



EASA

European Aviation Safety Agency

Aviation Risks arising from Conflict Zones: EASA initiatives

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MH17 crash : Discussion at EP TRAN

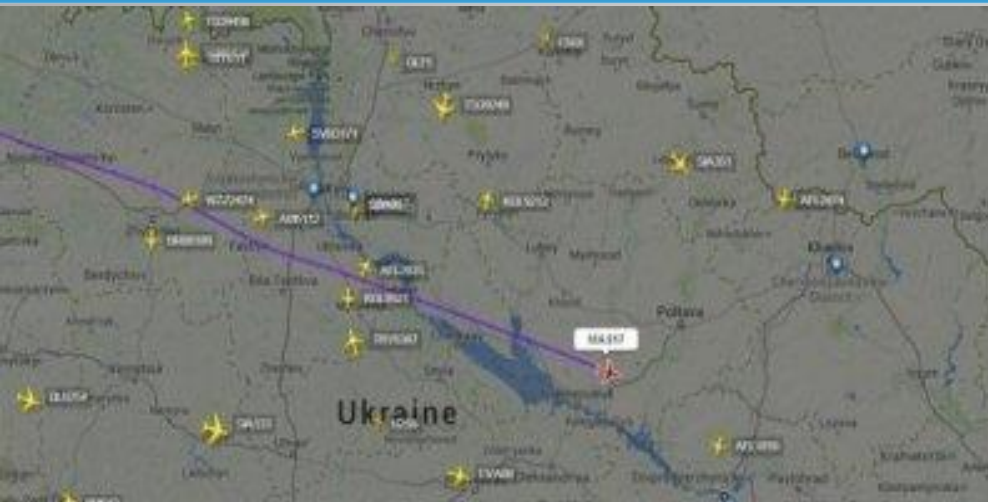
10 November 2015

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TE.GEN.00409-001

