



Session 8

Group discussion on risk assessment and mitigation

- Are conflict zones a safety or a security issue?
- The SARPs sit across Annexes covering both – needs to be a joined-up approach
- Managing these risks includes key roles for the:
 - State that manages the airspace
 - Air navigation services provider
 - Aircraft operator
 - State of the Operator

- Who are the key actors or groups in the country / region?
- What is the known capability in that country for both terrorist groups, other non-state actors and the host state?
- What is the level of intent – if any – to target civil aviation? If none, consider misidentification, miscommunication or miscalculation risk
- What do we know, if anything, about the likely level of training or competence of the operators? Previous examples of poor command and control or even engagement of aviation targets?
- Wider geopolitical issues to be aware of?

- In most case, decisions are around reducing the level of risk, not eliminating all risks
- Often industry will be ahead of Government – they are making decisions in real time as flights are in various stages of flight
- **These are operational decisions for airlines to make** and States do not always need to get directly involved (unless we decide to close airspace as the risk is judged too high)
- Air carriers are the experts – they know their operations best and what capabilities they have available

WHAT MITIGATIONS COULD BE DEPLOYED?

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- Air carriers may suspend operations – some or all flights for an initial period.
- Air carriers may cease using certain airspace/ air corridors for a defined period
- Restrict flights to daytime operations only
- Minimise turnaround times and therefore length of time on the ground
- Aircraft may land and then reposition to a neighbouring country to limit exposure
- Stop crew overlays in country (*can mean reduced capacity as need to carry more crew*)
- Implement “top of descent” decision making – pilot and HQ Security make decisions on a case-by-case basis on whether to continue to land
- Don’t use airbridges/jetways – these take time to remove and can delay quick departures
- Carry additional fuel to allow for sudden diversions or holding patterns
- Review and amend alternate airports (pre-agreed diversion points if needed) to avoid using airspace or entering countries where a conflict is developing/underway

HOW ARE YOU SET UP TO RESPOND?

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- Who is responsible for monitoring, analyzing data and sharing information with air carriers?
- Which organisation is responsible for issuing advice on airspace risks?
- Do you have clear and agreed processes for timely decision making?
- How do you work with your regional partners – do you speak / message / compare notes?

SHARING RISK INFORMATION WITH AIR OPERATORS?

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- Different options to share information with air operators – common approaches include
 - NOTAMS
 - Aeronautical Information Publication (AIP) or Circular (AIC)
 - Directives to airlines (or other direct notification)
- For NOTAMs/AIPs/AIC's Doc 10084 recommends a three-level system of advice:
 - **Level 1** – air carriers will be **advised** to take an issue into account
 - **Level 2** – air carriers are **recommended to** follow a course of action (*i.e. not to operate*)
 - **Level 3** air carriers are **prohibited** from using certain airspace

SHARING RISK INFORMATION WITH AIR OPERATORS?

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A0057/25 NOTAMR A0416/24 Q)
OJAC/QGWXX/IV/BO /E
/000/999/3123N03648E159 A) OJAC B)
2502020828 C) 2505012359 EST E)
POSSIBLE GPS SIGNAL INTERFERENCE
WITHIN AMMAN FIR PILOTS ARE URGED TO
FOLLOW THEIR RESPECTIVE OPERATION
PROCEDURES IN THIS REGARD

Afghanistan – Level 2 – Issued August 23, 2024
SECURITY – HAZARDOUS SITUATION IN
AFGHANISTAN. Canadian Air Operators and owners
of aircraft registered in Canada are recommended
to maintain a flight level equal to or above FL320
within FIR Kabul (OAKX). Potential risk from
extremist and militant activity and limited risk
mitigation capabilities.

V0011/25 NOTAMN Q) EGXX/QROXX/IV/NBOW/
/000/999/5218N01451W999 A) EGGX EGPX
EGTT B) 2502140000 C) 2505152359
E) SECURITY - HAZARDOUS SITUATION IN
HAITI. UK REGISTERED AIR OPERATORS ARE
RECOMMENDED NOT TO ENTER FIR PORT-
AU-PRINCE (MTEG) BELOW 10000FT AGL DUE
POTENTIAL RISK TO AVIATION FROM SMALL
ARMS FIRE. CONTACT UK DEPARTMENT FOR
TRANSPORT 02070 826639 OR 02079 443111
OUT OF HOURS. AR-2025-956/03. F) SFC G)
UNL

How does **your**
state share risk
information with
air carriers?

- The discussion will focus on the three primary phases of a conflict
 1. **Pre-Conflict Phase**
 2. **Conflict Phase**
 3. **Post-Conflict Phase**
- There is no scenario and there is no particular current conflict driving the discussion – it is about considering the actions you would take at different points in the conflict cycle
- There are no right or wrong answers. This is an opportunity to learn from each other and understand how others approach this complicated area
- The team from the Safer Skies Consultative Committee (SSCC) are happy to share their own experiences and answer questions as we work through the different phases

This stage can be indicated by:

- *increased political rhetoric*
- *increased tensions between groups*
- *movement of military forces and/or deployment of equipment and weapons systems.*
- *There may be instances of limited clashes or armed incidents within a contested area.*
- *This phase may include cycles of escalation and de-escalation*

This stage can be indicated by:

- *Increased intensity of military engagements (there may have been limited instances pre-conflict)*
- *Statements of intent, political posturing, and rationalisation*
- *Punctuated by armed conflict and violence between groups, and/or force on force engagements*

This stage can be indicated by:

- *Cycles of de-escalation and escalation; likely an overall decrease in the intensity of actions*
- *Transition of operations from offense to defence as well*
- *Redeployment or removal of key weapon systems*
- Likely periods of negotiation and/or successful cease-fire implementation



Closing session



THANK YOU



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