



SAFE SKIES.  
**SUSTAINABLE  
FUTURE.**

**ICAO RISK ASSESSMENT SEMINAR  
FOR CIVIL AIRCRAFT OPERATIONS  
NEAR OR OVER CONFLICT ZONES**

*Nairobi, Kenya : 23 -25 June 2025*



# COMMON APPROACH TO AVIATION SECURITY RISK ASSESSMENT: INTER AGENCY CO-OPERATION

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ICAO Regional Risk Assessment Seminar for Civil Aircraft Operations Over  
or Near Conflict Zones.

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## Objectives of the Presentation

- Understand the concept of aviation security risk assessment
- Emphasize the value of interagency cooperation
- Present a common approach framework
- Identify roles and responsibilities
- Highlight best practices and recommendations

# What is Aviation Security Risk Assessment?

- **Definition:** Systematic process to identify, evaluate, and mitigate threats
- **Purpose:** Reduce likelihood and impact of unlawful interference

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# Key Components of Risk Assessment

- Threat identification
- Vulnerability assessment
- Consequence analysis
- Risk evaluation
- Risk treatment and monitoring

# Importance of Interagency Cooperation

- Shared threat intelligence
- Coordinated response to incidents
- Resource optimization
- Unified national security strategy
- Avoid duplication and conflicts

## Stakeholders Involved at the National & Airport

- Civil Aviation Authority (KCAA)
- Airport Authority (KAA) – Secretariat
- Airlines and Ground Handlers
- Airport Police (KAPU) – Chair
- Intelligence agencies (NIS, DMI, ATPU, DCI...)
- National Security Agencies (KDF, NPS )
- Immigration and Customs
- Emergency Services (ARFF, Port Health ...)

## Legal and Policy Framework

- ICAO Annex 17 (3.1.3): Security

*Each Contracting State shall keep under constant review the level and nature of threat to civil aviation within its territory and airspace above it, and establish and implement policies and procedures to adjust relevant elements of its national civil aviation security programme accordingly, based upon a security risk assessment carried out by the relevant national authorities.*

- Civil Aviation (Security) Regulations 2020 5.4(a)
- National Civil Aviation Security Programme (NCASP), 8<sup>th</sup> Edition 2023
- National AVSEC Committees & Sub Committees (TRAC)
- Airport AVSEC Committees & ATRAC

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## **Common Approach Framework**

**Step 1: Establish Context (Legal, Operational, National Threat Level)**

**Step 2: Threat and Vulnerability Assessment**

**Step 3: Risk Analysis and Evaluation**

**Step 4: Risk Treatment Planning**

**Step 5: Interagency Monitoring and Review**

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## Tools and Methods Used

- Threat matrices
- Risk heat maps
- Security audits and inspections
- Red teaming, Covert testing, and Overt testing
- Cyber threat assessments

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## Roles and Responsibilities

- **KCAA: Regulator, oversight and compliance**
- **Airport Authority: Implementation of physical security measures**
- **Airlines: Passenger and cargo security**
- **Intelligence: Threat detection and response**
- **Police: Maintain law and order,**
- **Other agencies: Specialized support (fire, Porthealth, immigration)**

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## Interagency Coordination Mechanisms

- Joint planning committees (e.g. NCASC, NTRAC, ASC, ATRAC, JOC, BMC)
- Real-time communication channels
- Multi-agency simulation exercises
- Regular interagency briefings and intelligence sharing

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## Case Study: JKIA Risk Assessment Exercise

- Overview of stakeholders involved (KAPU, KAA, NIS, Immigration, ATPU, KDF, Porthhealth ...)
- Identified threats (e.g., insider threat, IEDs, cyber threats)
- Joint mitigation strategies
- Joint training: Incorporate active Risk Assessment

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## Benefits of Common Approach

- Cohesive national strategy
- Reduced risks and improved response
- Increased trust among stakeholders
- Efficient allocation of resources
- Enhanced passenger confidence

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## Challenges in Implementation

- Information silos
- Jurisdictional overlaps
- Resource limitations
- Differing agency priorities

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## Overcoming the Challenges

- Capacity building and joint training
- Establishing clear SOPs and MoUs
- Technology-enabled coordination (shared databases)
- Top-level commitment and leadership

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## Recommendations

- Adopt standardized national risk assessment model
- Institutionalize interagency cooperation mechanisms
- Continuous review and adaptation of risk profile
- Invest in joint capacity-building initiatives

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## Conclusion

- **Aviation security risk assessment is not a one-agency task**
- **A common, cooperative approach is essential**
- **Collective effort ensures safety, security, and resilience**

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# Questions





Thank You!