



International Civil Aviation Organization

Tenth Meeting of the MIDANPIRG AIM Sub-Group (AIM SG/10)

(Cairo, Egypt, 28 - 29 February 2024)

Agenda Item 4: AIM Planning and Implementation in the MID Region

**NOTAM TEMPLATE TO DISSIMINATE INFORMATION RELATED TO RISKS
TO CIVIL AVIATION OVER OR NEAR CONFLICT ZONES**

(Presented by the secretariat)

SUMMARY

This paper presents the meeting with the updates on the NOTAM text template to be used to share threats information emanated from conflict zones within State's airspace following the publication of ICAO Doc 10084, Risk Assessment Manual on Civil Aircraft Operations Over or Near Conflict Zones, Third Edition, 2023.

Action by the meeting is at paragraph 3.

REFERENCES

- ICAO Doc 10084, Risk Assessment Manual on Civil Aircraft Operations Over or Near Conflict Zones, Third Edition, 2023
- MIDANPIRG/20 REPORT
- AIM SG/9 REPORT

1. INTRODUCTION

1.1 The meeting may recall that the AIM SG/9 meeting developed a proposed NOTAM template to be used to disseminate Conflict Zone Information.

1.2 The meeting may wish to note also that the twentieth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group MIDANPIRG/20 (Muscat, Oman, 14 – 17 May 2023), endorsed through MIDANPIRG CONCLUSION 20/19, the NOTAM template to be used to disseminate information related to risks to civil aviation over or near conflict zones including the nature and extent of threats arising from the conflict and its consequences for civil aviation.

1.3 In parallel to these efforts, several global and regional initiatives were established, strengthening baseline and rapid information sharing practices within the civil aviation community, enhancing effective airspace risk management (including harmonizing airspace notification language),

creating a mitigation strategy inventory, developing guiding principles related to airspace closure, and exploring the precautionary approach.

1.4 Follows the outcome of the 41st Session of the ICAO Assembly in 2022, which supported the proposal to prioritize the review of Doc 10084, taking into consideration the work conducted by international and regional groups and organizations, the third edition of Doc 10084 was reviewed and published in 2023.

2. DISCUSSION

2.1 Doc 10084, Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones, indicates that based on the information available, the State or States responsible for providing air traffic services (ATS) should identify the geographical area of the conflict zones, assess the hazards/threats or potential hazards/threats to international civil aircraft operations, and determine whether such operations in or through the area of conflict should be avoided or may be continued under specified conditions. An international NOTAM containing the necessary information, advice and safety measures to be taken should then be issued and subsequently updated in light of developments.

2.2 Moreover, the development of best practices and standardized lexicon will reduce operator confusion with understanding various State issued information-sharing, AIP, NOTAM or AIC products for a conflict zone. Further development and sharing of best practices covering publication formats and methodologies (e.g. risk assessments process, aviation threat level definitions correlating with the risk levels), will promote and enhance the international baseline for mitigating risks to civil aviation operations over or near conflict zones. Standardized risk communication also provides aircraft operators with the potential for a better understanding of the risks assessed and will allow governmental assessment units to cooperate together more transparently. Nevertheless, due to differing risk tolerance levels, it is likely that mitigation measures as a result of these risk assessments continue to differ. Appendix G provides guidelines for coordinated risk communication.

2.3 The new Appendix G describes a systematically coordinated risk assessment and risk communication model that can be used by governments.

2.4 The model consists of three (3) risk levels with correlating governmental security measures expressed in a consistently structured risk communication text (including content, sequence and vocabulary):

a) Risk Levels:

1) Level 1: medium risk

2) Level 2: high risk

3) Level 3: critical risk

b) Security Measures

1) Level 1: Information (general advice):

- “Civil aircraft operators are advised to take potential risk into account”

2) Level 2: Recommendation / Restriction (operational):

- “Civil aircraft operators are recommended not to enter” or “Civil aircraft operators are requested not to enter”

3) Level 3: Prohibition (for States with a legal basis to prohibit):

- “Civil aircraft operators are prohibited to enter”

4) Level 3: Strong recommendation (for States without a legal basis to prohibit):

- “Civil aircraft operators are strongly recommended not to enter”

c) Risk Communication Template (content, structure and vocabulary):

1) Conflict Zone safety bulletins entries start with the following disclaimer in capital letters:

“SECURITY – HAZARDOUS SITUATION IN [COUNTRY/COUNTRIES]”

2) Operators of the respective country are to be mentioned as follows:

“[COUNTRY OF OPERATOR] CIVIL AIR OPERATORS”

3) The risk level identifier is to be mentioned as follows:

Level 1: “ARE ADVISED TO TAKE POTENTIAL RISK INTO ACCOUNT WITHIN”

or Level 2: “ARE RECOMMENDED NOT TO ENTER / ARE REQUESTED NOT TO ENTER”

or Level 3 (for States with a legal basis to prohibit): “ARE PROHIBITED TO ENTER”

or Level 3 (for States without a legal basis to prohibit): “ARE STRONGLY RECOMMENDED NOT TO ENTER”

4) The definition of the risk area is to be mentioned as follows:

“FIR [XXXX] “ or “THE AIRSPACE OF [COUNTRY]” or “THE TERRITORY AND AIRSPACE OF [COUNTRY]” or “THE PART OF FIR [XXX] or [COUNTRY] DEFINED BY [GEOGRAPHICAL COORDINATES, WAYPOINTS, POLITICAL REGION, BOUNDERIES ET AL.]”

5) If possible, vertical limitations of the threat are to be mentioned as follows:

“BELOW FL [XXX] / [XXX] AGL”

6) The description of the threat is to be mentioned in a second sentence as follows: “POTENTIAL RISK FROM [THREAT, e.g. ANTI-AVIATION WEAPONRY]”

7) If applicable, exceptions of airways, areas or airports within the mentioned airspace are to be mentioned in a third sentence as follows: “EXCLUDED FROM THIS

ADVICE/RECOMMENDATION/PROHIBITION ARE/IS [AIRWAY/REGION/AIRPORT (ABOVE FL XXX/XXXAGL)]”

2.5 Based on the above, the meeting may wish to agree on the following Draft Conclusion to replace and supersede the MIDANPIRG Conclusion 20/19:

DRAFT CONCLUSION 10/XX: RISK COMMUNICATION MODEL TO DISSEMINATE INFORMATION RELATED TO RISKS TO CIVIL AVIATION OVER OR NEAR CONFLICT ZONES

That, the guidance contained in the Appendix G of the ICAO Doc 10084, Risk Assessment Manual on Civil Aircraft Operations Over or Near Conflict Zones, Third Edition, 2023, be used to disseminate information regarding the nature and extent of threats arising from the conflict and its consequences for civil aviation.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note and discuss the content of this working paper; and
- b) endorse the Draft Conclusion at Para. 2.5.

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