport enjoys an important strategic location, but its role in the air transport network has witnessed clear fluctuations as a result of political and economic conditions. The results also showed that passenger and cargo traffic is directly affected by the degree of stability, in addition to the existence of deficiencies in infrastructure and operational efficiency compared to the available capabilities.

The study suggested the need to develop the airport's infrastructure and technical equipment, expand the airline network, enhance compliance with international safety and security standards, and support the airport's role in air cargo traffic, thereby contributing to raising its efficiency and strengthening its role in regional development and connecting Libya to the world.

Keywords: Al Abraq International Airport, development of air transport, geography of transport, communications and trade.

introduction:

Air transport at Al Abraq International Airport is one of the important regional airports in eastern Libya, as it represents a vital connection point between the cities of the Green Mountain region and the rest of the Libyan state on the one hand, and between Libya and the outside world on the other hand. The airport has gone through several different historical phases, influenced by the political and economic transformations that the country has witnessed, which have directly affected the volume of air traffic, the nature of flights, and the network of routes associated with it. From its initial establishment as a military facility, then its transformation into a regional civilian airport, until its accreditation as an international airport, Al-Abraq Airport has witnessed varying developments in its infrastructure and functional role within the air transport network. The development of air transport at Al-Abraq International Airport is of particular importance due to its central geographical location in relation to the cities of eastern Libya. Its proximity to important population and economic centers made it a strategic alternative during periods of disruption or decline in the efficiency of some other airports in the region. The airport also contributed to facilitating the movement of passengers, transporting goods and vital materials, and supporting economic and service activities, especially in light of the limited availability or high cost of other means of transport. The development of air transport at Al Abraq International Airport cannot be separated from the institutional and regulatory framework governed by international and regional organizations concerned with civil aviation, such as the International Civil Aviation Organization and the International Air Transport Association, which have contributed through safety, security and operational standards to guiding the course of work within the airport. Improving the level of services provided and ensuring their compliance with international air transport requirements. On the other hand, air transport activity at Al-Abraq Airport was clearly affected by the political and economic factors that Libya went through during the last decades, as periods of political instability, international sanctions, and economic fluctuations led to fluctuations in passenger and cargo traffic. This was reflected in the regularity of flights and the diversity of destinations. In contrast, some periods of relative improvement contributed to revitalizing air traffic and opening new horizons

for the role of the airport in regional and international connectivity. Based on this, this research seeks to study the development of air transport at Al-Abraq International Airport by analyzing its historical background. Reviewing the network of airlines associated with it, explaining its role in the local and international air transport network, and highlighting its importance in connecting Libya to the world.

Search problem:

The research problem is revealed in the answers to the following questions:

(1) What are the key features of air transport development at Al Abraq International Airport throughout its various historical phases?

(2) What role does Al Abraq International Airport play in the local and international air transport network, and what is its importance in connecting Libya to the world?

(3) How have political and economic factors affected passenger and cargo traffic at Al Abraq International Airport?

Scientific methodology:

The descriptive, historical, and quantitative analytical methods were used in our study to analyze passenger and cargo traffic at Al-Abraq International Airport. The study seeks to develop solutions to reduce this problem, as the observation method was adopted for the study problem through the field study and personal interviews with officials at Al-Abraq International Airport. The study relies on official statistics related to the subject matter, scientific references, and relevant official reports, ensuring a comprehensive scientific analysis for the development of air transport at Al-Abraq International Airport.

Study area:

