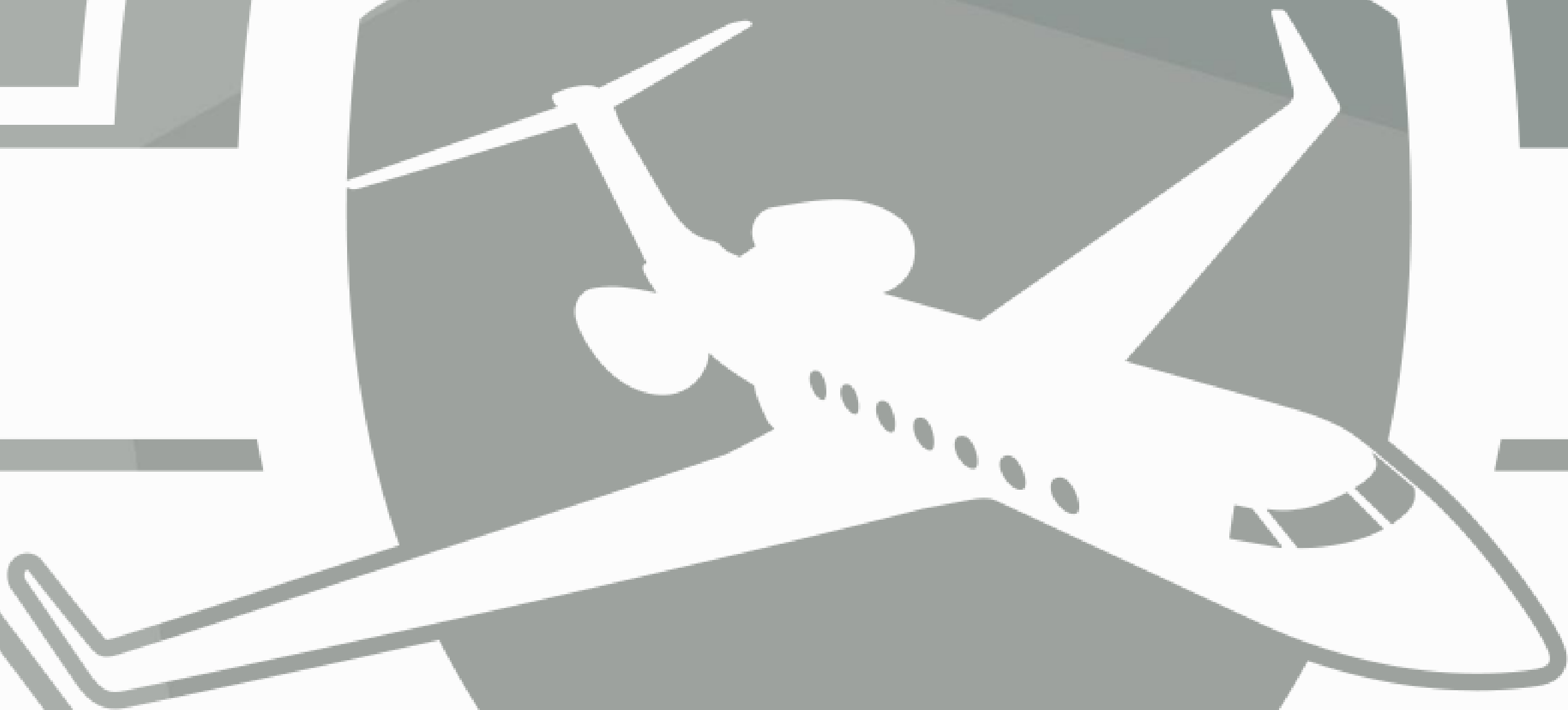




FÖRSVARSMAKTEN

SWEDISH AIR FORCE



EXECUTIVE SQUADRON

Flygning i konfliktzoner



Flygning i konfliktzoner

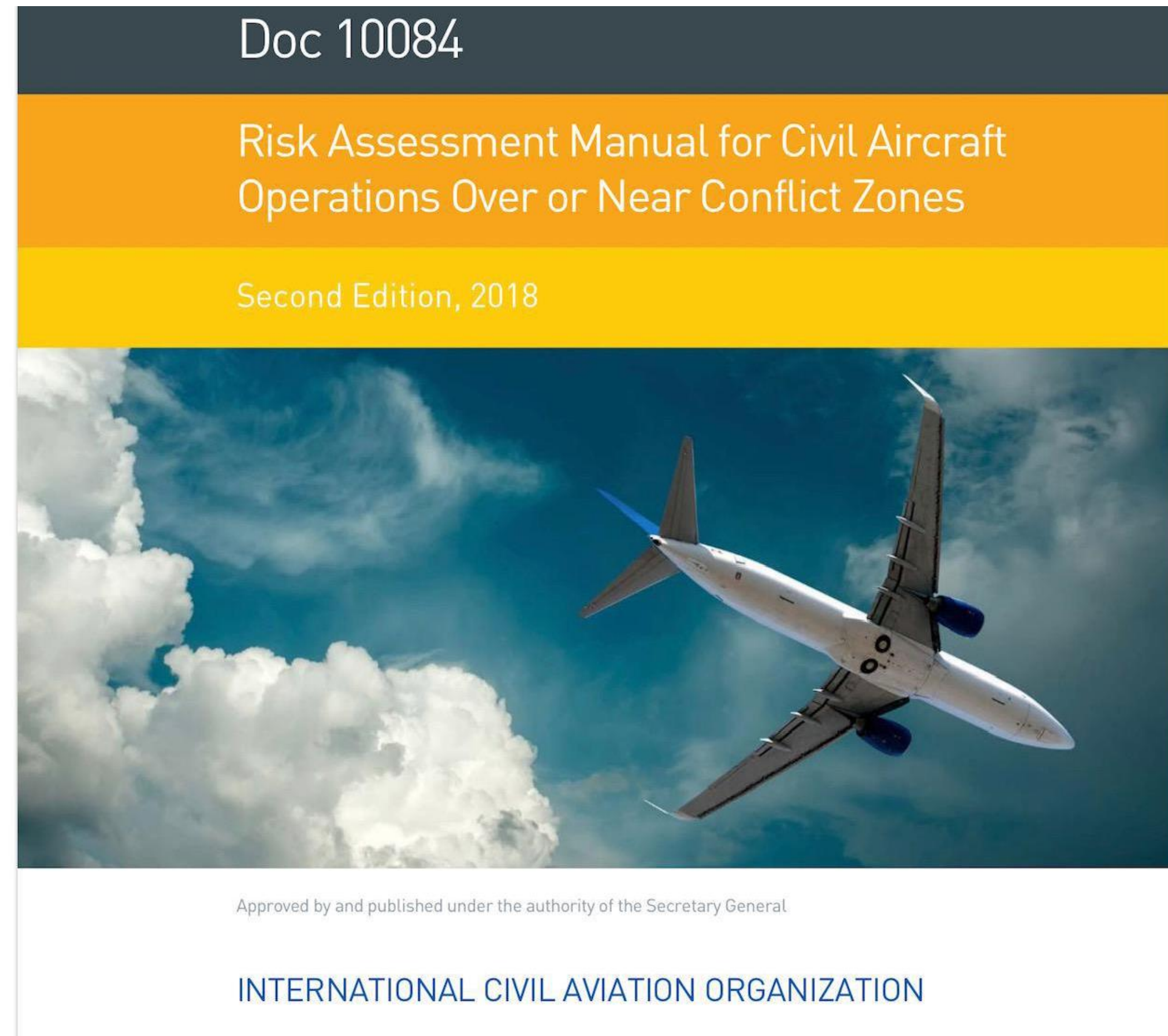
- Vad är en konfliktzon?
- Vilka risker finns?



Flygning i konfliktzoner

Riskanalys

ICAO DOC 10084



Flygning i konfliktzoner

Riskanalys

Hur gör “vi”?

