



Conflict Zone Guidance

This is a high-level summary of non-restricted requirements, recommendations and considerations for aircraft operators when managing safe/secure flight operations over, into and near conflict zones (CZ).

The guidance is subject to ongoing revision as advised by the IATA Geopolitical Risk Task Force (GRTR).

ICAO Documents (Annexes and Manuals)

Description	Section	Summary
Chicago Convention	Annex 17, Amendment 18	Information sharing Standard 3.1.5 MANPADS Standard 4.3.6
	Annex 11	Chapter 2, Standard 2.19.3 and 2.19.3.1
	Annex 6	Part I, Chapter 4, Standard 4.1.2
Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones	Doc 10084, 3 rd Edition (2023)	Guidance document that defines what meant by CZ and recommended practises by States, and operators.
Safety Management Manual	Doc 9859, 4 th Edition, 2018	Chapter 1.4 – Integrated Risk Management
Risk Context Statement	Doc 10108, 3 rd Edition, 2023	Table of risks available, including assessment narrative of those pertaining to CZ
Security Manual	Doc 8973, 13 th Edition, 2022	Chapter 4.4.4 – Information Sharing Chapter 9 – Threat and Risk Management Chapter 15 – Aircraft security Appendix 37 – Threat and Risk Assessment Methodology



Contracting States & Supranational Organizations (unclassified)

Description	Section	Summary
Notice to Airman (NOTAM)	Via aeronautical information systems	States responsibility to issue NOTAMs in response to various situation.
Aeronautical Information Publication (AIP) and Circular (AIC)	Individual states URL/s	AIPs and AICs often contain relevant information pertaining to CZ.
EASA Conflict Zone Information Bulletins (CZIB)	https://www.easa.europa.eu/en/domains/air-operations/czibs	Combination of restricted and open-source materials.
EASA Information Sharing & Cooperation Platform on Conflict Zones	https://www.easa.europa.eu/en/domains/air-operations/information-on-conflict-zones/european-information-sharing-and-cooperation-platform-conflict-zones	
EUROCONTROL Network Operation Control and EAD Operational AIP service	https://www.eurocontrol.int/portal/network-operations-portal https://www.eurocontrol.int/service/european-ais-database	Contains crisis zone charts containing references to currently published NOTAMs and AIP amendments.
US Defensive Internet NOTAM Service	https://www.notams.faa.gov/dinsQueryWeb/	Open-source database of US and partner country NOTAMs.
US Department of Transport (DoT)	As per Order 95-2-34, the requirement that the operating carrier shall not permit the code of its U.S. code-sharing partner to be carried on any flight that enters, departs, or transits the airspace of any area for whose airspace the Federal Aviation Administration has issued a flight prohibition.	



IATA Resources

Description	Section	Summary
IATA Audit Safety Program (IOSA)	FLT 1.12.2 and DSP 1.12.2 and DSP 3.2.8B SEC 1.1.1 and SEC 4.1.1	Summary of IOSA requirements for IOSA registered airlines in terms of CZ related conformance.
Security Management System (SeMS) Manual	Online store to manual	Manual contains case studies and security risk assessment guidance.
Baseline Information Sharing Call	aviationsecurity@iata.org	A timely IATA hosted call between airlines, governments, and strategic partners.
Airline MID Region Contingency Group	iata_ame@iata.org	Informal information sharing group, hosted by IATA Africa & Middle East office in tactical reaction to rapid airspace restrictions/prohibitions and coordination with the ICAO Crisis Contingency Team (CCT)
SeMS Certification	https://www.iata.org/en/services/certification/operations-safety-security/security-management-systems-sems/	Quality control and assurance process to verify implementation of security program requirements, inclusive of CZ arrangements.
Geopolitical Risk Task Force (GRTF)	Technical Bulletin (<i>under development</i>)	Additional technical guidance on security risk assessment for aircraft operators
IATA Safety Issue Hub	https://www.iata.org/en/programs/safety/safety-risk/safety-issue-hub/	Single point location for a range of safety and integrated risk issues, including CZ.
AVSEC Insight	User Guide v2	Decommissioned IATA product (March 2023) but user guide publicly available to assist in establishing open-source collection plans.



High-level Supporting Recommendations and Considerations

- Consider appropriate security clearances for airline personnel to participate in national security information sharing arrangements.
- Establish a process to ensure flight planning and dispatcher obtain officially updated notifications on airspace impacted by conflict, i.e. NOTAMs/AIPs/AICs published by the State(s) where conflict is and/or estimated to be taking place.
- Engage your Safety Management System (SMS) administrators in terms of integrating information/intelligence into the hazard identification process. Consider contextual source information from social media and cybersecurity teams (i.e. surface, deep and dark web data sources where appropriate).
- Engage a 3rd party provider to prioritise open source structured/unstructured data and threat intelligence analysis. Consider open-source information (OSINT) training and tools online such as “reverse image search”.
- Review implications of code-share operations and possible limitations with respect to flight routings.
- Review both open-source information in relation to travel and Embassy warden advisories.
- Consider publishing operational updates via airline website and/or other media channels as appropriate.
- Consider ADS-B data privacy and identification options for specific aircraft when operating near/into/over CZ related areas.



AVSEC Insight

User Guide

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Introduction

AVSEC Insight is an IT-based application that provides users the ability to understand civil aviation safety and security using open-source data. The application delivers a baseline of aggregated data to support security, safety, and integrated risk assessment activity.

