



Common Approaches to Risk Assessment and Effective Exchange of Threat and Risk Related Information

By

Michael O. Aomo, PhD

Manager Air Traffic Services, KCAA

Introduction

- The decision as to whether a civil aircraft will be flown through airspace that could be considered unsafe, is the responsibility of the various parties involved:
 - ✓ the State and regional civil aviation authority or authorities and their ANSPs,
 - ✓ the State of the Operator,
 - ✓ the aircraft operator, and
 - ✓ other relevant stakeholders

Expectations

- To play a major role in providing various parties with essential risk information related to the airspace above conflict zones.
- To constantly review the level and nature of threats to civil aviation within our territory and the airspace above it and adjust their security programmes accordingly based upon the results of the assessment.
- The review also includes delegated airspace.
- National authorities, i.e. the Military, NIS, NPS are our main pillars of sharing of threat information.

Current Status

- We have also established and implemented procedures to share:
 - ✓ with other States, in a timely manner, threat information that applies to the aviation security interests of those States, to the extent practicable.
 - ✓ as appropriate, with relevant airport operators, aircraft operators, or ATSPs in a practical and timely manner, relevant information to assist them to conduct effective security risk assessments relating to their operations.

Current Status cntd...

- Occasionally, whenever required:
 - ✓ Based on the information available, we have implemented measures requiring prohibition or restriction of the use of airspace over our sovereign territory and/or delegated airspace, for reasons of military necessity or public safety.

Current Status cntd...

- We have in place a joint high-level policy body that is responsible for oversight, implementation and application of collaborative air traffic management.
- Whenever appropriate and depending on the duration of the conditions, NOTAM, AIC or AIP supplement are normally issued and updated in light of developments.

Risk Assessment

- Whenever deemed necessary, we conduct a risk assessment for any activities potentially hazardous to civil aircraft and ensure that appropriate risk mitigation measures are implemented.
- Through the support our military authority, NIS, NPS and/or any other relevant authority when determining the risk levels.

Precautionary Principle

- Common risk assessment methodologies lean towards giving the greatest weight to the likelihood in their evaluations, and
- do not allow for the unpredictable and rapidly evolving conflict zone environment, or for the catastrophic results in the case of a successful strike against a civil aircraft.
- This frequently results in a determination of low probability.

Precautionary Principle cntd...

- It is for these reasons that, our State/ANSP applies the Precautionary Principle as part of a conflict zone risk assessment process.
- The precautionary principle aims to give more weight to uncertain but catastrophic scenarios in the context of assessing conflict zone risks, and
- identifying appropriate mitigation measures to ensure the safety of the aircraft, crew and passengers.

Precautionary Principle cntd...

- The impact of the risk should be a leading consideration to ensure a higher level of protection through preventative decision-taking.
- Fundamentally, a lack of evidence or low likelihood should not be a reason to delay action rather, the impact of the threat carries greater weight.

Conclusion

- Each entity will need to determine their risk tolerance for each scenario.
- This is the balance between the level of risk assessed and the controls established by the State responsible for the airspace in response to those risks.
- It is achieved when existing controls, measures or procedures provide sufficient confidence that the probability and/or impact of risks posed by any activity and/or characteristics that could endanger the safety and security of civil aviation can be adequately reduced/mitigated.

Conclusion cntd...

- For example, Kenya deploys mostly Pre-tactical and Tactical measures such as re-routeing, expedited climbs.



...to a Vibrant, Safe, Secure and Sustainable air transport

