

## **FOLLOW-UP TO THE RECOMMENDATIONS**

For the assessment of the responses to the safety recommendations, **the Dutch Safety Board** makes use of the guidance provided by **ENCASIA, the European Network of Civil Aviation Safety Investigation Authorities**, regarding the EU Regulation on the investigation and prevention of accidents and incidents in civil aviation. The following categories are used: Adequate / Partially adequate/ Not adequate / Awaiting Response/ Superseded.

### **No. 1 Recommendation to ICAO:**

Incorporate in Standards that States dealing with an armed conflict in their territory shall at an early stage publish information that is as specific as possible regarding the nature and extent of threats of that conflict and its consequences for civil aviation. Provide clear definitions of relevant terms, such as conflict zone and armed conflict.

### **No. 2 Recommendation to ICAO:**

Ask States dealing with an armed conflict for additional information if published aeronautical or other publications give cause to do so; offer assistance and consider issuing a State Letter if, in the opinion of ICAO, states do not sufficiently fulfill their responsibility for the safety of the airspace for civil aviation.

### **No. 3 Recommendation to ICAO:**

Update Standards and Recommended Practices related to the consequences of armed conflicts for civil aviation, and convert the relevant Recommended Practices into Standards as much as possible so that States will be able to take unambiguous measures if the safety of civil aviation may be at issue.

### **No. 4 Recommendation to ICAO Member States:**

Ensure that States' responsibilities related to the safety of their airspace are stricter defined in the Chicago Convention and the underlying Standards and Recommended Practices, so that it is clear in which cases the airspace should be closed.

**No. 5 Recommendation to ICAO and IATA:**

Encourage States and operators who have relevant information about threats within a foreign airspace to make this available in a timely manner to others who have an interest in it in connection with aviation safety. Ensure that the relevant paragraphs in the ICAO Annexes concerned are extended and made more strict.

**No. 6 Recommendation to ICAO:**

Amend relevant Standards so that risk assessments shall also cover threats to civil aviation in the airspace at cruising level, especially when overflying conflict zones. Risk increasing and uncertain factors need to be included in these risk assessments in accordance with the proposals made by the ICAO Working Group on Threat and Risk.

**No. 7 Recommendation to IATA:**

Ensure that the Standards regarding risk assessment are also reflected in the IATA Operational Safety Audits (IOSA).

**No. 8 Recommendation to States (State of the Operator):**

Ensure that operators are required through national regulations to make risk assessments of overflying conflict zones. Risk increasing and uncertain factors need to be included in these assessments in accordance with the proposals made by the ICAO Working Group on Threat and Risk.

**No. 9 Recommendation to ICAO and IATA:**

In addition to actions already taken, such as the website (ICAO Conflict Zone Information Repository) with notifications about conflict zones, a platform for exchanging experiences and good practices regarding assessing the risks related to the overflying of conflict zones is to be initiated.

**No. 10 Recommendation to IATA:**

Ensure that IATA member airlines agree on how to publish clear information to potential passengers about flight routes over conflict zones and on making operators accountable for that information.

**No. 11 Recommendation to operators:**

Provide public accountability for flight routes chosen, at least once a year.