AVSEC Insight aims to assist users to make informed decisions regarding airports and airspaces worldwide.

AVSEC Insight could be equally and effectively used by any other aviation or non-aviation entity in support of their risk assessment processes or just simply as a threat situational awareness notification platform.

AVSEC Insight collects information from online open sources and structures the across categories of interest and locations in the form of airports and airspaces. It directly supports the implementation of airline security risk assessments for example in accordance with the provisions of the IATA Operational Safety Audit (IOSA) Standards Manual (ISM).

It helps entities to understand the situational context of potential indicators and precursors of certain risks.

The tool is purposely intuitive and easy to use. The information presented in this tool needs to be corroborated as part of your overall information source strategies.

Record of Revision

Revision Number	Date of Release	Areas/Section of Change	Summary of Changes
V1.0	August 2022	N/A	Initial release
V2.0			

Functional Overview

AVSEC Insight is a real-time open-source browser-based tool and you will not need any specific hardware or infrastructure, or application execute at a device level.

We recommend to always keep your browser version up to date.

AVSEC Insight data sourcing process is the following:

1. AVSEC Insight crawls thousands of selected sources from media and social media every 10 minutes.
2. Machine learning and natural language processing techniques allow for the collection of information relevant to the aviation industry and is selected and categorised by country, location, topic and type.

All information is sourced from both international and local media in multiple languages, as well as selected social media accounts and keywords-based queries. It is important to note that sources may evolve over time and might not be always available (e.g. if a government blocks the internet and social media to avoid protests, then e.g. Twitter might not be available).

IATA's hosts both the database and user interface within our own IT infrastructure. We have a trusted partner who provides the machine learning and natural language processing functionalities.

AVSEC Insight does not source data from Dark Web links.

User Access and Interface

Open the browser and go to IATA Customer Portal. Login using your credentials and your Portal landing page will open.

To ensure the simple access rules we offer only one type of license – a single user license. After the license is successfully purchased through the IATA Store the AVSEC Insight is available in the IATA Customer Portal under "Favourite Services".

Click on the AVSEC Insight icon and you will be redirected to the tool. That's it.

To maintain continuous access to the tool its license is subject to autorenewal.

If you do not want to renew your subscription, please create the ticket in the Customer Portal at latest 3 months in advance of the last day of your current subscription period.

Roles

Currently there is only one default user role in the platform, granting access to data and information.

Therefore, you do not need to perform any actions to configure your role once you obtain the license and are granted access to AVSEC Insight.

In case multiple users from one organization would like to have access, the corresponding number of individual licenses should be acquired.

How to use AVSEC Insight

The solution basically consists of two sets of information:

- Events collected by open-source information, and
- NOTAMs and KICZ related NOTAMs (International security conflict zones)

Dashboard

The Dashboard is the default view which will load after you login to the AVSEC Insight.

The Dashboard consists of following four (4) default sections:

- Trending Airports
- Trending Flight Information Regions (FIRs)
- AVSEC Insight per Category
- AVSEC Features

In the default view you will see records sorted from the highest to the lowest number of events per airport and FIR. You can change that view by

- Sorting data per another column
- Adding locations to **Favorite** – in this case, if you change the setting from “All” to “My favorites” (radio button above the **Trending Airports** window), only these locations marked **Favorite** will be displayed.
- Users can select a maximum of 10 airports and FIR/s to your favorites.
- Users can always change these settings by - changing the display from “My favorites” to “All” and removing favorite(s) marks for specific location(s)

Events

Events recorded in AVSEC Insight are not subject to further analysis and/or human verification. Thus, the term “event” is used.

There are three types of event information.

- **Information** (indicated by “green” icon on the left” – this is generally known as an event flagged for information only using a probabilistic approach to determining based on the text available in the source report
- **Ongoing Incident** (indicated by “red” icon on the left) – this is generally known as an event either in-progress or having imminently concluded or started using a probabilistic approach to determining based on the text available in the source report
- **NOTAM/s** indicated by “blue” icon on the left – this is a regulatory piece of information shown with a published date and time and an applicable date and time. NOTAM/s are published as is. No IATA modification takes place.

Only “ongoing incident and NOTAM/s” are subject to automatic generated email notifications for airports and FIR/s selected by users as favourites.

The user has access to registered events through the **EVENT TRACKER** tab.

The EVENT TRACKER will default display data for previous 30 days in a table format with following headings:

- **Type** – there are three (3) types – Information (green), NOTAM (blue) and Ongoing incident (red) which are represented by different symbols. Hover over the symbol on the very left to see the corresponding type
- **Airport** – Both, IATA and ICAO codes are used. In case the event does not refer to the airport this column will display N/A
- **Country FIR** – Displays both, the country, and the FIR
- **Region** - regionalization following IATA methodology: Africa & Middle East, Americas, Asia Pacific, Europe, North Asia

- **Time of Event** – will include date in the DD/MM/YYYY format and time if available. Time display may be adjusted in the Dashboard (AVSEC Features section) or always in **Settings** (the top-right window corner with symbol). Time of event is the time the source of information became available publicly. The actual time/date of event being report may be different.
- **Upload Time** – will include date in the DD/MM/YYYY format and time. Upload time refers to the time/date the event report was made available via AVSEC Insight.
- **Category** – all the records categorized as per drop down options.
- **Description** – summary in the narrative format (in English) with the link to source website. Description is sourced from the title of the event report sourced.

Using the **Filter** function you can restrict the display of records by Region, Category or Time Frame.