Operativ resp. Operationell risk



Flygning i konfliktzoner

Riskanalys

Threat Assessment Air Operations (TAAOP)

- Främmande und.vht.
- Kriminalitet
- Terrorism
- Sabotage
- Subversion
- Väpnat hot

MYCKET HÖGT HOT	RÖD	Incidenter inträffar mer eller mindre dagligen. Aktören bedöms försöka genomföra verksamheten till varje pris utan hänsyn till konsekvenser för den egna säkerheten. Ogynnsamma miljö- och/eller sociala faktorer finns och har mycket stor och uppdragshotande inverkan.
HÖGT HOT	ORANGE	Info som tyder på hög kapacitet, intention och tillfälle hos potentiell aktör. Incidenter har inträffat vid ett flertal tillfällen i närtid. Ogynnsamma miljö- och/eller sociala faktorer finns och har stor och möjligen uppdragshotande inverkan.
FÖRHÖJT HOT	GUL	Info som tyder på reell kapacitet, intention och tillfälle hos potentiell aktör. Enstaka incidenter har inträffat. Ogynnsamma miljö- och/eller sociala faktorer finns och har stor men inte uppdragshotande inverkan.
LÅGT HOT	GRÖN	Info som tyder på begränsad kapacitet, intention och tillfälle hos potentiell aktör. Inga incidenter har förekommit i närtid. Ogynnsamma miljö- och/eller sociala faktorer finns men har låg inverkan.
INGET IDENTIFIERAT HOT	VIT	Ingen info som tyder på kapacitet, intention och tillfälle hos en potentiell aktör. Inga incidenter har förekommit i närtid. Ogynnsamma miljö- och/eller sociala faktorer saknas.

Flygning i konfliktzoner

Information

EASA Safety Directives



Safety Directive

SD No.: 2021-02

Issued: 02 June 2021

Note: This safety directive (SD) is issued by EASA, acting in accordance with Art. 76 (6) (b) of Regulation (EU) No 2018/1139, reacting to an urgent safety problem.

Subject: Operations in FIR Minsk (UMMV)

Effective Date: 02 June 2021

Supersedure: None

Applicability:

EASA Member States' national competent authorities (NCAs) responsible for the certification and oversight of aircraft operators involved in air operations in accordance with Commission Regulation (EU) 965/2012.

EASA Member States' NCAs responsible for the certification and oversight of Air Navigation Service Providers in accordance with Commission Regulation (EU) 2017/373.

Reason:

On 23 May 2021, Ryanair flight FR4978, while overflying Belarus en-route to its final destination, Vilnius, was made to divert by Belarusian authorities and land in Minsk. The aeroplane ultimately departed and arrived in Vilnius with considerable delay after several passengers were forcibly disembarked in Minsk.

The circumstances surrounding this action cast serious doubts on the respect shown by Belarus for international civil aviation rules and is indicative of an abuse of air navigation procedures by the Belarusian authorities. As such, it is a breach of the principles underlying the mutual trust that are at the cornerstone of international civil aviation.

Until an international investigation clarifies the circumstances, EASA has reservations whether the Belarusian airspace can still be considered as safe for civilian flights by the international community, as there is no full confidence in the ability of the current Belarusian authorities to manage the Belarusian airspace in accordance with international agreements.

On 25 May 2021, EASA issued Safety Information Bulletin (SIB) 2021-10 advising aircraft operators, having their principal place of business in one of the EASA Member States, to avoid operations in FIR Minsk (UMMV), unless the use of that airspace is deemed necessary to ensure safe operation in case of unforeseen circumstances.

On 27 May 2021, the ICAO Council decided to undertake a fact-finding investigation of this event, and in this connection requested the ICAO Secretariat to prepare an interim report to the Council



Flygning i konfliktzoner

Information

Aeronautical information

Most risk information is provided in the form of operating advisories and restrictions in either NOTAMs, AIP supplements, or AICs. These advisories and restrictions concern publications of a State's own sovereign or delegated airspace, or publications directed to its own operators for operations within and outside the State's sovereign airspace.

