



International Civil Aviation Organization

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WORKING PAPER

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Subject No. 14: Subjects relating to air navigation

Subject No. 52: Unlawful interference with international civil aviation and its facilities

REPORT FROM THE SENIOR-LEVEL TASK FORCE ON RISKS TO CIVIL AVIATION ARISING FROM CONFLICT ZONES

(Presented by the Secretary General)

EXECUTIVE SUMMARY

This paper provides the Council with a report on the activities of the Task Force on Risks to Civil Aviation arising from Conflict Zones (TF RCZ) during meetings held on 14-15 and 25-26 August 2014. The report of the Chairman is presented at Appendix A and the proposed objectives and work programme are contained in Appendix B. The attendance list of both TF RCZ meetings is presented at Appendix C. The terms of reference of the Task Force is contained in Appendix D.

Action: The Council is invited to:

- a) review the TF RCZ Chairman's report in Appendix A; and
- b) consider, and approve in principle, the objectives and proposed work programme in Appendix B.

<i>Strategic Objectives:</i>	This paper relates to Strategic Objective A – <i>Safety</i> and Strategic Objective C – <i>Security and Facilitation</i> .
<i>Financial implications:</i>	Implementation of the work programme will be funded by in-kind and voluntary contributions from States and the aviation industry.
<i>References:</i>	PRES OBA/2324 State letter AN 13/4.2-14/59 Individual State letter SMM 1/4-IND/14/11 United Nations Security Council Resolution 2166 (2014)

1. INTRODUCTION

1.1 On 17 July 2014, a scheduled passenger flight Malaysia Airlines Flight 17 (MH17), was en route from Amsterdam to Kuala Lumpur. The aircraft was operating at FL330 in the Dnipropetrovsk flight information region (FIR), above temporary restricted areas. The flight disappeared from radar to the west of the radio navigation point TOMAK and communication with the crew was lost.

1.2 During its 7221st meeting held on 21 July 2014, the United Nations Security Council adopted Resolution 2166 (2014) that *inter alia* condemns in the strongest terms the downing of Malaysia Airlines flight MH17 and urges all parties to the Convention on International Civil Aviation to observe to the fullest extent applicable, the international rules, standards and practices concerning the safety of civil aviation, in order to prevent the recurrence of such incidents, and demands that all States and other actors refrain from acts of violence directed against civilian aircraft (Resolution 2166 (2014) paragraphs 1 and 13 refer).

1.3 On 24 July 2014, ICAO State letter AN 13/4.2-14/59 was issued to draw the attention of ICAO Member States to the international provisions specifying State responsibilities with respect to the safety and security of civil aircraft operating in airspace affected by conflict. The State letter called on States to note the need for close coordination between civil and military authorities in the event of armed conflict or the potential for armed conflict and to restrict or prohibit uniformly the aircraft of other States from flying over their territory for reasons of military necessity or public safety.

1.4 In response to this accident, ICAO hosted a special high-level meeting with the Directors General of the International Air Transport Association (IATA), Airports Council International (ACI) and the Civil Air Navigation Services Organisation (CANSO) on 29 July 2014. The outcome of the special high-level meeting was briefed to the Council. A joint statement resulting from this high-level meeting, which was distributed to Council Members under cover of PRES OBA/2324, expressed both the strong condemnation of the use of weapons against a civil aircraft and support to establish a senior-level Task Force to address issues related to the safety and security of civil aircraft operating in airspace affected by conflict. The Task Force on Risks to Civil Aviation arising from Conflict Zones (TF RCZ) is a body established by, and expected to give advice to, the Secretariat, which in turn is reporting to the Council.

1.5 Cognizant of the deliberations of the first meeting of the TF RCZ, on 19 August 2014, the ICAO Secretary General sent a letter to the United Nations Secretary General expressing the views of the aviation industry about the need to incorporate into international law measures to govern the design, manufacture and deployment of modern anti-aircraft weaponry. Since this matter relates to arms control and disarmament, the letter invited to consider this topic in the relevant work of the United Nations.

2. REPORT ON TF RCZ ACTIVITIES

2.1 As a means to start this work as urgently as possible with the Member States of ICAO, the Secretary General decided that the meeting of TF RCZ be convened immediately to address safety and security aspects related to civilian aircraft operating over or near conflict zones, in particular how relevant information can be effectively collected and shared to enhance risk assessments.

2.2 During the first meeting held from 14 to 15 August 2014, Mr. David McMillan, Chairman of the Flight Safety Foundation's Board of Governors, was elected as the Chairman of the TF RCZ upon nomination by the Member from Malaysia; seconded by the Members from Mexico, the Netherlands and Saudi Arabia. The second meeting was held from 25 to 26 August 2014. Both meetings were convened in ICAO Headquarters, in Montréal, Canada.