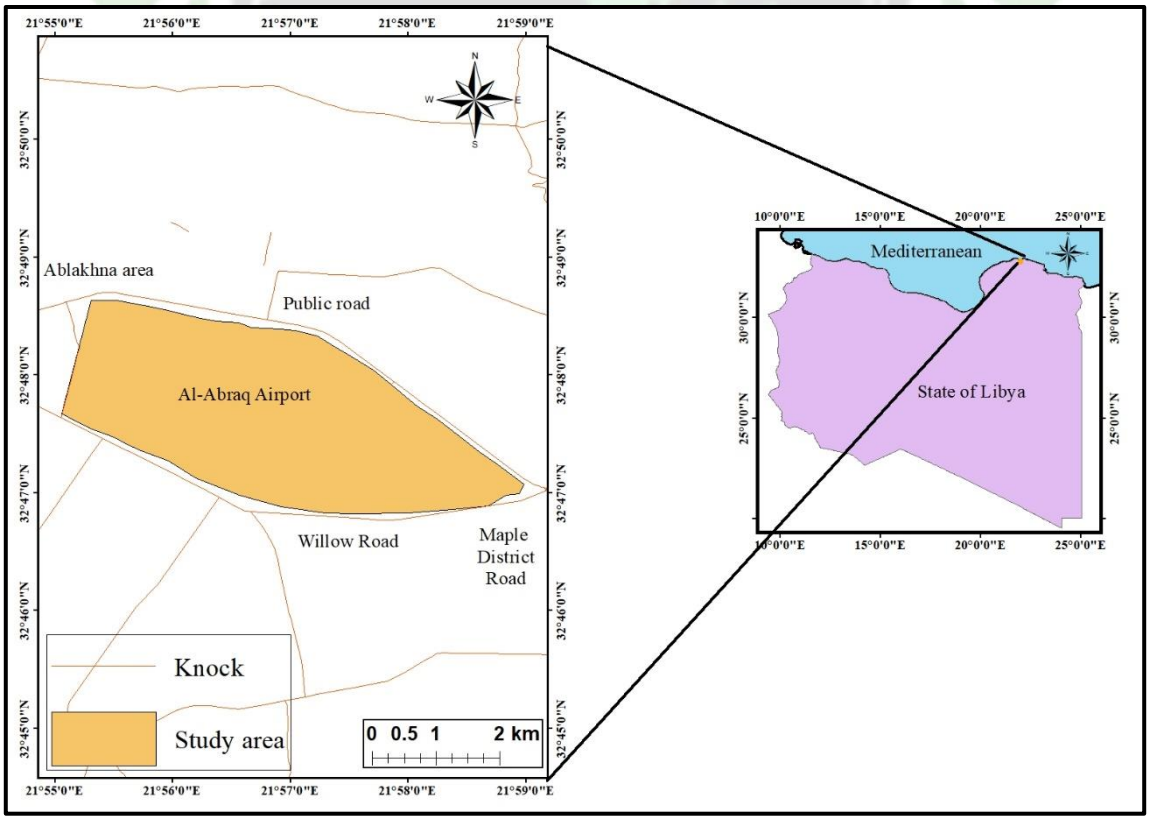
- Geographical boundaries:

The city of Al-Abraq is located in northeastern Libya and belongs to the municipality of Al-Abraq. It is located midway between the cities of Al-

Qubbah and Shahat. This study is specific to the boundaries of Al-Abraq Airport. The study area, which is Al-Abraq International Airport, is located between latitudes (13, 47, 32º) and (26, 48, 32º) north, and longitudes (20, 55, 21º) and (46, 58, 21º) east. Figure (1) shows the boundaries of the study area.

- Time limits:

The time frame for studying air transport at Al-Abraq Airport is from 2015 to 2024, which includes about (10) years. The duration of these years was chosen based on: the availability of airport statistics during these years, and the occurrence of important changes during this period such as the political situation of Operation Dignity, the Corona pandemic, and Cyclone Daniel. Likewise, the arrival of the Libyan Development and Reconstruction Fund at Al-Abraq Airport and the commencement of new future plans for this airport, and all of the above led to changes in the nature of cargo and passengers. Figure (1) shows the geographical location of the study area.