The threat





The threat





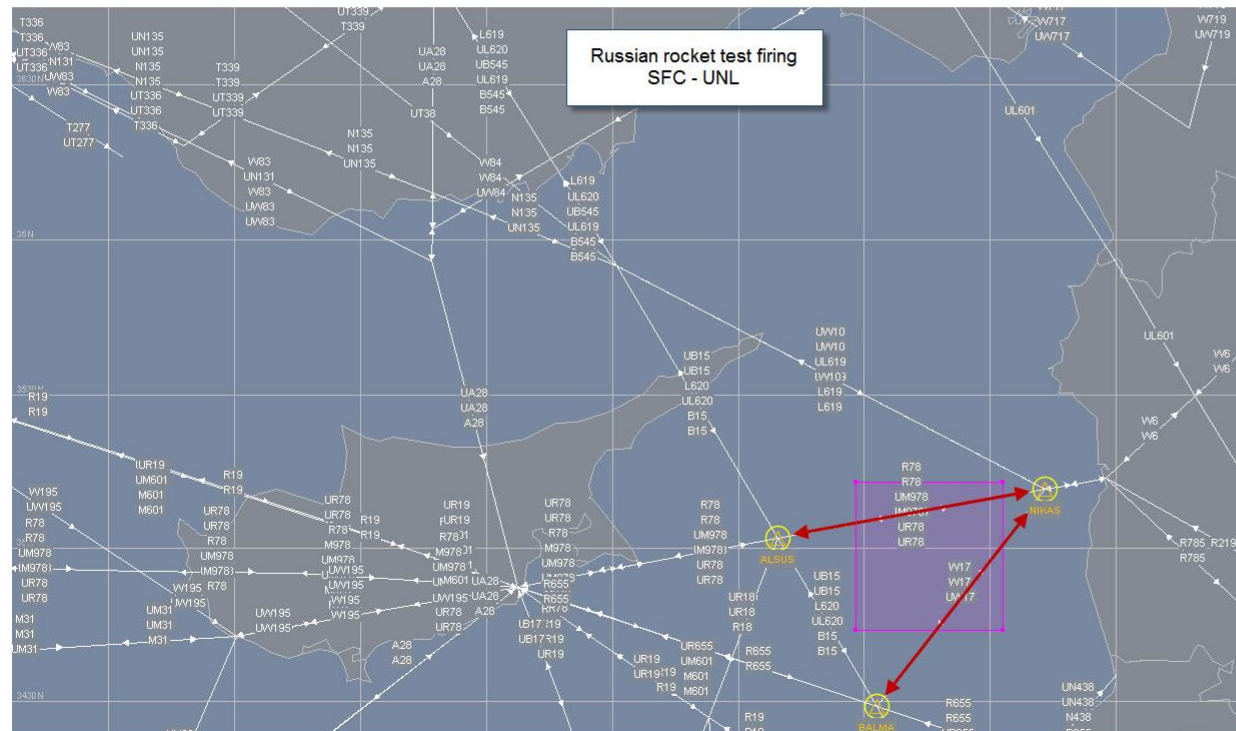
The threat



Launch of cruise missiles from Caspian Sea to Syria, 7 October 2015



MAP

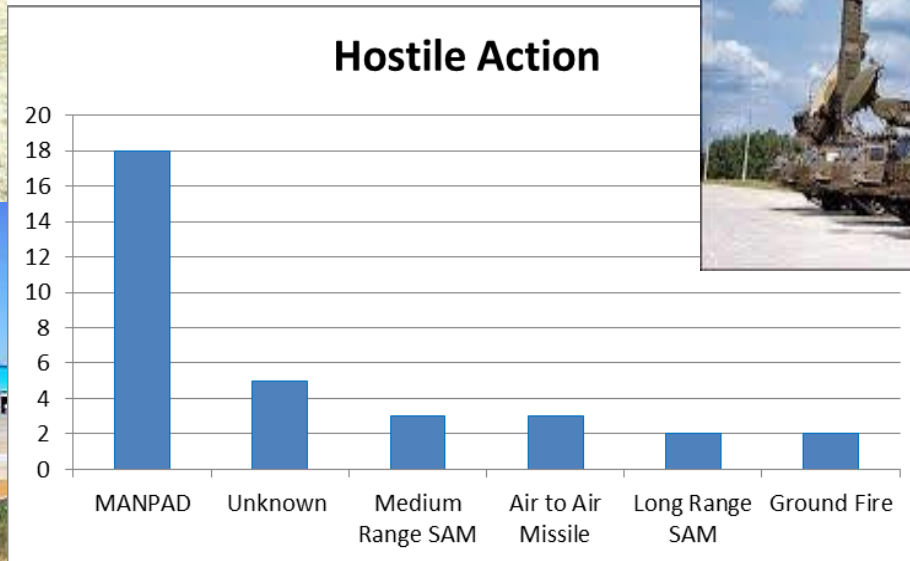


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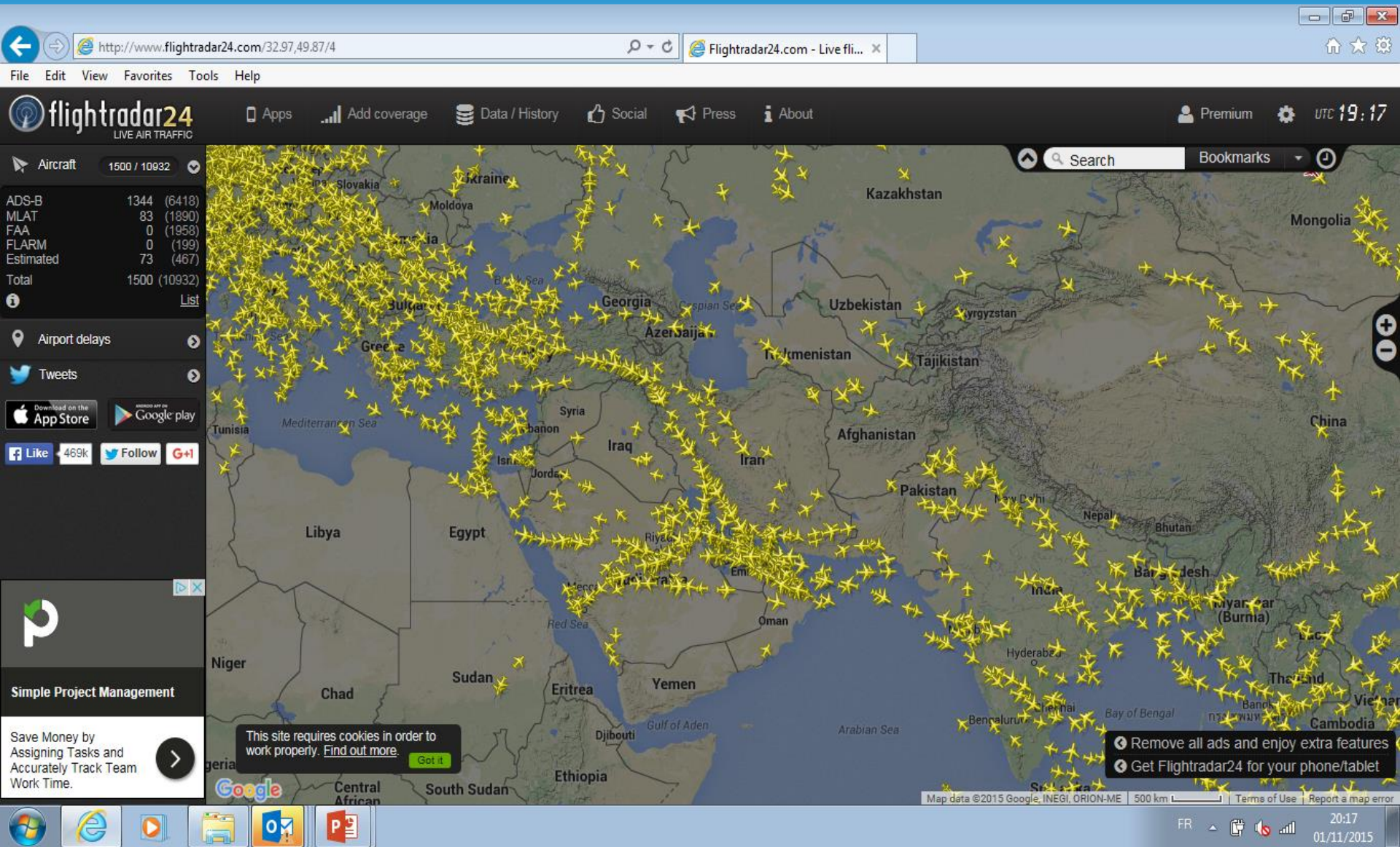
The threat