2.3 The TF RCZ Chairman's report containing key conclusions, an introduction to the outputs of the task force meetings as well as the next steps is presented at Appendix A. The first two meetings of the TF RCZ resulted in the development of key objectives and a proposed work programme which is presented at Appendix B. The attendance list of both meetings is presented in Appendix C.

2.4 Due to the urgency expressed during the meetings from Member States and the industry, several initiatives are already underway (Appendix B, Items 1a), b), c), as well as 2 a), 5, 6 and 7).

APPENDIX A

TASK FORCE ON RISKS TO CIVIL AVIATION ARISING FROM CONFLICT ZONES

CHAIRMAN'S REPORT

1. INTRODUCTION

1.1 I have the honour to report to you on the work of the Task Force on risks to civil aviation arising from conflict zones [TF RCZ], whose first two meetings I chaired on 14-15 and 25-26 August 2014. The Task Force worked with some urgency so as to allow proper consideration of their work at relevant ICAO meetings, including that of the Council in October. For these same reasons of urgency, I have drawn up this report under my responsibility as Chairman and so it does not commit the members of the Task Force, either individually or collectively. Nonetheless, I believe that it gives an honest account of the very significant progress that the Task Force has made.

2. KEY CONCLUSIONS

2.1 The creation of the Task Force was a recognition that the tragic loss of flight MH17 over the Ukraine had brought to the attention of the world a new set of threats and challenges for global civil aviation. But the view of the Task Force is that the existing framework for managing international civil aviation remains fit for purpose and that it is capable of rising to this new type of challenge and threat. This means that States continue to have the responsibility to ensure the safety of operations in their sovereign and delegated airspace; and that airspace users have the ultimate responsibility to decide where they fly.

2.2 Nonetheless, the Task Force came to the view that there is significant room for improvement to reinforce and enhance the operation of the civil aviation system in the face of the identified challenges. In the course of its discussions, it elaborated an initial view on the work needed to ensure this is done, as well of what the objectives of the work should be.

3. OBJECTIVES

3.1 In the view of the Task Force, the key objectives in coping with risks to civil aircraft from conflict zones are to ensure that:

- a) robust arrangements are in place to identify, assess, share information on and respond to risks to civil aircraft from activities in conflict zones; and that
- b) these arrangements apply, and relevant information is available, to assure the safety of passengers and crew on civil aircraft, irrespective of which airline they are travelling with or which cities they are travelling between.

4. **PROPOSED WORK PROGRAMME**

4.1 The Task Force discussed how to organize the necessary work to deliver these objectives and developed the draft work programme that is attached to this report which I commend to the Secretary General and the Council. It sets out work in twelve inter-related packages, with suggested outcomes and associated tasks that should deliver those outcomes. These cover such matters as the development of processes and the identification of information needed to face these new challenges; ways of consolidating available information; the development of best practice on risk assessments and information exchange; and supporting activities. Some of these tasks fall to States and to ICAO: others are in the domain of Industry. But the Task Force also identified that a wide variety of aviation stakeholders needed to be involved in most tasks and secured wide commitment from Task Force members to supporting this effort.

4.2 The Task Force noted that the world is looking to ICAO once more to rise to the challenge of keeping civil aviation as the world's safest mode of mass transportation, so concluded that it is important to drive this work forward with urgency. A number of the tasks identified therefore have challenging timescales, but two particular points were identified for immediate action. These relate to how to use the existing NOTAM system to disseminate information on conflict zones; and to launching a pilot project to determine the feasibility of a centralised global information system. Driving these forward would be an important signal that the global civil aviation community is indeed responding with urgency to this new risk.

5. **NEXT STEPS**

5.1 It is clearly for the Organisation to decide how to conduct this work, but the Task Force applauds the intention to develop a package of measures for presentation to the Safety Conference due to be held in Montréal in February 2015. The Task Force stands ready to help in managing this work programme. The Task Force has proved to be an effective high-level collection of people from Governments, regional bodies, professional organizations and industry. I believe that it could be a useful source of energy, expertise and resource for the Secretariat as this urgent programme of work is undertaken over the coming months.

5.2 I and a small group from within the Task Force remain available to you and the Secretariat to assist with the work programme; and the Task Force envisions a further meeting in early December so as to take stock of progress on the delivery of the work programme.

5.3 In my opinion as Chairman, this report and the attached work programme reflect well the majority view of the Task Force. Nonetheless, there are different views on the scale of the need to update and enhance ICAO material so as to manage these threats. It is my belief that these differences can be resolved by the energetic and purposeful discharge of this work programme.