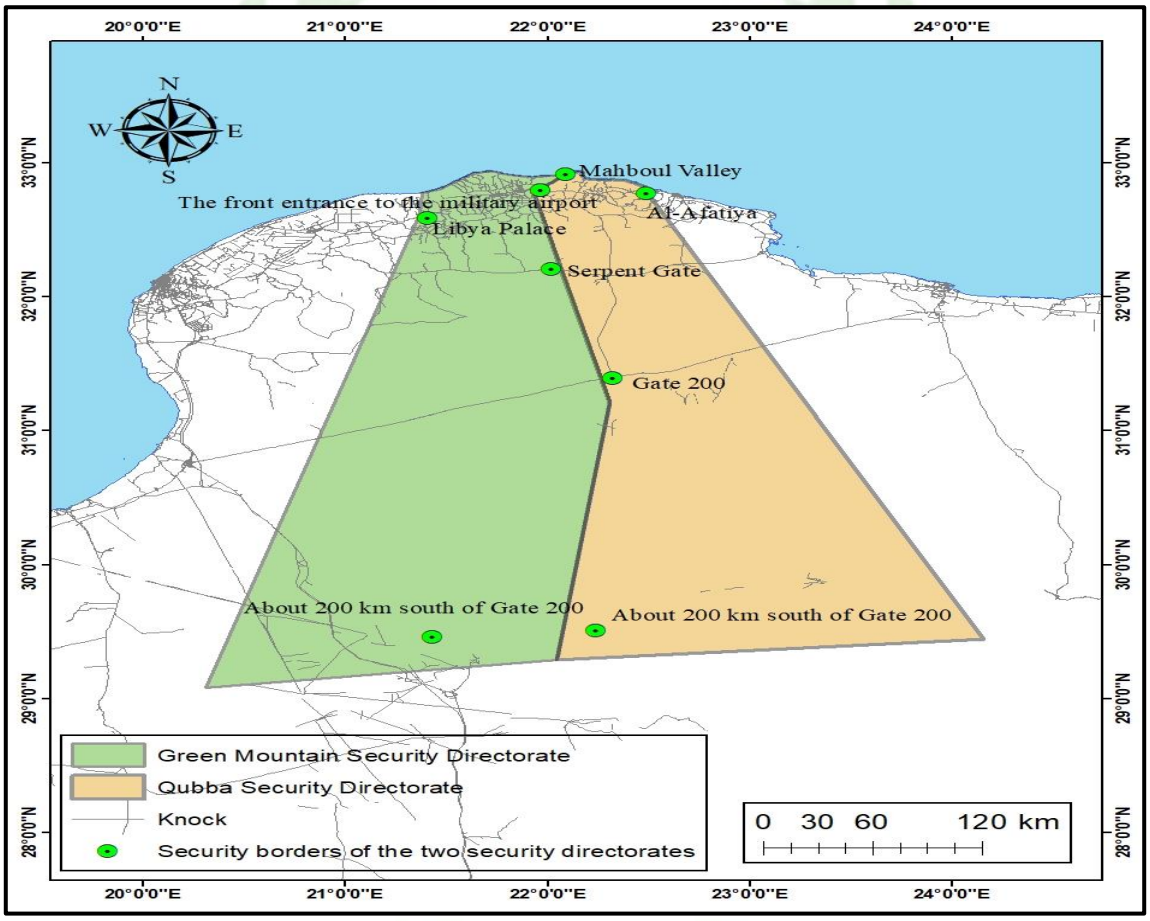


Source: The researcher's work was based on (Google Earth Pro) for the year 2025, using (10.4) ArcMap, based on the boundaries specified by Mr.

Abubakr Muftah Badr, General Manager of Al-Abraq International Airport, on 8/31/2025.

Figure (1) Geographical location of the study area

Half of the area of Al-Abraq International Airport is located within the security boundaries of the Al-Qubba Security Directorate, and the other half is within the security boundaries of the Al-Jabal Al-Akhdar-Al-Bayda Security Directorate. Figure (2) shows the security boundaries that include Al-Abraq International Airport.



Source: The researcher's work was based on (Google Earth Pro) for the year 2025, using (10.4) ArcMap, based on the boundaries defined by the security directors of the Qubba and Al Jabal Al Akhdar-Al Bayda directorates. Major General Tariq Omar Salem - Assistant for Security Affairs at the Qubba Security Directorate, Lieutenant Colonel Miloud Ramadan Miloud - Officer at the Security Affairs Office, Qubba Security Directorate, Colonel Abdul Qadir Muhammad Abdullah - Head of the Traffic and Licensing Department at Shahat Center, Al Jabal Al Akhdar Security Directorate, on 3/10/2025.

Study objectives:

1. To understand the development of air transport at Al Abraq International Airport and its various historical phases.

2. To explain the role of Al Abraq International Airport in the local and international air transport network.

3. To highlight the importance of Al Abraq International Airport in connecting eastern Libya to the outside world.

4. To analyze the impact of political and economic factors on passenger and cargo traffic at Al Abraq International Airport.

5- Contributing to proposing solutions to improve the performance of Al-Abraq International Airport.

Previous studies:

1- The study conducted by (Ahmed Mahmoud Ahmed Hassanein), which is a scientific paper entitled (Analysis of the Air Traffic Map on the Air Route Network in the Cairo Aviation Region, 2025). The study dealt with determining the volume of aircraft traffic at entry and exit points on transit air routes, as well as determining the volume of aircraft on international routes. The study adopted the regional approach in defining the Cairo aviation region, and the thematic approach that focuses on analyzing and interpreting the distribution of the phenomenon in the region, and used the quantitative method that enabled dealing with and analyzing data on the volume of traffic on air routes.

2- The study conducted by (Shrouq Naeem Jassim Al-Jubouri), which is a scientific paper entitled (Spatial Analysis of Air Cargo Flights in Iraq for the year 2020, 2022). The study dealt with air cargo flights, the distribution of these flights in the State of Iraq for the year 2020, and the most important international destinations with the highest implementation of air cargo flights in the State of Iraq. The study used the descriptive and statistical methods in analyzing air freight data, and the study relied on official reports issued by the Civil Aviation Authority - Air Transport Planning and Economics Division, Republic of Iraq.