Flygning i konfliktzoner

Information

NOTAM

A1051/21 NOTAMN

Q) DRRR/QROLP/IV/NBO/W/000/650/1650N00239E632

A) DRRR B) 2108061030 C) 2111042359

E) DECLARATION OF PROHIBITED AREA EXCEPT FOR MILITARY ACFTS AND SUPPORT ACFTS FOR MILITARY OPERATION (BARKHANE) IN MALI AIRSPACE AND GAT IFR FLIGHTS ON ATS AIRWAYS INSIDE THIS AREA BETWEEN FL320 AND FL400 :

THE PART OF THE PROHIBITED AREA DEFINED BY THE POINTS WHICH AREA IN NIAMEY FIR:

FROM DAKAR/NIAMEY/ALGER FIR LIMIT POINT, FOLLOW THE MALI/ALGERIA BOUNDARY UNTIL THE POINT 190812N - 0041435E

THEN THE MALI/NIGER BOUNDARY UNTIL THE POINT 145923N -

0001346E, THEN THE MALI/BURKINA FASSO BOUNDARY UNTIL THE

INTERSESECTION WITH DAKAR/NIAMEY FIR LIMIT LINE SEGMENT. FOLLOW UP

DAKAR/NIAMEY FIR LIMIT LINE SEGMENT PASSING BY MTI POINT, GM POINT

AND ODATA POINT 184223N - 0033543W,

UNTIL DAKAR/NIAMEY/ALGER FIR LIMIT POINT

F) GND

G) FL650

[overflying | 85]

Flygning i konfliktzoner

Information

State — Operator information mechanisms

States may provide relevant information in a discreet and non-public fashion to service providers under their oversight responsibility. The exchange of appropriate information may be conducted through various levels of formality and include non-public details with high value for operational risk assessments.

Flygning i konfliktzoner

Information

Membership networks

Informal networks are available to operators through operator alliance networks and commercial entities offering membership to information exchange platforms. Such networks enable a relatively free exchange of information gathered by individual members of the network. The value of the information exchanged through a membership network may be higher than publicly available open source information, as it can provide a certain level of confidentiality to the sources.

Flygning i konfliktzoner

Information

Aerodromes

Other sources for local information are the various resident departments, agencies, and other entities at aerodromes with an operational relevance for the conduct of a flight. Such information may be made available directly to the aircraft operator or further disseminated through alliance networks.

Flygning i konfliktzoner

Information

Open source

Open source information such as newspapers, magazines, television and information from social media platforms may be used to identify potential threats to the operator's flight routes and destinations. Possible means to stay up to date about risks to the aviation sector and other developments related to security throughout the world are to subscribe to daily newsletters and to regularly consult databases. However, the use of the media as an important source of public information could also introduce a "geographical bias", in which the risks of flying over or near conflict zones that are remote from the operator's geographical home area are not identified.