DAVID MCMILLAN
TF RCZ CHAIRMAN

APPENDIX B

TASK FORCE ON RISKS TO CIVIL AVIATION ARISING FROM CONFLICT ZONES (TF RCZ)

OBJECTIVES

The key objectives are to ensure that:

- a) robust arrangements are in place to identify, assess, share information on and respond to risks to civil aircraft from activities in conflict zones; and
- b) the arrangements apply and relevant information is available to assure the safety of passengers and crew on civil aircraft irrespective of which airline they are travelling with or which cities they are travelling between.

In order to achieve the above objectives the following work programme is proposed:

PROPOSED WORK PROGRAMME

No	Expected outcomes	Tasks	Lead Entity	Target date
1	Development of processes, including types of reliable, timely and relevant information that States require to effectively discharge their responsibilities in sovereign or delegated airspace and for the operation of their own operators outside of that airspace.	<ul style="list-style-type: none"> a) Develop a glossary of terms required to support harmonized risk assessment processes relevant to civil aircraft operations over or near conflict zones. b) Identify how to effectively use the existing NOTAM system to disseminate information concerning conflict zones. c) Identify the types of information required for making reliable risk assessments, including reputable open source information which could augment existing risk assessments. 	ICAO Secretariat supported by States, regional organizations and industry	15 October 2014

		d) Review and upgrade the existing Circular 330 - <i>Civil/Military Cooperation in Air Traffic Management</i> for coordination between military and civil aviation authorities.		2015
		e) Reach out to other UN bodies to identify means to collect information on risk assessments.		
2	Consolidation of available information as relates to conflict zones in a centralized system accessible to all relevant stakeholders, including States and industry.	a) Determine feasibility of a centralized global information system through a pilot project with initial cooperation of ASECNA, EASA, EUROCONTROL, Japan, the Netherlands and U.S. FAA and any others wishing to participate.	ICAO Secretariat supported by States, regional organizations and industry	December 2014
		b) Develop a paper with an initial concept of operations for a centralized global information system to consolidate and share information, including the minimum information requirements. Note: Consideration should be given to contradictory information that may be issued by States.		Actors to deliver joint reports to HLSC Feb 2015
		c) Consider an implementation strategy beyond the pilot project. Note: The implementation plan may include different scenarios where States should input information to the centralized global information system.		
3	Development of best practice guidance for conducting risk assessments for civil aircraft operations conducted over or near conflict zones, including consideration on how efforts can be assisted through cooperation on a regional basis, as appropriate; and the sharing of the results of these assessments with industry players in their States and regions.	a) Issue a State letter requesting States' best practices on conducting and sharing risk assessments.	ICAO Secretariat	September 2014
		b) Develop a new Circular to assist States in conducting and sharing risk assessments for civil aircraft operations conducted over or near conflict zones, which includes a model risk assessment.	ICAO Secretariat supported by States, regional organizations and industry	June 2015
		c) Consider the requirements and the arrangements for implementing risk assessments on a regional basis.		

4	Development of modalities for the timely exchange of these risk assessments and supporting information with other States or with industry players from other regions; and recommendations as to whether this is best done bilaterally, regionally, through industry groupings, or via ICAO.	Depending on the outcome of 1 a) through d) and 2 b): a) Review and, as necessary, augment the ICAO Risk Management Workshop so as to provide guidance and mentoring to States on exchange of risk assessments and supporting information.	ICAO Secretariat supported by States, regional organizations and industry	June 2015
5	Identification of specific types of information, required from States by airspace users, ANSPs and airports relevant to civil aircraft operations over or near conflict zones.	a) Identify industry requirements for information relevant to operations related to conflict zones as well as best practices currently adopted by airspace users, ANSPs and airports. b) See task c) associated to outcome 1 above.	Industry supported by States and ICAO Secretariat	31 October 2014
6	Improvement of processes to share operationally derived risk information taking into consideration ways in which safety occurrences are currently shared.	a) Establish a centralized industry information sharing framework/system to collect and disseminate information regarding operational risks associated with operations over or near conflict zones. b) Consolidate best practices and create industry governance provisions for the sharing of information through this industry system to ensure that any operational information provided is adequately protected and used solely for the intended purpose. c) Contingent upon outcome 2, establish a link to the centralized global information system to complete two-way communication.	Industry supported by States and ICAO Secretariat	31 October 2014
7	In order to enhance transparency, develop best practices on the provision of information to passengers and flight crew regarding the use of	a) Publish best practices for informing the travelling public and flight crew on risks regarding the use of airspace over or near conflict zones.	Industry supported by States and	31 October 2014