3- The study conducted by (Manal Saleh Al-Ansari), which is a scientific paper entitled (Domestic Air Traffic of Saudi Arabian Airlines Passengers: A Case Study of King Abdulaziz Airport in Jeddah, 2021). The study dealt with estimating the volume of air traffic and identifying the most busy domestic routes. The study relied on the descriptive analytical method to describe the phenomenon, identify its characteristics, and find the relationship between its elements. It also used the quantitative method by collecting data on the phenomenon under study, then classifying and tabulating it to reach accurate objective results.

- Discussing the research:

- Providing historical background on Al-Abraq Airport:

In the mid-eighties (1986), Al-Abraq Airport was officially approved by the Ministry of Transportation and Communications, and the airport was put into operation. Part of the military airport was separated to become a local airport operating domestic flights at a rate of two flights per week to Tripoli International Airport. In 1987, the Libyan state changed its policy as it began to reduce the number of military air bases and establish civilian airports within it, away from these bases permanently, by building walls separating them from the Libyan Air Force bases, whose movement was limited to military and warplanes only (Sulaiman, 2018, 14).

On December 21, 1988, the Libyan state entered into political conflicts and international disputes with major powers, which brought about a kind of economic change and crisis in the country, and in which the Libyan state incurred financial losses estimated at billions of dollars, as a result of the downing of a plane belonging to the Pan Am company (Al-Shubki, 2000, 30).

Several months after the results of the investigations were announced, the UN Security Council (in 1992) imposed economic sanctions on Libya. These sanctions included a no-fly zone over Libyan airspace and a ban on airlines landing at or taking off from Libyan airports. Since that date, the Libyan air transport industry has entered a phase of complete stagnation. The Libyan Civil Aviation Authority and its subsidiaries were subjected to near bankruptcy and complete collapse, and the embargo lasted for nearly ten years, and air traffic in the State of Libya became limited to domestic flights

within Libyan airspace only (United Nations Security Council, Resolution No. 748, March 31, 1992).

Libyan citizens have resorted to using airports in neighboring countries for their travel and movement, and the aviation fleet has been subjected to deterioration as a result of being prevented from importing spare parts for Libyan aircraft or having them maintained abroad. The Libyan state has suffered financial losses and difficulty in transporting sick patients to neighboring countries as a result of this air embargo. Until the UN Security Council voted by a majority in favor of a resolution to lift the sanctions imposed on the State of Libya, 15 years after the bombing of the American plane (Pan American) over the town of Lockerbie in Scotland (Ali, 2022, 354) The vote on this resolution came in 2003 after the Libyan state agreed to pay compensation to the families of the Lockerbie plane crash victims, amounting to (2 billion) and (700 million dollars), in accordance with UN Security Council Resolutions No. (748 and 883) (Obaid, 2012, 38).

Thus it became clear that Al-Abraq Airport was established during the Italian occupation of Libya, where it was used as a military airport due to its strategic location in the Green Mountain region. It played a role in air operations during World War II, and in the period after Libya's independence in 1951. The airport was used for civilian and military purposes, and its infrastructure gradually developed to become a regional airport serving the local population. However, during the period of the Al-Fateh Revolution, the airport was not among the major airports in Libya. It continued to play an important role in connecting the eastern region with the rest of the country, and after the February 17 revolution, Al-Abraq Airport became even more important, especially in light of the deteriorating security situation at Benghazi Airport for periods of time. It was used as an alternative airport for international and domestic flights, especially during the conflicts that Benghazi witnessed in Operation Dignity. As we see, the airport has developed from the beginning of 2015 to 2024 and has become an important transit point in eastern Libya due to the availability of this airport near the concentration of the population of the main cities in the Green Mountain such as Al-Bayda, Shahat, Al-Qubbah, Derna and the suburban areas of these cities. It also witnessed some maintenance and development work to accommodate the largest number of passenger and aircraft traffic, especially

during the period of closure or instability of other airports in the Eastern Province.