Users who would like to export 12 months data from the platform, will need to log a ticket in the Customer Portal for the Product Manager to approve and provide them the file. See section further down the Guide for details on data export.

When clicking a news article report from the EVENT TRACKER screen, some reports may require individual subscriptions to be able to access the full article.

On the dashboard view, the event count is the raw number value of the number of events against a specific airport and/or FIR for that the proceeding 30 days, from the day the user accesses the view. Otherwise known as a rolling count of the data. The percentage change, RED or GREEN, indicates the value change from the past 30 days, based on the day the user accesses the view.

AVSEC Insight database of events starts from 0001 GMT, 1st January 2022.

Location and Event Geotagging Methodology

AVSEC Insight uses Artificial Intelligence-based that scans information on media and social media, selects relevant ones and categorises them by topic, location, category.

The AI touches the database of thousands of selected sources such as international news media, local media and social media (e.g. Twitter, Facebook and Telegram) in multiple languages. Each source is classified by country of origin, language, and credibility [the latter is a work in progress].

AVSEC Insight uses machine learning to understand what is relevant from what it is not, as well as to understand the topic of a specific information. Its machine learning models are based upon hundreds of thousands of human-selected information which train the system to recognise relevant topics, and to classify them accordingly. These high-quality datasets allow the machine to select very relevant information and, consequently, to reduce information noise. Once a relevant information is identified, AVSEC Insight will categorise it by location (country and city or airport) and by category.

Events are geographically plotted using the longitude and latitude coordinate approach. Where the machine learning can apply an airport location, this is given priority, unless the source explicitly indicates a location. If an airport cannot be identified, the FIR location is applied. All AVSEC Insight events will consist of either an FIR and/or airport designate.

On occasions AVSEC Insights need to be aware that the location of an event report may be different to the airport and/or FIR that it is assigned too. This is part of the ongoing heuristic evolution of machine learning.

Users need to be aware that specific relevant event reports maybe contained within many irrelevant reports I.e. multiple new headlines within one report.

AVSEC Insight categorization methodology is a direct result of the proof of concept that was run with industry in 2020.

Key Word Search Functions

AVSEC Insight offers users the ability to perform free text word searches based on content available across locations and as part of the event description under the event tracker screen view.

Pre-programmed **keywords** under EVENT TRACKER screen view are available as per below. Additionally, users can perform an open word search called "search term" in the same field.

Below are pre-programmed keywords.

AAA	Aviation Security
AAM	AVSEC
Advised to Exercise Caution	Disobedience
Advisory	Airspace
Air to air (AA)	Intelligence
Airspace Security Warning	Safety
Air-to-Air	Attack surface
Anti-Air	Detection
Anti-Aircraft	On-board
Anti-Aviation/Aircraft Weaponry	Onboard
Areas of Fighting	Unauthorised
ATGM	Hotel
Ballistic Missile Launches	Stowaway
Barrage	Indecent assault
Conflict	Sexual assault
Drone	Hijack
Due to Ongoing Clashes, Conflict	Sabotage
Hostilities / Hostile	Chemicals
Indirect Fire (IDF)	Biological
Jamming	Radiological
MANPADS	Theft
Man-portable air defence systems	Inflight
Military	Inflight theft
Missile	Drug
Mortar	Drug trafficking
Rocket	Suspected
Surface to air fire (SAF)	Money laundering
Surface to air missile (SAF)	Human Trafficking
Surface-to-Air	Deported
UAS / UAV / RPV / RPA / Drone / Quadcopter	Deportee
Warfare	Laser Light
Weapon	Plane
Passenger	Diversion
Passenger borne IED	Bomb threat
Checkpoint	Unruly
Security checkpoint	Terminal
Prohibited Item	Air Traffic Control
Aircraft check	ANSP

Corruption
Aviation Security
AVSEC

Commercial Rocket Launch
Primary
Secondary

NOTAMS

AVSEC Insight sources NOTAM information from the [Defence Internet NOTAM Service](#) (DINS).

Users need to note not all NOTAMs for specific locations and/or issues of interest may be available, nor are periodical changes to national Aeronautical Information Circulars (AIC), Supplement Aeronautical Information Publications (AIPs) and/or Special Federal Aviation Regulations, in the case of the US FAA

National AIP/s and AIC/s are known to contain relevant security requirements and guidance that may be of use to the AVSEC Insight user. Users need to manually check these open-source locations.

The NOTAM archive starts from 1st January 2022.

“KICZ” is the four-letter code used by DINS to identify specific conflict zone related NOTAM/s or information published by the US Federal Aviation Authority (FAA).

AVSEC Insight users may use KICZ to view latest changes to PERMANENT issued NOTAMs in this regard. KICZ NOTAMs published prior to January 2022 are loaded in AVSEC Insight and any future changes, will be captured via under the event tracker.

The user can view NOTAMs in the EVENT TRACKER however to facilitate the overview and improve the experience the user has access to **active NOTAMs** through the Map tab.

ACTIVE NOTAMS are geographically imposed in dark shaded blue.

The user can change the map display between the **Country View** and **Flight Information Region (FIR) View** using the button in the top-right corner of the map.

- Click and hold the left mouse button to move the map left-right/up-down (depending on the size of the screen you use)
- Click the left mouse button on the highlighted country or the FIR (depending on the view) and details will be displayed on the right side of the map window. The keyline is drawn fromICAO mapping

Disclaimer: IATA does not define and expresses no opinion regarding FIRs, States, and territories. This interactive map is made available to you for your convenience only, on a best-efforts basis, and is not defined to be used as a substitute to official documents issued by the State or FIR authority.

