



EUR/NAT DGCA-2026

9 – 10 June 2026, Italy



**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



Agenda Item: 6

Strengthening crisis preparedness and response

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ICAO Vision / Strategic Goals and Crisis Management



Crisis Preparedness and Response
-Establish a comprehensive and adaptable crisis response programme within ICAO

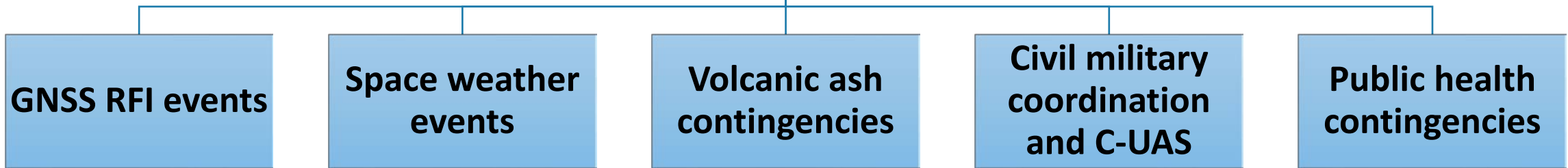
Purpose:

- ✓ **Address the current crisis response challenges**, in such areas as governance, coordination and communication
- ✓ **Improve response capabilities by States** in the face of various crises (e.g., pandemics, natural disasters) causing disruption, or potential disruption, of airport, air traffic and other related support services
- ✓ **Improve preparedness of ICAO and the aviation-related entities** to respond to these diverse crises in a timely, efficient, coordinated and effective manner

EUR/NAT Crisis management framework

1. EUR - ICAO EUR Doc 031, rely on EACCC, supported by the EUR/NAT Office for coordination with other ICAO Regions and EUR/NAT States not participating in the EACCC activities
2. NAT - ICAO NAT Doc 001 and Doc 006 process involving NAT ANS provider States, airspace users, NAT SPG (including international organizations) and ICAO

EUR/NAT actions since DGCA/2025 focused on the following priorities to support States to strengthen preparedness and response to:

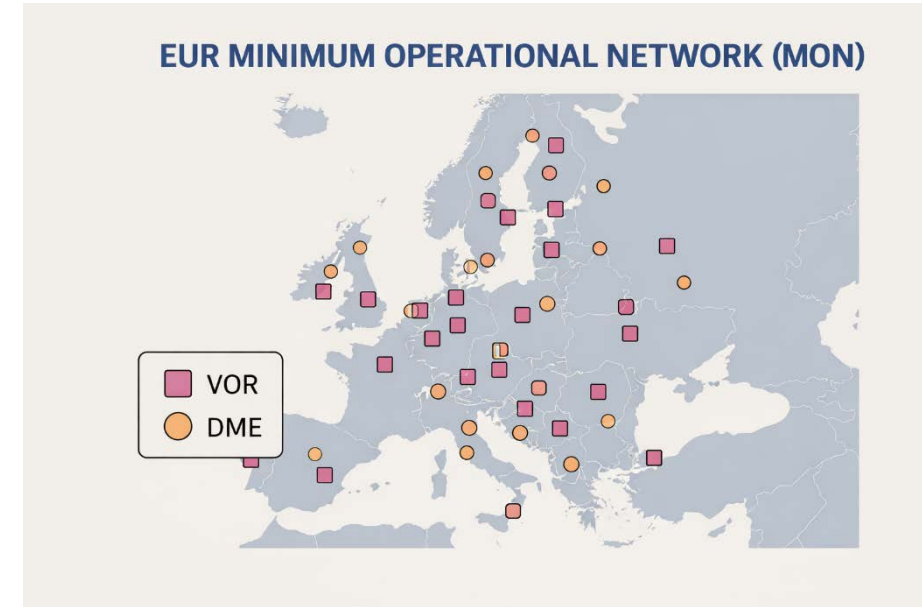
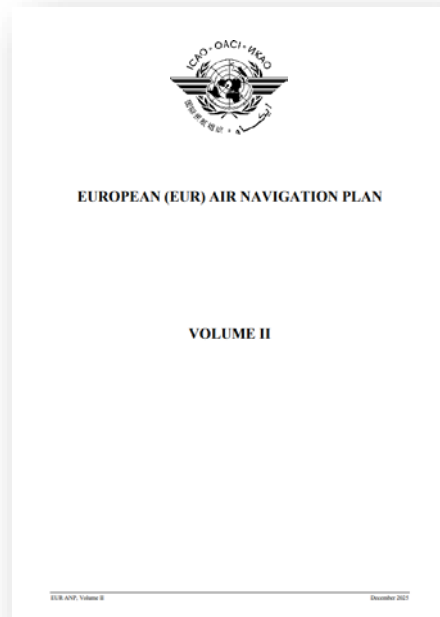