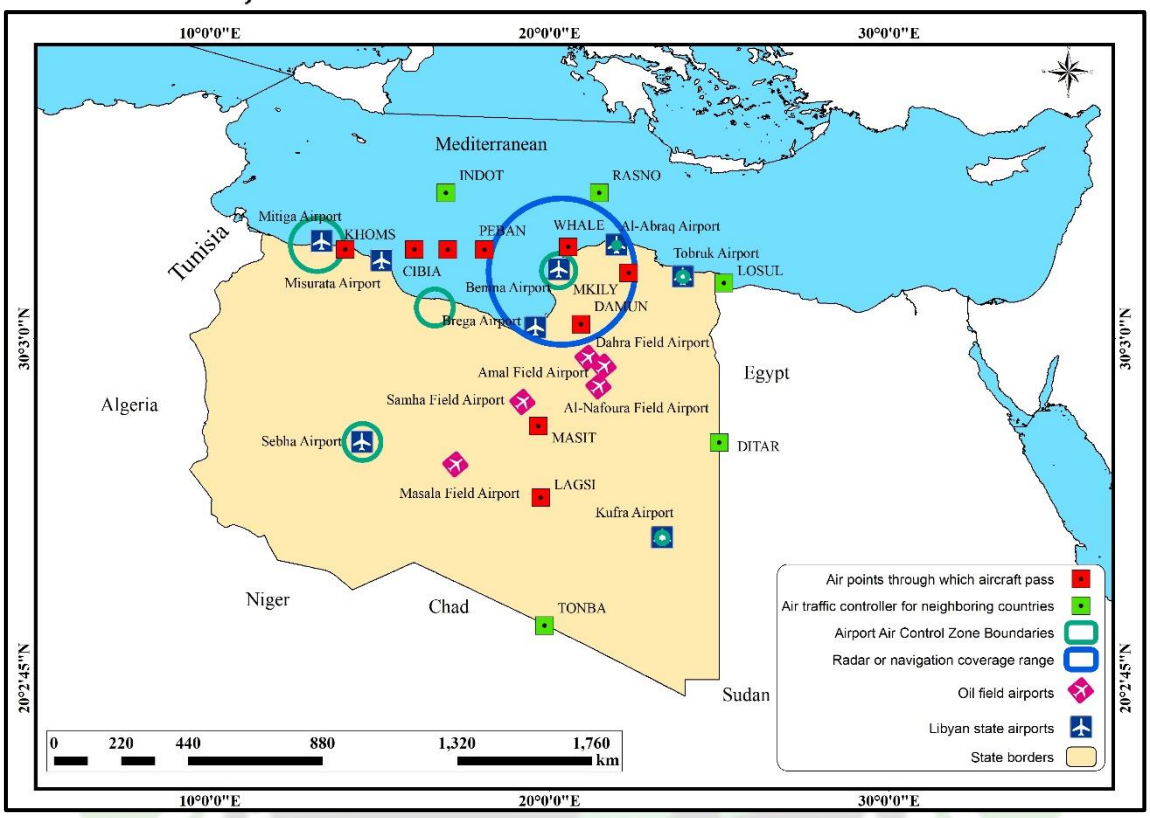
- Airline network at Al Abraq Airport:

This map is an aeronautical chart; specifically for the network of air routes associated with Al-Abraq Airport. It was created based on the Libyan air route network map issued by the Civil Aviation Authority, showing Libyan airspace and indicating air routes and directions between navigation points. The map shows airport locations, airspace boundaries, and large circles indicating air control zones around some major airports such as Benghazi and Tripoli. On the right side, there is a map key explaining the symbols and abbreviations used. This type of map is used by pilots and air traffic controllers to plan flights through Libyan airspace and to move safely between air points.

The air routes through which Al-Abraq International Airport passes are distinguished by two main types as follows:

1. High-altitude air routes: These are used for flying at high altitudes (usually above FL245). These are the international routes connecting Libyan airspace with neighboring countries (Egypt, Tunisia, Malta, Sudan, etc.).
2. Low-altitude air routes: These are used for flying at low altitudes (below FL245). These are usually used for approaching airports or for domestic flights.

Al-Abraq International Airport is also connected to the air route network via navigation points, with the nearest main navigation station being the airport's own. Several air routes connect the airport to several other airports such as Benghazi, Tripoli, Al-Kufra, and Tobruk via intermediate points. The most important directions and destinations of the roads to and from Al-Abraq Airport are from the west towards Tripoli, from the east towards Tobruk and then to the Egyptian border, and from the south towards the fields inside the desert and Al-Kufra. (Personal interview with Mr. Mohamed Salah El-Din Omar Al-Hamali, Air Traffic Controller at Al-Abraq International Airport Control Tower, dated 4/10/2025) and Figure (3) shows the air routes network at Al-Abraq Airport.



Source: The researcher's work was based on Google Earth Pro 2025, using ArcMap (10.4), and relied on the Libyan Civil Aviation Authority's (CAA) air network map. Source:

Libya Civil Aviation Authority, 2020, Aeronautical Information Publication (AIP Libya) Part 1: General (GEN), Tripoli: LCAA.

Figure (3) shows the airline network at Al-Abraq Airport.