	airspace over or near conflict zones.	b) Through relevant committees and awareness campaigns, encourage air carriers to use the practices referred in a) above.	ICAO Secretariat	
8	Reinforcing and clarifying the responsibilities of States under the framework of the Chicago Convention system for safe operations in their sovereign and delegated airspace and for the operation of their own operators outside of that airspace.	a) Review of the application of the provisions relating to conflict zones in the <i>Convention on International Civil Aviation</i> and other ICAO treaties, with a view to strengthening the awareness and observance of the obligations under these provisions. Relevant guidance material for these provisions will be updated, if necessary.	ICAO Secretariat supported by States	June 2015
9	Consistent with the agreed outcomes, modifications to aviation safety and security auditing and assessment programmes so as to ensure that accountabilities, including those related to contingency planning, are properly discharged.	a) Develop, as necessary, new USOAP and USAP Protocol Questions focusing on existing provisions related to risk assessments and sharing of information.	ICAO Secretariat and industry	December 2014
		b) If new provisions are developed, the associated Protocol Questions will be incorporated into the audit programmes.		No later than effective date of new SARPs
		c) Revise, as necessary, industry audit protocols associated with operational risk.		
10	Development of a set of possible changes to ICAO Annexes, guidance and/or other materials so as to give effect to the recommendations made on enhancements of risk assessments for civil aircraft operations near or over conflict zones.	a) Identify if enhanced/new provisions are needed to enhance risk assessments for civil aircraft operations over or near conflict zones. The Attachment contains a list of potential documents to be amended.	ICAO Secretariat, supported by States and industry	Regular process
		b) Update, as necessary, Doc 9554 - <i>Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations</i> .		Guidance Material no later than the effective date of relevant SARPs 2015
11	Building on the current provisions and guidance on contingency planning, expand so as to enable States to meet air traffic services needs of changes in traffic flows.	a) Update, as necessary, the relevant guidance material for these provisions.	ICAO supported by States and	Guidance Material end of 2015

		<p>b) Develop, as necessary, operational requirements for the development and promulgation of air traffic flow management contingency plans and aerodrome emergency plans for implementation in the event of armed conflict and the potential for armed conflict.</p> <p>c) Encourage regional cooperation and training within regional groupings through the PIRGs.</p>	industry	<p>Regular amendment process</p> <p>2015</p>
12	<p>Recommendations for ICAO, States and industry action to support the agreed outcomes, including recommendations to ensure effective implementation of any new SARP, supported by the provision of assistance when necessary.</p>	<p>a) Develop roll-out and assistance strategy, including workshops, seminar, symposia and mentoring courses on risk assessments.</p> <p>b) Enhancing existing mechanisms including Continuous Monitoring processes such as Mandatory Information Requests (MIR) and Significant Safety and Security Concerns (SSCs and SSeCs) processes to facilitate the sharing of information regarding the effective implementation of relevant provisions.</p>	ICAO supported by States and industry	<p>2015</p> <p>Early 2015</p>

ATTACHMENT**LIST OF POSSIBLE DOCUMENTS TO BE AMENDED**

Note 1. — The items below include, but are not a complete list of, those Annexes, guidance materials and mechanisms that may be developed/amended resulting from the implementation of the work programme.

Note 2.— Regular processes would be followed for all necessary Annex amendments. Guidance material will be published no later than the effective date of relevant SARPs.

Note 3. — Annexes and related guidance material will be reviewed and revised, as necessary, to support comprehensive safety and security risk assessments and mitigation actions, including the reporting, collection, analysis, sharing and notification of relevant information to States, airspace users, ANSPs and/or airports concerned, coordination between civil and military authorities, and any related promulgation of aeronautical information.

1. Annex 4 — *Aeronautical Charts*
2. Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes*
3. Annex 6 — *Operation of Aircraft, Part III — International Operations — Helicopters*
4. Annex 10 — *Aeronautical Telecommunications, Volume II — Communications Procedures including those with PANS status*
5. Annex 11 — *Air Traffic Services*
6. Annex 12 — *Search and Rescue*
7. Annex 14 — *Aerodromes*
8. Annex 15 — *Aeronautical Information Services*
9. Annex 17 — *Security*
10. Annex 19 — *Safety Management*

11. Doc 4444 — *Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM)*
12. Doc 8335 — *Manual of Procedures for Operations Inspection, Certification and Continued Surveillance*
13. Doc 8973 – Restricted — *Aviation Security Manual*
14. Doc 9554 — *Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations*
15. Doc 9859 — *Safety Management Manual*
16. Doc 9976 — *Flight Planning and Fuel Management Manual*
17. Circular 330 — *Civil/Military Cooperation in Air Traffic Management*
18. *Aviation Security Global Risk Context Statement (Restricted)*
19. *Man-Portable Air Defence Systems (MANPADS) Information and Vulnerability Assessment Guide (Restricted)*