Important: We are in the process of making final adjustments to the AVSEC Insight. During this phase, the FIR definitions and boundaries may not be up to date. We caution you not to rely on the FIR data presented in on the interactive map at this time.

NOTAMS are sourced/pulled from DINS using pre-loaded key words.

One or more of the key words present in a NOTAM result in an appearance on AVSEC Insight.

AAA	Hostilities / Hostile
AAM	Indirect Fire (IDF)
Advised to Exercise Caution	Jamming
Air to air (AA)	MANPADS
Airspace Security Warning	Man-portable air defence systems
Air-to-Air	Military
Anti-Air	Missile
Anti-Aircraft	Mortar
Anti-Aviation/Aircraft Weaponry	Rocket
Areas of Fighting	Surface to air fire (SAF)
ATGM	Surface to air missile (SAF)
Ballistic Missile Launches	Surface-to-Air
Barrage	UAS / UAV / RPV / RPA / Drone / Quadcopter
Conflict	
Drone	
Due to Ongoing Clashes, Conflict	

NOTAMS have three stages of issuance as reflected on the EVENT TRACKER:

- **PENDING** - the NOTAM is now available in the AVSEC Insight tool, but it's NOT active
- **ACTIVE** – the NOTAM is now active and operationally relevant for the affected areas and time frames – ONLY ACTIVE NOTAMS ARE VISUALISUALLY AVAILABLE ON THE AVSEC INSIGHT MAP FUNCTION
- **EXPIRED** – the NOTAM is no longer valid but remains available for viewing the chorological order of AVSEC Insight.
- **REPLACED** – ACTIVE or PENDING NOTAMS that are replaced with updated information.

For additional information on NOTAMs within the AVSEC insight please go to Regulatory Context section of this document.

Especially, in relation to operations near or over conflict zones following information repositories could be considered as the source of NOTAMS:

<https://safeairspace.net/>

<https://www.easa.europa.eu/domains/air-operations/czibs>

<https://insignia.enaire.es/>

https://www.sia.aviation-civile.gouv.fr/pub/media/store/documents/file//f/lf_circ_2021_a_007_en.pdf

<https://www.federalregister.gov/documents/2020/10/29/2020-23721/prohibition-against-certain-flights-in-the-tehran-flight-information-region-fir-oiix>

<https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/>

https://www.faa.gov/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/#restrictML

E-mail Notifications

In the Dashboard, under the tab **AVSEC Features**, users have the possibility to set up automatic e-mail notifications.

This can be only configured for the locations or FIRs marked as **Favourite**.

Only "ongoing incident and NOTAM/s" are subject to automatic generated email notifications for airports and FIR/s selected by users as favourites.

Once notifications are set up you will be receiving e-mails immediately for either airports and/or FIR selected as favourites.

From the email received you can access the original source report directly from the email.

Data Export

Users can export data from the AVSEC Insight to .xls or .csv format.

To do this first go to EVENT TRACKER tab and display data you are interested in by using

Search function and/or filter of categories, region and time.

Users may export up to 12 months data from the platform, that contains less than 10,000 lines/rows.

Each line/row represents one event

Further expanded search requires will need to be logged via a ticket in the IATA Customer Portal for the Product Manager to review.

Regulatory Context

States are required under Annex 17 to keep under constant review the level and nature of threats to civil aviation in their territory and the airspace above it and adjust their security programs accordingly based upon a security risk assessment. National intelligence agencies should support national systems for addressing risks arising from conflict zones and should support the State's contribution to the sharing of threat information.

As such States play a critical role in providing information necessary in the conduct of an effective risk assessment, related to the airspace above and/or near conflict zones.

This is all done in the context of SMS (Safety Management System) risk-based approach to safety and the acceptable level of safety performance (ALoSP) as defined by the ICAO Doc 10084 Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones.

This ICAO guidance document recalls several other basic rules, for example:

- State's sovereignty of airspace and resulting right to prohibit or restrict its use
- State's responsibility for identification of conflict zones and determination if aircraft operations through such area can be allowed and under which circumstances
- State's responsibility to provide for air traffic services (ATS)
- State providing for ATS responsibility to conduct risk assessment in relation to the airspace

Aircraft Operators are equally obliged to conduct a risk assessment to assess "the airspace over or near areas where there is armed conflict posing a risk to civil aviation". The ICAO Doc 10084 further mentions that "absence of any restrictions in foreign airspace should not preclude the operator from making its own determination of safety/security risks of the airspace to be flown through".

AVSEC Insight is a tool that can help to implement these recommendations; however, it comes with certain limitations.

For example, AVSEC Insight does not source information from the European Union Conflict Zone Alerting System and so called EASA Conflict Zone Information Bulletins (CZIB). In addition, does not offer automation with regards to national Aeronautical Information Publication (AIP) and Aeronautical Information Circular (AIC) documentation. Some States are known to publish security/safety related information in these documents security related information aircraft operator is encouraged to search them individually.

Use cases

The tool has been designed to be simple and no major training should be required to use it.

This part focuses on explaining major functionalities and benefits of using it, through simple examples.

We developed multiple user case scenarios which are structured around three (3) main questions:

- Who am I – what is my job function that would make me to use this tool? This can assist entities in determining who and how many individuals from their organization should have access to AVSEC Insight
- What I need – describes the need. Here we will be describing the intent. This could be anything the person wish to do, e.g. creating another user account, displaying data, exporting data etc. Different sections of the Guide will use the need as a title to help users of this guide to navigate and find the information they need fast
- Why I need it – describes the purpose. What is the issue that needs resolution and/or what is the benefit the user is trying to achieve? This component will help user to understand if the user case replies to their needs.