Flygning i konfliktzoner

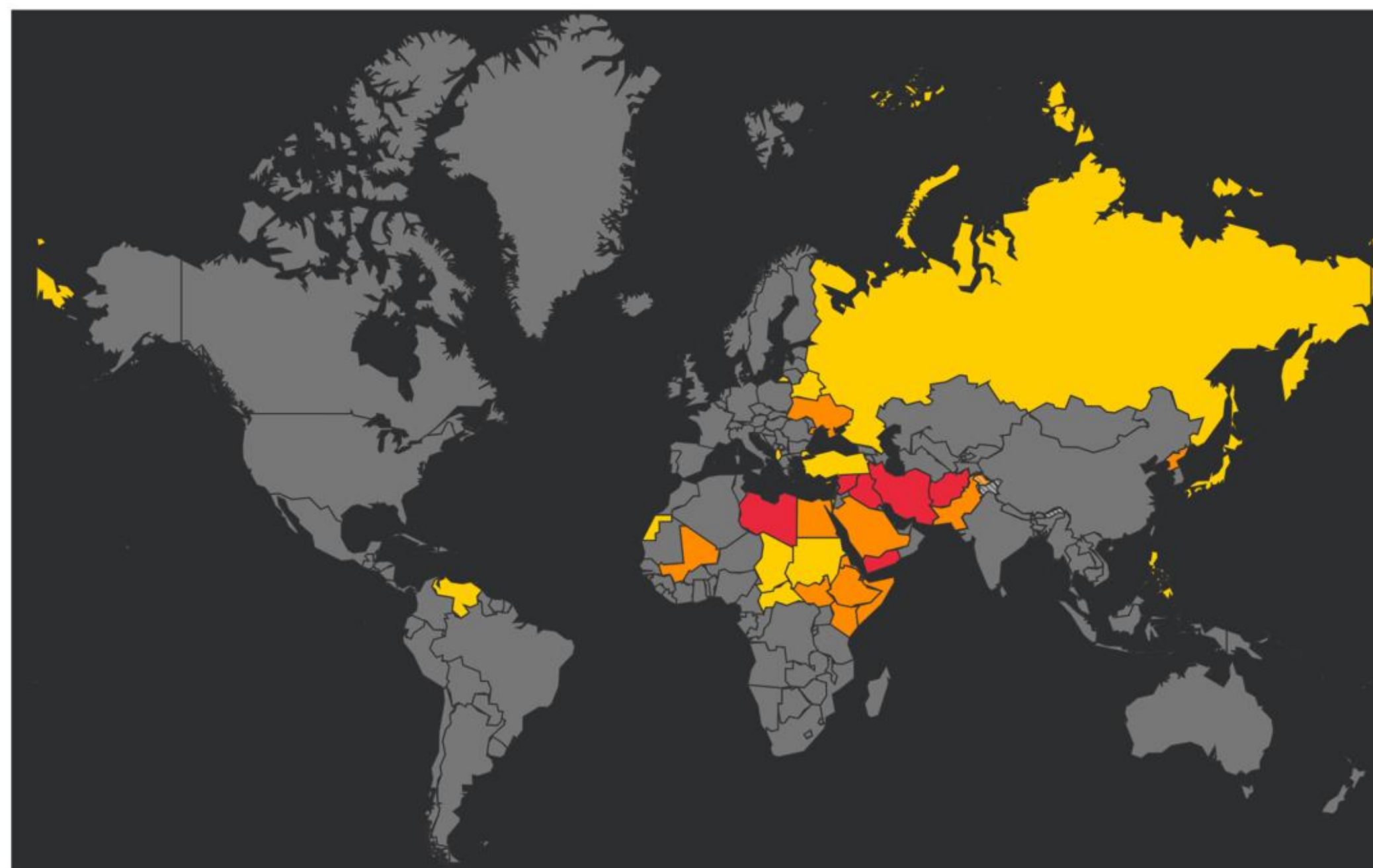
Information

Safe Airspace

07:55 Tue 2 Nov safeairspace.net LTE 86%



RISK SUMMARY 02 NOV 2021	ISSUED BY OPSGROUP
	SITA HNLFSXH AKLFSXH
	AFTN KMCOXAAL EMAIL REPORT@SAFEAIRSPACE.NET



Danger

A current overflight risk map is maintained at safeairspace.net. We encourage operators to report any new information to report@safeairspace.net.

Flygning i konfliktzoner

Planering

- Hotbild
- Destination
- Alternativ (on-route)
- Luftrum
- ”Facilities”
 - Handling - bränsle, teknisk support, bevakning, sjukvård, boende, catering m m.



Flygning i konfliktzoner

Planering

- What-if:s



Flygning i konfliktzoner

Planering

- Nyttä vs Risk



Flygning i konfliktzoner

Genomförande

- Följ planen och var beredd att hantera kända (och okända) variabler



Flygning i konfliktzoner

Back-up

- Om något händer och maskinen blir ståendes i området måste det finnas planer på hur situationen kan hanteras



Flygning i konfliktzoner

Glöm inte att ta höjd för Murphy's lag...

“Om något kan gå snett kommer det att gå snett, och vid sämsta möjliga tillfälle”



Flygning i konfliktzoner

Erfarenheter

“Oftast går det bra”

- Flygtrafikledning
- JETEX/EuroJet
- Sjukvård
- Boende



Flygning i konfliktzoner

Sammanfattning/slutsatser

- Genomför en ordentlig riskanalys
 - Använd de verktyg som finns
- Tänk igenom upplägget ordentligt
 - Ta fram back-up planer för identifierade What-if:s
- Använd “brokers”
 - Handling, säkerhetsläge, säkerhet
- Säkerställ att besättningen är bekväm med upplägget
 - Ledningen står för uppföljning och är beredd att ge support under pågående uppdrag



Flygning i konfliktzoner

Och slutligen...

Expect the unexpected!