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APPENDIX C

ATTENDANCE LIST

TASK FORCE ON RISKS TO CIVIL AVIATION ARISING FROM CONFLICT ZONES
First Meeting
14 to 15 August 2014

Member State	Name	Status
Australia	Mr. John McCormick, Director of Civil Aviation, Civil Aviation Safety Authority	Member
	Mr. John Doherty, Executive Director, Aviation and Airports, Department of Infrastructure and Regional Development	Member
Brazil		
Canada	Ms. Brenda Hensler-Hobbs, Director General, Aviation Security	Member
	Mr. Kevin McGee, A/Director General, Assessments Integrated Threat Assessment Centre	Member
China	Mr. Miao Xuan, Director, Air Space Management Center, Air Traffic Management Bureau	Member
	Ms. Huang Jing, Section Chief, Aviation Security Bureau	Member
Egypt		
France	Mr. Paul Schwach, Deputy Director General of Civil Aviation	Member
	Colonel Claude Gigou, Secretary of Defence	Member
Germany	Mr. Axel Losansky, Head of Operation Division (LBA), Federal Office of Civil Aviation	Member
Japan	Mr. Atsushi Shimamura, Director General, Aviation Safety and Security Department	Member
	Mr. Hideaki Mizukoshi, Deputy Director General for Global Issues, Ministry of Foreign Affairs	Member
	Mr. Hiroki Sugiyama, Official, Specialized Agencies Division, Ministry of Foreign Affairs	Adviser
	Mr. Yasutomo Yokokawa, Special Assistant to the Director, Aviation Safety and Security Planning Division, Aviation Safety and Security Department	Adviser
Malaysia	Mr. Ahmad Nizar Zolfakar, Director Air Traffic Management	Member
	Captain Tan Poh Keat, Senior Pilot B777	Member
Mexico	Mr. Miguel Peláez Lira, Deputy Director General for Aviation Safety and Security, DGAC, Secretariat of Communications and Transportations	Member

	Mr. Marco Antonio Medina Arredondo, Deputy Director on Terrorism Studies, Centre for Research and National Security	Member
	Mr. Alejandro Mazín Serna, Representative of the Secretariat of the Interior in Canada, Embassy of Mexico to Canada	Adviser
Netherlands	Ms. Petra de Groene, Deputy Director for Civil Aviation	Member
	Mr. Ab Stormbroek, Head of Unit Surveillance and Protection	Member
	Mr. S.E. J. de Vries, Senior Policy Adviser Air Traffic Management	Adviser
	Mr. T. Muller, Senior Policy Adviser Aviation Security	Adviser
	Mr. S.W. Veenstra, Senior Policy Adviser Aviation Security	Adviser
	Mr. R.E.M. de Gier, Senior Policy Adviser Aviation Security	Adviser
Nigeria	Engr. Benedict Adeyileka, Acting Director General, Nigerian CAA	Member
	Mr. Ademola Oladele, Deputy General Manager, Aviation Security (Head, Aviation Security) Nigerian CAA	Member
Russian Federation	Mr. Alexander Neradko, Head of the Air Transport Agency, Ministry of Transport of the Russian Federation	Member
Saudi Arabia	Mr. Mohammed Alalawi, Manager of Air Navigation Systems Safety, General Authority of Civil Aviation	Member
South Africa	Ms. Poppy Khoza, Director of Civil Aviation	Member
	Mr. Brigadier David Chilembe, South African Police Services	Member
Ukraine	Mr. Oleksandr Volkov, Major General, Head of Ukrainian Airspace Management and Planning Center (UkSATSE)	Member
	Mr. Oleg Kryzhanovskiy, Head of Airspace Design Unit (UkSATSE)	Member
United Kingdom	Mr. Mark Rodmell	Representing Ms. Hayes as Member
	Mr. Phil Dykins, Head of Policy & International Representation	Adviser
United States	Mr. Rich Swayze, Assistant Administrator - Policy, International Affairs and Environment, Federal Aviation Administration	Member
	Mr. Joshua Holtzman, Director, Office of National Security Programs & Incident Response, Federal Aviation Administration	Member
	Mr. Daniel Vaca, Manager, ICAO and Global Initiatives, Federal Aviation Administration	Adviser