Below these three components there's short narrative explaining how to use the AVSEC Insight for the specific purpose.

I want to start implementation of AVSEC Insight in my company

A.	I am a Security Manager
B.	I need to explain to my operational managers how AVSEC Insight works
C.	I need to get their buy-in and trust in the tool as a reliable source of information

The IATA AVSEC Insight collects and aggregates open-source information. It uses several advanced machine learning models (ML) and artificial intelligence (AI) to identify, collate, and geo-reference incidents from open sources that may have some level of impact on an aviation facility or the adjacent area.

These sources include, but aren't limited to, social media postings, articles from news outlets, press releases from NGOs, and official information from governmental departments and agencies. These incidents are automatically collected, identified, sorted in near-real time, date stamped in UTC, and then fed directly to the Insight POC.

Due to the nature of how incidents are geo-referenced and lack of standardization by these various sources, the models and AI have multiple layers used to properly identify and attribute a particular article or release. Once the models have identified an incident, the tool further filters the content to remove duplicates and matches the incidents against a set of established thresholds.

The AVSEC Insight also uses "geo-fences" around a facility using 10x10 nautical mile polygons in order to reduce detected "noise" in the environment and focus on more relevant incidents.

The platform automates risk and threat information gathering and analysis using multiple sources of data including news, social media, economic indicators, governance indicators, travel warnings, weather and other sources.

I want to assign operational staff with the access to AVSEC Insight

A.	I am a Security Manager
B.	I need to have accounts for operational managers in AVSEC Insight
C.	I need to ensure information from AVSEC Insight is accessible whenever needed

The platform has a simple, single user licensing and access model and every access should be acquired individually. Visit AVSEC Insight product page for details.

I want to create an overall risk situation report for a specific country

A.	I am a member of the Security Risk Assessment team
B.	I want to create a report describing the overall risk situation in a specific country
C.	I need to present a report for purposes of assessing the situation in the new destination my airline will start to operate to

AVSEC Insight will assist in a way, it will provide for raw information. Types of Events and their categorization will help in building the comprehensive situational report. Data from AVSEC insight may support or be used in lieu of government provided confidential intelligence.

The easiest way to source information about a specific country is to use the search function and type its name in the EVENT TRACKER .

As the Machine Learning process is subject to continuous review and enhancements, we recommend review of returned results for their proper location assignment.

If your Favourites airports and/or FIRs are located in that country and you have e-mail notifications activated in the AVSEC Insight, you should have relevant e-mail notifications in the mailbox you have provided to IATA Customer Portal.

I want to check existing warnings for the specific FIR

A.	I am a Dispatch Duty Manager
B.	I need to prepare flight plan(s)
C.	I need to present the data for the risk assessment for the specific route and make sure it contains facts relevant for the flight

Go to the Map view and make sure you have the FIR view active. Click on the FIR you are concerned about, and you will be presented with active NOTAMs.

Please bear in mind it is always recommended to verify the NOTAM at the source.

Additionally, the tool does not include issuance of the Aeronautical Information Publications (AIP) or Aeronautical Information Circulars (AIC) which may include safety or security relevant information.

I want to determine the security situation at the location designated as the crew layover for a charter flight

A.	I am a member of the Security Risk Assessment team
B.	I want to determine security conditions for the crew layover on a charter flight
C.	I need to ensure crew transport and accommodation conditions ensure proper protection of crew members of my airline

The easiest way to source information about a specific airport or country is to use the search function and type its name/code in the EVENT TRACKER.

As the Machine Learning process is subject to continuous review and enhancements, we recommend review of returned results for their proper location assignment.

You may take advantage of Filters in the EVENT TRACKER and select records from the following categories: Aviation Overview, NOTAM, Travel Warning, Health, Natural Disaster, Terrorism, Civil Unrest, Cybersecurity, Geopolitics & National Security.

I want my ground operations subcontractor to access reports concerning their country of operation

A.	I am a member of the Ground Operations supervision team
B.	I want my ground operations subcontractor to have access to the reports concerning their country
C.	I need to assist my subcontractor to implement risk assessment processes based on Security Management System (SeMS) model

Sharing exported reports (for example for previous 30 days) can be good to illustrate platform capabilities. It will not ensure however sustainable capacity to perform informed risk assessments. As required by the Security Management System (SeMS). The subcontractor should be encouraged to ensure enough of its risk assessment personnel have been provided with their individual access licenses.



**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.**

Served: March 19, 2015

NOTICE

When the Department grants statements of authorization permitting foreign air carriers to display the codes of U.S. air carrier partners, it includes a standard condition that states:

Notwithstanding any provisions in the contract between the carriers, our approval here is expressly conditioned upon the requirement that the operating carrier shall not permit the code of its U.S. code-sharing partner to be carried on any flight that enters, departs, or transits the airspace of any area for whose airspace the Federal Aviation Administration has issued a flight prohibition.

Since February 15, 1995 (Order 95-2-34) this requirement has been applicable to all then-existing and future statements of authorization authorizing foreign air carriers to conduct code-sharing operations in which a U.S. carrier's code is carried on a foreign carrier's aircraft.