ICAO Regional Activities to address GNSS RFI

1. ICAO EUR/MID Radio Navigation Symposium (Antalya, Turkiye, 6-8 February 2024) – [Presentations](#)
 - The Symposium recommendations led to ICAO State Letter 24/54
2. ACAO/ICAO Radio Navigation Workshop (Rabat, Morocco, 24-26 February 2025) – [Presentations](#)
3. ICAO APAC Radio Navigation Symposium (New Delhi, India, 7-9 April 2025) – [Presentations](#)
4. ICAO Radio Navigation Workshop for NAM/SAM (Mexico City, Mexico, 2-4 September 2025) – [Presentations](#)
5. ICAO EUR/NAT/MID GNSS RFI Workshop (Doha, Qatar, 18-20 November 2025) – [Documentation](#)

EUR Aviation System Planning Group (EASPG)

- EASPG/07 endorsed a regional GNSS RFI Minimum Operational Network (MON) (developed by the ANSISG), for the Eastern part of the ICAO EUR Region, for the FIRs which are not covered by the EUROCONTROL MON area



- The EUR MON forms a part of the EUR regional air navigation plan
- *Support provided to EACCC exercise on GNSS RFI*

North Atlantic Systems Planning Group (NAT SPG)

Agreed actions on strengthening NAT resilience to GNSS RFI

Airspace users

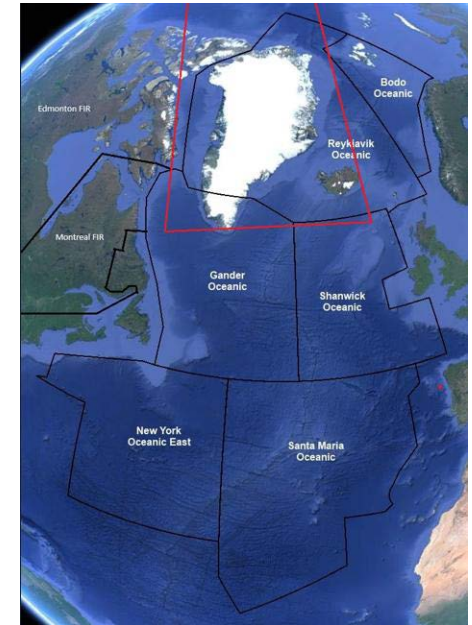
- ensure training for flight crews related to the variations in specific aircraft capabilities in detecting and recovering from the effects of GNSS interferences

NAT ANSPs

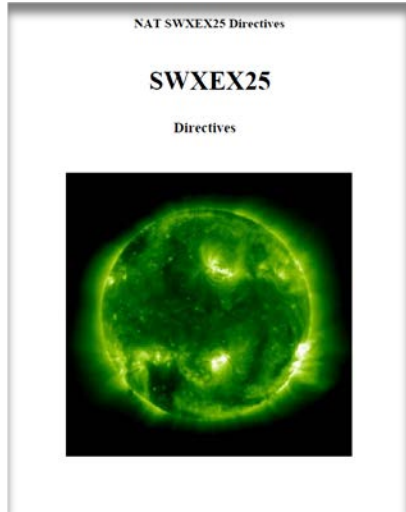
- continue monitoring and reporting on impacts from GNSS RFI on NAT operations
- make the information available within the NAT structure to support improvement of aircraft capabilities
- Develop and implement tools and procedures to assist in identifying and managing GNSS impacted aircraft