International Organization	Name	Status
African Union Anti-terrorism Commission		
Agency for Air Navigation Safety in Africa and Madagascar (ASECNA)	Mr. Sidi Koné, Chief of Air Navigation Department	Member
	Mr. Moussa Halidou, Representative of ASCENA to ICAO	Member
Airports Council International (ACI)	Mr. Michael Rossell, Director ICAO Relations	Member
	Mr. David Gamper, Director Safety and Technical	Member
Central American Corporation for Air Navigation Services		
Civil Air Navigation Services Organisation (CANSO)	Mr. Jeff Poole, Director General	Member
	Mr. Eugene Hoeven, Director ICAO Affairs	Adviser
EUROCONTROL	Mr. Joe Sultana, Network Manager Director	Member
European Aviation Safety Agency (EASA)	LtCol Hans Van Den Heuvel, European Union Military Staff (EUMS Member)	Member
	Mr. Pekka Henttu, Deputy Chair of the EASA Management Board; Director General, Finnish Transport Agency (TraFi) (EASA Alternate)	Adviser
Flight Safety Foundation (FSF)	Mr. David McMillan, Chairman, FSF Board of Governors	Member
	Mr. Kenn Quinn, FSF Chief Counsel	Member
	Mr. Jon L. Beatty, President & CEO	Adviser
Interstate Aviation Committee (IAC)		
International Air Transport Association (IATA)	Mr. Kevin Hiatt, Senior Vice President Safety & Flight Operations (IATA)	Member
	Mr. Jeffrey Shane, General Counsel (IATA)	Adviser
	Mr. Michael Comber, Director, Member and External Relations (IATA)	Adviser
	Mr. Steve Jackson, Group Head of Security, Facilitation & Resilience, Qantas	Adviser
	Mrs. Dorothy Reimold, Assistant Director, Safety and Flight Operations	Adviser

International Coordination Council of Aerospace Industries Associations (ICCAIA)	Mr. Vincent Galotti, ICCAIA Representative to ICAO	Member
International Criminal Police Organization (INTERPOL)		
International Federation of Air Line Pilot's Associations (IFALPA)	Captain Don Wykoff, President	Member
	Captain Mike Jackson, Representative to the ICAO ANC	Adviser
	Miss Carole Couchman, Senior Technical Officer	Adviser
International Federation of Air Traffic Controllers' Associations (IFATCA)	Mr. Patrik Peters, President	Member
UN Counter - Terrorism Executive Directorate		

Also present:

Dr. Olumuyiwa Benard Aliu, President of the ICAO Council

ICAO SECRETARIAT

Mr. Raymond Benjamin, Secretary General
 Mr. Boubacar Djibo, Director, Air Transport Bureau (ATB)
 Mr. Mohamed Elamiri, Deputy Director, Aviation Safety, Air Navigation Bureau (ANB)
 Mr. Jim Marriott, Deputy Director, Aviation Security and Facilitation (ASF), ATB
 Mr. Steven Berti, Chief, Aviation Security and Facilitation Policy Section, ATB
 Mr. Marcus Costa, Chief, Accident Investigation (AIG) Section, ANB
 Mr. Chris Dalton, Chief, Airspace Management and Optimization (AMO) Section, ANB
 Mr. Mitchel Fox, Chief, Operational Safety (OPS), Section, ANB
 Mr. John Illson, Chief, Integrated Aviation Analysis (IAA) Section, ANB
 Mrs. Elizabeth Gnehm, Technical Coordination, OPS, ANB
 Mr. Anda Djojonegoro, Aviation Security Officer, ATB
 Ms. Jimena Blumenkron, Aviation Safety Officer, ANB

TASK FORCE ON RISKS TO CIVIL AVIATION ARISING FROM CONFLICT ZONES
Second Meeting
25 to 26 August 2014

Member State	Name	Status
Australia	Mr. John Doherty, Executive Director, Aviation and Airports, Department of Infrastructure and Regional Development	Member
	Mr. Lucas Robson, Second Secretary, Australian High Commission to Canada	Adviser
Brazil	Mr. Luiz Ricardo de Souza Nascimento	Member
Canada	Ms. Brenda Hensler-Hobbs, Director General, Aviation Security	Member
	Mr. Kevin McGee, A/Director General, Assessments Integrated Threat Assessment Centre	Member
	Ms. Rupa Bhawal-Montmorency, Director General, Policy and Programs	Adviser
China	Mr. Miao Xuan, Director, Air Space Management Center, Air Traffic Management Bureau, CAAC	Member
	Ms. Huang Jing, Section Chief, Aviation Security Bureau, CAAC	Member
Egypt		
France	Mr. Paul Schwach, Deputy Director General of Civil Aviation	Member
	Colonel Claude Gigou, Secretary of Defence	Member
Germany	Mr. Marco Luetkemeyer, Deputy Head of Department Aviation Safety, Federal Office of Civil Aviation	Member
Japan (participating remotely)	Mr. Atsushi Shimamura, Director General, Aviation Safety and Security Department	Member
	Mr. Hideaki Mizukoshi, Deputy Director General for Global Issues, Ministry of Foreign Affairs	Member
	Mr. Hiroki Sugiyama, Official, Specialized Agencies Division, Ministry of Foreign Affairs	Adviser
	Mr. Yasutomo Yokokawa, Special Assistant to the Director, Aviation Safety and Security Planning Division, Aviation Safety and Security Department	Adviser
	Mr. Tatsuhiko Shimazu, Director of International Crisis Management Office, JCAB	Observer
	Mr. Tadashi Yano, International Coordinator of International Crisis Management Office, JCAB	Observer
	Mr. Daisuke Kuroki, Director, Specialized Agencies Division, Ministry of Foreign Affairs of Japan	Adviser