- Since 1970: 33 commercial aircraft accidents, 1500 fatalities





The threat (consequences on traffic)





The threat

- Risk of intentional / unintentional attacks against civil aircraft
 - On or close to the ground
 - In mid and high altitudes
- More and more “closed” airspace due to perceived risks from conflict zones
 - Traffic congestion
 - Political and financial impact



Towards a European alerting system

- Uniform level of protection of airlines and citizens of EU Member States
- Platform for sharing information available with all actors
- Common risk assessment of conflict zones
- Common information and Recommendations to Airlines
- Capability to activate these channels on a short notice



Actions taken since MH17 Accident

- States actively analysing risks and issuing NOTAMs (alert notices issued by authorities), for their own airlines
 - USA, France, UK, (Germany)
- ICAO task force, ICAO repository
- DG HOME working group with States and EEAS
 - Agreement on risk assessment methodology
- EASA effort to build up NAA and Airlines network within Europe
- EASA published Safety Information Bulletins, drawing attention to NOTAMs



Actions taken – EASA issued SIBs

Countries/Regions

Safety Information Bulletin

Afghanistan

[SIB 2014-26R1](#)

Caspian Sea, Iran and Iraq Airspace – Launch
of Missiles from Caspian Sea to Syria

[SIB 2015-22](#)

Egypt Sinai Peninsula

[SIB 2014-30R1](#)

Iraq

[SIB 2014-24R1](#)

Lybia

[SIB 2014-23R1](#)

Mali

[SIB 2014-27](#)

Pakistan

[SIB 2015-02R2](#)

Somalia

[SIB 2015-23](#)

South Sudan

[SIB 2014-35](#)

Syria

[SIB 2014-25](#)

Ukraine

[SIB 2014-21](#) & [SIB 2015-16R1](#)

Yemen

[SIB 2015-05R3](#)



Actions taken – EASA issued SIBs





Challenges

- Fragmented information available in different places
- Multiple actors, no single decision chain
- EU institutions do not have *per se* the required intelligence capability and rely on Member States
- European passengers fly on any airline
- Problems related to Information sharing, Coordination and Cooperation
 - ...Within States *and* between States
- Role of EASA not recognised by European States
- Need for a rapid alert capability



EASA initiatives – Concluding remarks

- EASA effort to build up network within Europe
- High Level Meeting organised on 29 September 2015 with all actors involved
- Need for a joined-up approach together with a change of mindset
- Concrete proposals:
 - High Level Task Force (HLTF) to identify actions so European stakeholders can respond more effectively to associated risks arising from conflict zones
 - Operational level: Network of focal points
- First meeting of HLTF last Thursday 5 November 2015, conclusions expected for March 2016



EASA
European Aviation Safety Agency

Thank you for your attention

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