- Defining the role of Al-Abraq Airport in the local and international air transport network:

The airport plays a pivotal role in the local and international air transport network, and this is evident in several aspects as follows:

First: The local air transport network:

1. Connecting Cities and Remote Areas: Airports facilitate travel between cities and regions within the country, especially those difficult to reach by other means of transportation.

2. Boosting Economic Development: The presence of a local airport stimulates the local economy by supporting tourism and trade and creating job opportunities.

3- Transport of goods and merchandise: The airport is used to transport goods and products quickly, which supports the supply chain within the country.

Second: The international air transport network:

1. The country's gateway to the world: The international airport serves as the primary point of contact between the country and the outside world, fostering trade, tourism, and cultural relations.

2. Supporting international trade: Through fast and efficient air freight, the airport plays a vital role in facilitating the export and import of goods.

3- Transit: Some airports act as stopover points for transit passengers, making them regional air transport hubs.

Domestic and international air transport at Al-Abraq Airport is a logistical and organizational center, and contributes to improving the transport infrastructure and expanding the network of air routes, and enhances integration with other means of transport such as railways and roads (Personal interview with Mr. Al-Saleheen Qwaider Jadallah Al-Faydi, Director of the Administrative and Financial Affairs Office at Al-Abraq Airport, dated 8/25/2025).

- The importance of Al-Abraq Airport in connecting Libya with the world:

Al-Abraq International Airport is one of the country's vital airports, and it has strategic importance in connecting Libya with the world. This importance can be summarized in the following points:

1 - A link with the outside world: Al-Abraq Airport provides a direct air gateway between eastern Libya and a number of countries, especially Egypt, Jordan, and Saudi Arabia, which contributes to facilitating travel for citizens and international travelers.

2- Supporting economic activity: The airport contributes to facilitating import and export operations, and supports the business and trade sector between Libya and neighboring countries, especially in light of the limited availability of other air gateways in the eastern region.

3- A vital role in crises: During political crises and internal conflicts, Al-Abraq Airport was one of the few air gateways that continued to operate, making it a vital artery for transporting supplies, diplomatic missions, and humanitarian aid.

4- Relieving pressure on other airports: It contributes to reducing the pressure on Benina Airport in Benghazi and Mitiga Airport in Tripoli, by providing alternatives for air travel, especially during peak times or crises.

5- Strengthening regional ties: By linking it to neighboring Arab and African countries, Al-Abraq Airport promotes regional cooperation in the areas of transport, tourism, and cultural exchange (Personal interview with Mr. Fathi Yousef Anwiji Al-Qabaili, Director of the Archives Office at Al-Abraq Airport, 8/14/2025).

- The role of international organizations operating in the field of air transport at Al-Abraq International Airport:

Air transport activities have been accompanied by some difficulties and problems of a technical, legal, and commercial nature. For example, problems have arisen regarding crossing the airspace of other countries or landing at their airports, problems with transporting passengers, goods, and mail, and problems with regulating aircraft systems and training civil

aviation personnel. As a result of these reasons and to avoid them, international organizations in the field of air transport have been established to play a fundamental role in organizing and coordinating the safety, security and efficiency of civil aviation globally. The following are the most prominent international organizations operating and participating in activities related to Al-Abraq International Airport:

- First: The International Air Transport Association (IATA):

The International Air Transport Association's Safety Ground Operations Review (ISAGO) program is the first global standard in the aviation industry for supervising and auditing ground handling companies (GSPS) that provide ground services to airlines at airports. It is based on a review of a set of globally recognized, standardized criteria in the aviation industry, aiming to improve flight safety using internationally recognized standards and quality review principles to reduce accidents and incidents in airport ground operations. It also contributes to reducing the costs of frequent audits conducted by airlines on ground handling companies at airports (IATA, 2010, 2). Thus, it is evident that airlines operating at Al-Abraq International Airport (departures/arrivals) such as: Libyan Airlines, Afriqiyah Airways, Al-Burniq Airlines, and Oya Airlines are often members of the International Air Transport Association, which sets standards for tickets, weights, and operational procedures.

- Second: The International Civil Aviation Organization (ICAO):

This organization is a specialized agency of the United Nations established by states under the Convention on International Civil Aviation to manage the administration and governance of international civil aviation. ICAO works with 192 States Parties to the Convention to support a civil aviation sector that is safe, efficient, economically sustainable, and

environmentally responsible (Lozensky, 2019, 1) The organization consists of the General Assembly, the Council, and the Secretariat. The General Assembly is composed of representatives from all (192) contracting states and is the supreme body of ICAO. It meets at least once every three years to set the organization's general and global policy. (Convention on International Civil Aviation, 1990, Article 50, 16) The Council is a permanent body of the organization and reports to the Assembly. It consists of (36) member states elected by the Assembly for a three-year term. The Council performs several functions, including implementing the directives of the Assembly and managing the financial affairs of ICAO As for the General Secretariat, its main role as an executive body is to implement the decisions of the Assembly and the Council, and it is to implement the work programs of the organization (Lozensky, 2019, 2). It is clear from this presentation that Al-Abraq Airport, as an international airport, is subject to the air safety and security standards set by this International Civil Aviation Organization, ICAO.