We have received a communication from the Federal Aviation Administration (FAA) stating that, given the growing concerns about regional conflict zones around the world, and in conjunction with the ongoing work of the International Civil Aviation Organization (ICAO) Task Force on Regional Conflict Zones and the recent High Level Safety Conference in Montreal, the FAA wants to ensure that carriers are reminded of the above condition, and the FAA requests that we issue a Notice to that effect.

We expressly remind carriers of the above condition. We also remind them that failure to adhere to conditions attached to their statements of authorization renders them liable to enforcement action by the Department's Office of Aviation Enforcement and Proceedings. Should we receive information indicating that a carrier holding a statement of authorization has failed to adhere to the condition, we will promptly forward that information to the Office of Aviation Enforcement and Proceedings for appropriate action.

While the above-quoted condition attaches to authorizations granted to foreign air carriers, we expect the U.S.-code-share partners of foreign air carriers to monitor their partners' operations to ensure compliance with the above-quoted condition.

The Department will serve this Notice by electronic mail on certificated U.S. carriers, licensed foreign air carriers, the U.S. Department of State (Office of Aviation Negotiations), and the Federal Aviation Administration.

By:

PAUL L. GRETCH

Director, Office of International Aviation

(SEAL)

An electronic version of this document is available on the World Wide Web at:

<http://www.regulations.gov>

minimal, further regulatory evaluation is not necessary.

Moreover, I certify that this rule will not have a significant economic impact on a substantial number of small entities, since the rule only changes the filing location. Because of the very limited procedural effect of this rule, notice and comment on this rulemaking is unnecessary.

This rule does not significantly affect the environment, and therefore an environmental impact statement is not required under the National Environmental Policy Act of 1969. It has also been reviewed under Executive Order 12612, Federalism, and it has been determined that it does not have sufficient implications for federalism to warrant preparation of a Federalism Assessment. This rule does not impose any unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995. Finally, this rule does not impose any collection of information requirements requiring review under the Paperwork Reduction Act of 1995.

This rule is not subject to Congressional review provisions of 5 U.S.C. 801(a)(1) because it is limited to a change in agency procedure and practice and does not substantially affect the rights or obligations of non-agency parties. This rule only addresses the location for filing commuter air carrier fitness applications.

List of Subjects in 14 CFR Part 201

Air carriers, Reporting and recordkeeping requirements.

Accordingly, for the reasons set forth above, 14 CFR Part 201 is amended as follows:

PART 201—AIR CARRIER AUTHORITY UNDER SUBTITLE VII OF TITLE 49 OF THE UNITED STATES

1. The authority citation for part 201 continues to read as follows:

Authority: 5 U.S.C. 1008; 49 U.S.C. Chapters 401, 411, 413, 415, 417.

2. Paragraph (b) of section 201.1 is amended by revising the last sentence to read as follows:

§ 201.1. Formal requirements.

* * * * *

(b) * * * An executed original plus two (2) true copies of the fitness data shall be filed with DOT Dockets, PL-401, 400 7th Street, SW., Washington, DC 20590-0002. Requests for confidential treatment of documents should be filed in accordance with the requirements of part 302 of this chapter.

Issued in Washington, DC on January 12, 1999.

Charles A. Hunnicutt,
Assistant Secretary for Aviation and International Affairs.

[FR Doc. 99-1275 Filed 1-20-99; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

14 CFR Part 212

Filing of Airline Codesharing Agreements and Statements of Authorization for Codesharing

AGENCY: Office of the Secretary, Department of Transportation.

ACTION: Final rule.

SUMMARY: The Department is changing the location specified in 14 CFR Part 212 for the filing of applications for statements of authorization to operate codeshare services between U.S. and foreign air carriers, and between foreign air carriers, including the accompanying codeshare agreements between U.S. and foreign air carriers. These applications will now be filed with DOT Dockets, 400 7th Street, SW., Washington, DC 20590-0002, instead of with the Office of International Aviation.

DATES: This regulation is effective on February 22, 1999.

FOR FURTHER INFORMATION CONTACT: Terri Bingham or George Wellington, Office of the Secretary, Office of International Aviation, X-40, Department of Transportation, 400 7th Street, SW., Washington, DC 20590. Telephone: (202) 366-2390 or 366-2391.

SUPPLEMENTARY INFORMATION: The Department's regulations require that airlines file applications for statements of authorization to engage in defined "long-term" wet leases between U.S. and foreign air carriers, and between foreign air carriers. The rules (14 CFR 212.10) establish the detailed filing requirements for these applications. The Department has previously determined that codeshare services constitute a form of "wet lease" applications, and that, therefore, codeshare applications should be considered under the same procedural and decisional rules applicable to wet-lease operations. The Department also requires that underlying codeshare agreements and other agreements, if any, accompany the application. These applications are now filed with the Director, Office of International Aviation. This office maintains its own "docket" for these

applications, which is available to the public for review in that Office.

In his Regulatory Reinvention Initiative Memorandum of March 4, 1995, President Clinton directed Federal agencies to conduct a page-by-page review of all of their regulations and to "eliminate or revise those that are outdated or otherwise in need of reform." In response to that directive, the Department has undertaken a review of its aviation economic regulations contained in 14 CFR Chapter II to determine whether changes should be made to promote economic growth, create jobs, or eliminate unnecessary costs or other burdens on the economy. Among the regulations reviewed are those governing the filing of these applications.