	Mr. Tetsuya Tsubota, Deputy Director, Specialized Agencies Division, Ministry of Foreign Affairs of Japan	Adviser
Malaysia (participating remotely)	Mr. Ahmad Nizar Zolfakar, Director Air Traffic Management	Member
	Captain Tan Poh Keat, Senior Pilot B777	Member
Mexico	Mr. Miguel Peláez Lira, Deputy Director General for Aviation Safety and Security, DGAC, Secretariat of Communications and Transportations	Member
	Mr. Alejandro Mazín Serna, Representative of the Secretariat of the Interior in Canada, Embassy of Mexico to Canada	Adviser
Netherlands	Ms. Petra de Groene, Deputy Director for Civil Aviation	Member
	Mr. Ab Stormbroek, Head of Unit Surveillance and Protection	Member
	Mr. S.E. J. de Vries, Senior Policy Adviser Air Traffic Management	Adviser
	Mr. T. Muller, Senior Policy Adviser Aviation Security	Adviser
	Mr. S.W. Veenstra, Senior Policy Adviser Aviation Security	Adviser
	Mr. R.E.M. de Gier, Senior Policy Adviser Aviation Security	Adviser
Nigeria	Engr. Benedict Adeyileka, Acting Director General, Nigerian CAA	Member
	Mr. Ademola Oladele, Deputy General Manager, Aviation Security (Head, Aviation Security) Nigerian CAA	Member
Russian Federation	Mr. Alexander Neradko, Head of the Air Transport Agency, Ministry of Transport of the Russian Federation	Member
Saudi Arabia	Mr. Mohammed Alalawi, Manager of Air Navigation Systems Safety, General Authority of Civil Aviation	Member
	Mr. Ali Bahitham, Adviser in the Royal Embassy of Saudi Arabia	Adviser
	Mr. Hamed Alahmadi, Airport Security Inspector	
South Africa (participating remotely)	Ms. Poppy Khoza, Director of Civil Aviation	Member
	Mr. Brigadier David Chilembe, South African Police Services	Member
	Mr. Luvuyo Gqeke	Adviser
Ukraine (participating remotely)	Mr. Oleksandr Volkov, Major General, Head of Ukrainian Airspace Management and Planning Center (UkSATSE)	Member
	Mr. Oleg Kryzhanovskiy, Head of Airspace Design Unit (UkSATSE)	Member
	Mr. Bogdan Suveika, Head of ATM Division of the State Aviation Administration of Ukraine	Adviser
United Kingdom	Ms. Patricia Hayes, Director General of Civil Aviation	Member

	Mr. Mark Rodmell	Adviser
	Mr. Phil Dykins, Head of Policy & International Representation	Adviser
United States	Mr. Rich Swayze, Assistant Administrator - Policy, International Affairs and Environment, Federal Aviation Administration	Member
	Mr. Joshua Holtzman, Director, Office of National Security Programs & Incident Response, Federal Aviation Administration	Member
	Mr. Daniel Vaca, Manager, ICAO and Global Initiatives, Federal Aviation Administration	Adviser
International Organization	Name	Status
African Union Anti-terrorism Commission		
Agency for Air Navigation Safety in Africa and Madagascar (ASECNA)	Mr. Sidi Koné, Chief of Air Navigation Department (ASECNA)	Member
	Mr. Moussa Halidou, Representative of ASCENA to ICAO	Member
Airports Council International (ACI)	Mr. Michael Rossell, Director ICAO Relations	Member
Central American Corporation for Air Navigation Services		
Civil Air Navigation Services Organisation (CANSO)	Mr. Jeff Poole, Director General	Member
	Mr. Eugene Hoeven, Director ICAO Affairs	Adviser
EUROCONTROL	Mr. Joe Sultana, Network Manager Director	Member
	Mr Žarko Sivčev, Adviser to Network Manager Director	Member
European Aviation Safety Agency (EASA)	Mr. Patrick Ky, Executive Director (EASA Member)	Member
	LtCol Hans Van Den Heuvel, European Union Military Staff (EUMS Member)	Member
	Mr. Pekka Henttu, Deputy Chair of the EASA Management Board; Director General, Finnish Transport Agency (TraFi) (EASA Alternate)	Adviser
Flight Safety Foundation (FSF)	Mr. David McMillan, Chairman, FSF Board of Governors	Member
	Mr. Kenn Quinn, FSF Chief Counsel	Member
	Mr. Jon L. Beatty, President & CEO	Adviser
Interstate Aviation Committee (IAC)		
International Air Transport	Mr. Kevin Hiatt, Senior Vice President Safety & Flight Operations (IATA)	Member