3 - The Arab Air Carriers Organization (AACO):

The Arab Air Carriers Organization, ICAO, and IATA conducted a study on regional air routes, and in 2008, the organization proposed to the Executive Council of the Arab Civil Aviation Organization the implementation of six new regional air routes resulting from the study. However, these routes were not put into effect These routes could have helped reduce the operating costs of airlines and alleviate air traffic congestion in the region, in addition to their environmental contribution by saving more than (12,000) tons of jet fuel annually, which means saving more than (38,000) tons of carbon dioxide emissions annually (First Meeting of Civil Aviation Directors in the Middle East Region, 2011, 2) This shows that Libyan Airlines and Afriqiyah Airways are entities of Al-Abraq

International Airport, as well as members of the Arab Air Carriers Organization. Thus, the Arab Air Carriers Organization may play an important role in coordinating the operations of these companies It indirectly affects the airport's activity within the Arab air transport network, by supporting companies operating at Al-Abraq Airport with the possibility of exchanging experiences and training programs.

4- Postal organizations (EMS, UPU):

The Universal Postal Union (UPU) and the Express Mail Service (EMS) are two organizations operating in the postal services sector, each with a different scope. The UPU works to regulate and improve postal services and strengthen international cooperation in this field. Each member undertakes to deliver the mail of other members using the best methods employed in its own postal service (Afkirin, 2017, p. 304). The Universal Postal Union also oversees the express mail service, which aims to deliver parcels and documents quickly. This service is provided by the General Post and Telecommunications Company through EMS offices located at international airports We note that the airmail services at Al Abraq International Airport fall within this system, especially the transport of official and commercial mail.

Al Abraq International Airport is part of a global network of airports, benefiting from the Airports Council International (ACI) guidelines in the areas of quality, passenger service, and environmental safety. Al Abraq Airport is also affiliated with the International Air Transport Association (IATA), providing ground handling and refueling services. IATA coordinates operations with the International Air Transport Association (IATA) The International Civil Aviation Organization (ICAO) aims to standardize safety standards.

- The impact of political and economic factors on passenger and cargo traffic at Al-Abraq Airport:

The impact of political and economic factors on passenger and cargo traffic at Al-Abraq Airport is one of the most prominent influences in the global air transport industry, given the close connection of this industry to internal and international conditions, especially since Al-Abraq Airport is located in a politically and economically sensitive area such as eastern Libya. The following are the most prominent of these political and economic influences:

- First: Political influences:

Passenger and cargo traffic at airports is directly affected by political factors such as (security, politics, international relations). Any strategic planning for the development of airports in general, and Al-Abraq Airport in particular, or for enhancing its role as a regional or international transport hub, must take these factors into account:

1- Political and security stability: Countries experiencing political stability attract investments and tourists, leading to increased passenger and cargo traffic. Conversely, wars, coups, and terrorism lead to a significant decline in air traffic due to safety concerns. In Libya, periods of conflict or political unrest reduce the number of travelers and tourists due to security concerns Military operations or lockdowns also play a role in suspending or reducing air travel, which directly affects the movement of cargo and passengers.

2- Government policies: Government support for the aviation sector or the provision of customs facilities (such as tax exemptions or investment in infrastructure) encourages the growth of transportation traffic and attracts airlines, as do decisions such as closing airspace or imposing travel

restrictions (as happened during epidemics or conflicts) The number of flights and shipments has decreased, and we note that conflicts between multiple governments (such as the existence of two governments in Libya for long periods) have disrupted the management and development of the airport.

3- International Relations: Bilateral and multilateral agreements between countries facilitate the opening of new routes and increased air traffic. However, tensions with neighboring or European countries affect air traffic, especially direct flights. Furthermore, restrictions or air embargoes imposed by some countries or international organizations contribute to reducing air connectivity to Al-Abraq Airport(Personal interview with Mr. Faraj Abdulmalik Abduljawad, Station Manager of Al Jisr and Al Munawada Aviation Services Company at Al Abraq International Airport, dated 9/19/2025).