When the rule about the filing location for wet leases was initially adopted, few codeshare applications were filed with the Department, and those that were filed resulted in generally limited public comments and few significant public interest issues. With the growing popularity of codeshare operations, the volume of applications has markedly increased, as has the number of comments received and the scope of the public interest issues presented. Indeed, with many of these applications, significant public interest issues are now likely to be faced by the Department, such as those relating to exclusivity arrangements between the applicant codeshare partners. These issues in turn have lengthened the review process involved, and resulted in more extensive public comment and interest. This change thereby has heightened the need for filing procedures that maximize transparency and public awareness. Public access to these codeshare filings in the Office of International Aviation is more difficult than if the filings had been made part of a public docket in DOT Dockets. Filings in DOT Dockets are also now easily available to public and staff on the internet and are saved in unalterable form electronically. We believe that the public interest would thus be better served if these filings were made to DOT Dockets and made part of a public docket. No other changes to the requirements for these filings are being made. Since this rule only involves a change of filing location, public comment on this rule would be impracticable, unnecessary, and contrary to the public interest.

Analysis of Regulatory Impacts

This rule is not a "significant regulatory action" within the meaning of Executive Order 12866. It is also not significant within the definition in

DOT's Regulatory Policies and Procedures, 49 FR 11034 (1979), because it does not involve any change in important Departmental policies. Because the economic impact should be minimal, further regulatory evaluation is not necessary.

Moreover, I certify that this rule will not have a significant economic impact on a substantial number of small entities, since it only changes the filing location.

This rule does not significantly affect the environment, and therefore an environmental impact statement is not required under the National Environmental Policy Act of 1969. It has also been reviewed under Executive Order 12612, Federalism, and it has been determined that it does not have sufficient implications for federalism to warrant preparation of a Federalism Assessment. This rule does not impose any unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995. Finally, this rule does not contain any collection of information requirements requiring review under the Paperwork Reduction Act of 1995.

This rule is not subject to congressional review provisions of 5 U.S.C. 801(a)(1) because it is limited to a change in agency procedure and practice and does not substantially affect the rights or obligations of non-agency parties. This rule only addresses the location for filing applications for statements of authorization to operate codeshare services.

List of Subjects for 14 CFR Part 212

Air Carriers, Charter flights, Reporting and recordkeeping requirements, Surety bonds.

Accordingly, for the reasons set forth above, 14 CFR Part 212 is amended as follows:

PART 212—CHARTER RULES FOR U.S. AND FOREIGN DIRECT AIR CARRIERS

1. The authority citation for part 212 continues to read as follows:

Authority: 49 U.S.C. 40101, 40102, 40109, 40113, 41101, 41103, 41504, 41702, 41708, 41712, 46101.

2. Paragraph (a) of section 212.10 is amended by revising the third sentence, and paragraph (f)(1) of section 212.10 is amended by adding a new sentence after the first sentence to read as follows:

§ 212.10 Application for statement of authorization.

(a) * * * Except for an application for a long-term wet lease involving a codeshare agreement, an original and two copies of an application shall be

submitted to the Department of Transportation, Office of International Aviation, U.S. Air Carrier Licensing Division, X-44 (for an application by a certificated air carrier), or Foreign Air Carrier Licensing Division, X-45 (for an application by a foreign air carrier), 400 7th Street, SW., Washington, DC 20590; an original and two copies of an application for a long-term wet lease involving a codeshare agreement shall be submitted to DOT Dockets, PL-401, 400 7th Street, SW., Washington, DC 20590, or by electronic submission to DOT Dockets according to procedures at the DOT Dockets website. * * *

* * * * *

(f)(1) * * * Such information with respect to codeshare applications and responsive pleadings will be available for public inspection at DOT Dockets or at the DOT Dockets website. * * *

* * * * *

Issued in Washington, D.C. on January 12, 1999.

Charles A. Hunnicutt,

Assistant Secretary for Aviation and International Affairs.

[FR Doc. 99-1276 Filed 1-20-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF COMMERCE

Bureau of Export Administration

15 CFR Parts 742 and 743

[Docket No. 980911233-9007-03]

RIN 0694-AB80

Correction to Encryption Items

AGENCY: Bureau of Export Administration, Commerce.

ACTION: Interim rule.

SUMMARY: On December 31, 1998 (63 FR 72156), the Bureau of Export Administration published an interim rule revising the Export Administration Regulations (EAR) to streamline U.S. controls for exports and reexports of encryption commodities and software. This revision implemented the Administration's September 1998 policy initiative for exports and reexports of encryption commodities and software to U.S. subsidiaries, insurance companies, health and medical end-users, on-line merchants and foreign commercial firms.

This regulation amends the EAR by correcting three inadvertent typographic errors in the Encryption Items regulation which appeared in the **Federal Register** on December 31, 1998.

EFFECTIVE DATE: This rule is effective January 21, 1999.

FOR FURTHER INFORMATION CONTACT: Frank Ruggiero, Regulatory Policy Division, Bureau of Export Administration, Telephone: (202) 482-2440.

SUPPLEMENTARY INFORMATION:

On December 31, 1998, the Bureau of Export Administration published a regulation updating its encryption policy. This regulation corrects three typographical errors in that notice.

Although the Export Administration Act (EAA) expired on August 20, 1994, the President invoked the International Emergency Economic Powers Act and continued in effect the EAR and, to the extent permitted by law, the provisions of the EAA in Executive Order 12924 of August 19, 1994, as extended by the President's notices of August 15, 1995 (60 FR 42767), August 14, 1996 (61 FR 42527), August 13, 1997 (62 FR 43629) and August 13, 1998 (63 FR 44121).