NAT OPS Bulletin

- Procedure for flight crew for early notification to ATC / type of observed failure / phrases for notification
- Contingency Procedure to ATC for each type of failure

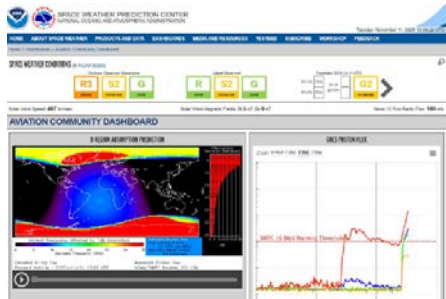


NAT Space Weather Exercise



Eruption of a large X-class solar X-ray flare

- ✓ Safe operations can be maintained in the NAT for a similar SWX event and the currently used procedures from ANSPs and airspace users are mitigating the impacts
- ✓ Space weather events cannot be predicted easily. There is a need for rapid & accurate dissemination to flight crews, as onboard radiation monitors are normally not installed on all aircraft
- ✓ The International Commission for Radiological Protection (ICRP) recommends a reference level (5–10 mSv/year) range generally be selected for protection against cosmic radiation in aviation. States have multiple thresholds in place and there are no agreed standard regulations for flight crews and passengers



Civil military coordination and C-UAS

Joint EUR/APAC workshop on civil military coordination, January 2026

Webinar on C-UAS, October 2025

- How States, international organizations, and industry partners are strengthening their resilience against unauthorized or malicious drone activity
- Focused on protecting critical aviation and national infrastructure, emphasizing the importance of robust reporting mechanisms, cross-sector coordination, and the integration of civil, security, and defense responses
- Contributions from ICAO, EASA, and national authorities from Azerbaijan, Kazakhstan and Poland

Workshop on C-UAS on 7-8 July 2026, Krakow, Poland, focusing on

- Legal, Regulatory, and Operational Frameworks for Counter-UAS
- Current Drone Threat Landscape and Risk Assessment, incl Mitigations

Highlights

Significant benefits for logistics, surveillance, and innovation, VERSUS a growing security and safety concern when used irresponsibly or with hostile intent

Unauthorized drone incursions near airports, overflight of critical infrastructure, and deliberate interference with flight operations have become increasingly common across all regions

The issue is **not limited to technology or regulation alone but** rather touches on the fundamental need for **collaborative governance** across national systems

Webinar focused on **practical coordination models, national experiences, and institutional lessons learned**—all anchored within ICAO's strategic priorities of safety, security, and resilience

KEY TAKEAWAY: the importance of **integrated risk management and reporting systems** that capture and analyze UAS-related incidents → Enable moving from reactive to proactive postures, using data to refine both regulatory oversight and operational preparedness.

• Future priorities include:

- ✓ **Developing harmonized definitions and taxonomy** for UAS incidents and counter-UAS events, improving data comparability across States
- ✓ **Encouraging integration of UAS and C-UAS considerations** into State Safety and Aviation Security Programmes
- ✓ **Expanding regional workshops and simulation exercises** to share lessons learnt and build practical expertise among civil aviation authorities, airports, and ANSPs
- ✓ **Facilitating global dialogue** to ensure interoperability between civil and military C-UAS technologies and procedures

Draft EUR/NAT DGCA Conclusion 2026/ - Strengthening resilience to C-UAS related risks

Invite States:

a) Adopt **multi-agency reporting mechanisms**, enabling civil aviation authorities to receive and share timely information with law enforcement, intelligence, and defense partners.

b) Integrate UAS and C-UAS considerations into State Safety Programs (SSPs) and National Aviation Security Programmes (NASPs).

Invite ICAO, organizations and States:

a) **Organize regional workshops and exercises** to build practical expertise among civil aviation authorities, airports, and ANSPs.

ANY QUESTIONS?

The full meeting report, including all meeting conclusions, is available on the EUR/NAT website.

Thank You