Second: Economic impacts:

Passenger and cargo traffic at airports is directly affected by economic factors such as (economic growth, fuel and currency prices, and investment in airport infrastructure). Any strategic planning for the development of airports in general, and Al-Abraq Airport in particular, or for enhancing its role as a regional or international transport hub, must take these factors into account:

1- Local and global economic growth: Higher GDP and increased per capita income encourage travel and tourism. Companies also increase air freight as the economy improves. We note that the general economic situation in Libya affects air transport, as declining per capita income and high unemployment limit citizens' ability to travel Similarly, reduced business activity affects the volume of air shipments.

2- Fuel prices and currency fluctuations: Fuel represents a large percentage of operating costs. Its increase raises ticket or shipping prices and reduces demand for air transport. As for exchange rate fluctuations, they affect operating costs, especially in countries that rely on imports.

3- Investments in infrastructure: The lack of investment in developing or maintaining Al-Abraq Airport limits its efficiency and reduces its ability to receive large aircraft or huge shipments. Likewise, the lack of modern logistics services weakens the airport's competitiveness compared to other airports.

4- International trade and tourism demand: The volume of exports and imports in a country directly affects the volume of air freight, and the increased reliance on e-commerce boosts demand for express shipping by air. Libya suffers from a weak tourism sector, which has affected passenger traffic Commercial activity in the city of Al-Abraq, whether agricultural or industrial, has a direct impact on the volume of air freight. This can contribute to facilitating the movement of goods and merchandise, especially those imported from Europe and the Middle East, thus enhancing the availability of raw materials and products for factories and traders, It also encourages investors to establish industrial and commercial projects in the region due to easy access to the market via air transport.

5- Creating direct and indirect job opportunities: These job opportunities include several types of jobs, as follows:

- Air freight and logistics companies.

- Ground handling and warehousing.

- Customs and technical inspection.

- Support services (catering, maintenance, security).

6- Enhancing integration with land and sea ports: Air freight complements the transport system in eastern Libya, and provides flexibility in logistical options for importers and exporters (Personal interview with Mr. Boubaker Miftah Bader, General Manager of Al-Abraq International Airport, 8/31/2025).

- Results:

1- The study showed that Al-Abraq International Airport went through multiple stages of development, which were directly affected by the political and economic transformations that Libya witnessed, which was reflected in the volume of air traffic and its functional role within the air transport network.

2- The results showed that Al-Abraq Airport occupies an important position within the local air transport network, and contributed to linking the city of the Green Mountain region with the rest of the Libyan cities, in addition to playing a complementary role to other airports in the eastern region.

3- The study confirmed that the airport has strategic importance in linking eastern Libya with the outside world, especially during periods of disruption or decline in the efficiency of some other airports, which made it a vital air gateway for passengers and goods.

4- The results showed that the network of airlines associated with Al-Abraq Airport witnessed a clear fluctuation in terms of the number of destinations and the frequency of flights, as a result of the unstable political, security and economic conditions.

5- The study showed that international organizations concerned with civil aviation have contributed an important role in regulating work within the airport, through the application of safety, security and operational standards, despite the existence of some challenges in the full application of these standards.

6- The results revealed that political and economic factors had a direct and strong impact on passenger and cargo traffic, as political instability and a decline in economic activity led to a decrease in the volume of air traffic, while periods of relative stability contributed to improving the operational performance of the airport.

7- The study concluded that Al-Abraq International Airport faces a number of operational and structural challenges, but it possesses geographical and spatial advantages that qualify it to play a greater role in the Libyan air transport system if stability, institutional and investment support are available.

- Recommendations:

1. Developing the infrastructure and technical facilities of Al-Abraq International Airport in accordance with international civil aviation standards.
2. Enhancing Al-Abraq Airport's position within the national air transport network and activating its role as a supporting regional airport.
3. Expanding the airline network and encouraging the operation of scheduled flights to and from the airport.
4. Enhancing operational efficiency through continuous training and adherence to international safety and security standards.
5. Mitigating the impact of political and economic factors by adopting flexible crisis management policies.
6. Developing air cargo operations and integrating the airport with economic activities in the Green Mountain region.
7. Establishing an integrated statistical and information system to support planning and decision-making.
8. Supporting research and future studies to develop air transport at Al-Abraq International Airport.

- Conclusion:

The study found that Al-Abraq International Airport is a key point in the Libyan air transport network, undergoing development linked to political and economic transformations. Its strategic location connects eastern Libya with urban centers and some international destinations. The study also emphasized the importance of developing the infrastructure and strengthening adherence to international safety and security standards, In addition to the role of international organizations in regulating work and promoting professional standards, developing the airport and expanding its network of air routes ensures the continuity of its vital role in air transport, and contributes to supporting economic and regional development and connecting the State of Libya with the world.

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