Rulemaking Requirements

1. This interim rule has been determined to not be significant for purposes of E.O. 12866.

2. Notwithstanding any other provision of law, no person is required to respond to, nor shall any person be subject to a penalty for failure to comply with a collection of information, subject to the requirements of the Paperwork Reduction Act, unless that collection of information displays a currently valid Office of Management and Budget Control Number. This rule contains collections of information subject to the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*). These collections have been approved by the Office of Management and Budget under control numbers 0694-0088, "Multi-Purpose Application," which carries a burden hour estimate of 52.5 minutes per submission; and 0694-0104, "Commercial Encryption Items Transferred from the Department of State to the Department of Commerce." The Department has submitted to OMB an emergency request for approval of the changes to the collection of information under OMB control number 0694-0104. Comments on collection 0694-0104 will be accepted until March 1, 1999.

3. This rule does not contain policies with Federalism implications sufficient to warrant preparation of a Federalism assessment under E.O. 12612.

4. The provisions of the Administrative Procedure Act (5 U.S.C. 553) requiring notice of proposed rulemaking, the opportunity for public participation, and a delay in effective date, are inapplicable because this regulation involves a military and foreign affairs function of the United

M-493.1

Order 95-2-34



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.

Issued by the Department of Transportation
on the 15th day of February, 1995

SERVED FEB 24 1995

IN RE PROHIBITED OVERFLIGHTS

DOCKET 50130
FEB 24 1995

ORDER

Due to conditions prevailing in Afghanistan, the Federal Aviation Administration has forbidden U.S.-registered aircraft from overflying that country for some time. By this order, the Department of Transportation is conditioning relevant code-sharing authority held by U.S. carriers to extend this prohibition to flights by foreign carriers on which the code of a U.S. airline is carried.

On December 20, 1994, the Department of State issued a public announcement relating to overflights of Afghanistan. That announcement reads as follows:

Because of safety and security concerns arising from the civil conflict in Afghanistan, all U.S. airlines and aircraft operators are prohibited by the Federal Aviation Administration from overflying Afghanistan. However, many foreign air carriers continue to overfly Afghanistan on routes between Asia and Europe. American citizens who are flying between Asia and Europe should be aware of the risks involved in taking these flights.

The International Civil Aviation Organization (ICAO) has advised that there are no reliable communications with Kabul air traffic control. Should an air disaster occur in Afghanistan, the ICAO advises, adjacent countries would most likely become aware only when an aircraft failed to exit the country. In that event, because there is no U.S. embassy in Afghanistan, and no third country represents United States interests, the United States Government is unable to accord consular protective services to U.S. citizens there. Moreover, any search and rescue efforts cannot be expected as it is also not possible for neighboring states to obtain permission to enter Afghanistan in search of the survivors of an accident.

This and other information has convinced us that the concerns compelling the FAA to forbid overflight of Afghanistan for U.S. aircraft also apply to U.S. carriers whose codes are carried on foreign airliners overflying Afghanistan. We have no direct jurisdiction over foreign aircraft overflying Afghanistan between points outside the United States, but we retain jurisdiction over code-sharing arrangements involving U.S. carriers.

The same concerns, and the same ability to exercise jurisdiction in responding to them, would apply to code-sharing operations over any area where the FAA has proscribed U.S.-carrier overflight. Thus, by this order, we find that any area that the FAA has proscribed for overflight by U.S. carriers should also be banned to any flight carrying a U.S. carrier's code. A foreign airline operating the aircraft may, of course, continue to operate its own flights through such airspace, as long as it carries no U.S. airline's code on those flights. Moreover, if a given flight's routing can be altered to avoid proscribed airspace, a U.S. carrier's code may continue to be carried on that flight in compliance with this order.

We will accordingly condition our approvals of all code-sharing arrangements between U.S. and foreign carriers pursuant to which a U.S. carrier's code is carried on a foreign carrier's aircraft. Such code-sharing arrangements are regulated under Part 212 as wet leases (charters) by the foreign air carrier partners.¹ The condition will read:

The operator shall not permit the code of its U.S. air carrier code-sharing partner to be carried on any flight that enters, departs, or transits the airspace of any area for whose airspace the Federal Aviation Administration has issued a flight prohibition.

We have designed this condition to apply to any area over which the FAA has prohibited operations by a U.S. carrier, even though there is only one such country at present. We recognize that this will place a certain burden on operators to remain abreast of what areas are subject to overflight prohibitions, but this burden already exists with respect to operations using those carriers' own aircraft, and we do not anticipate that such areas will become numerous, or will change often, so this burden should not become unreasonable.

¹ We need not take similar action under Part 207, which governs U.S. wet leases to foreign air carriers, as U.S. carriers are already forbidden by the FAA from operating their own aircraft in such airspace.

ACCORDINGLY,

1. We amend all statements of authorization issued under 14 C.F.R. Part 212 authorizing foreign air carriers to conduct code-sharing operations in which a U.S. carrier's code is carried on a foreign carrier's aircraft, and all such statements of authorization that may be issued subsequent to this order, to impose the condition set out in the text of this order;
2. This order shall be effective immediately, and shall remain in effect until further order of the Department; and
3. We shall serve this order on all U.S. and foreign air carriers holding certificates of public convenience and necessity, foreign air carrier permits, or exemption authority, the Federal Aviation Administration, and the Department of State.

By:

PATRICK V. MURPHY, JR.
Acting Assistant Secretary for Aviation
and International Affairs

(SEAL)