Association (IATA)	Mr. Jeffrey Shane, General Counsel (IATA)	Adviser
	Mr. Michael Comber, Director, Member and External Relations (IATA)	Adviser
	Mr. Steve Jackson, Group Head of Security, Facilitation & Resilience, Qantas	Adviser
	Mrs. Carolina Ramirez, Director, Aviation and Border Security	Adviser
	Mr. Carlos Tornero, Senior Legal Counsel	Adviser
	Mrs. Dorothy Reimold, Assistant Director, Safety and Flight Operations	Adviser
International Coordination Council of Aerospace Industries Associations (ICCAIA)		
International Criminal Police Organization (INTERPOL)		
International Federation of Air Line Pilot's Associations (IFALPA)	Captain Don Wykoff, President	Member
	Miss Carole Couchman, Senior Technical Officer	Adviser
International Federation of Air Traffic Controllers' Associations (IFATCA)	Mr. Patrik Peters, President (will attend the first day only)	Member
UN Counter - Terrorism Executive Directorate		

Also present:

Dr. Olumuyiwa Benard Aliu, President of the ICAO Council

ICAO SECRETARIAT

Mr. Raymond Benjamin, Secretary General
 Ms. Nancy Graham, Director, Air Navigation Bureau (ANB)
 Mr. Mohamed Elamiri, Deputy Director, Aviation Safety, ANB
 Mr. Jim Marriott, Deputy Director, Aviation Security and Facilitation (ASF), ATB
 Mr. Steven Berti, Chief, Aviation Security and Facilitation Policy Section, ATB
 Mr. Marcus Costa, Chief, Accident Investigation (AIG) Section, ANB
 Mr. Chris Dalton, Chief, Airspace Management and Optimization (AMO) Section, ANB
 Mr. Mitchel Fox, Chief, Operational Safety (OPS), Section, ANB

Mr. John Illson, Chief, Integrated Aviation Analysis (IAA) Section, ANB
Mrs. Elizabeth Gnehm, Technical Coordination, OPS, ANB
Mr. Anda Djojonegoro, Aviation Security Officer, ATB
Ms. Jimena Blumenkron, Aviation Safety Officer, ANB

APPENDIX D

TASK FORCE ON RISKS TO CIVIL AVIATION ARISING FROM CONFLICT ZONES

TERMS OF REFERENCE

1. Identify various possible scenarios (situations) and classify them according to the information necessary (and/or available). Identify possible decision makers and decision path.
2. Identify the information needs to conduct risk assessments for flights to, from or over conflict zones:
 - a) identify existing information sources, dissemination mechanisms and best practices used to identify hazards to the safety of civil aviation flights or other domains, and determine how they may be enhanced to better support the assessment of risks related to operations in conflict zones;
 - b) specify future information and intelligence requirements from outside of the normal civil aviation safety and security information architecture that might lead to the recognition of a hazard or a threat to the safety of civil aviation flights; and
 - c) provide recommendations for future international or multi-lateral agreements and/or protocols that might need to be established for such information to be available and used to conduct effective risk assessments.
3. Identify the need for baseline methodologies and related guidance material to ensure harmonization among State risk assessment processes.
4. Identify a process for the dissemination of such risk assessments within the civil aviation community. Specify which protocols need to exist to ensure that the risk assessments and any associated information or intelligence are afforded appropriate protections and used solely for safety-related purposes.
5. Consider the need for enforceable compliance provisions for the identification and dissemination of information and/or the resultant risk analyses that may affect the safety of civil aviation.
6. Identify high-level policy and procedural requirements for contingency measures when the ability of a State to assess risks to civil aviation is compromised, limited or degraded including but not limited to:
 - a) determination of limiting factors, including State capabilities and whether sufficient information or intelligence is available;
 - b) determination of circumstances and conditions that would trigger the delegation of such risk assessments; and
 - c) how, when, and to whom, such risk assessment should be formally delegated.
7. Identify performance measurement criteria for the proposed new risk assessment framework to evaluate its effectiveness.