

The World Overflight Risk Conference 2024 (WORC2024), organised by Osprey Flight Solutions, the European Union Aviation Safety Agency, and The University of Southampton, took place in Warsaw from July 2nd to 4th. This inaugural educational event provided a platform for the global aviation community to collectively address and navigate the dynamic challenges posed by overflight risk.



In an industry-first, regulators, airlines, and insurers gathered to discuss overflight risk, to gain greater mutual understanding, and break down existing silos. The event attracted **249 attendees from 45 countries** – including 75 Operators, 37 Governments, and 11 Insurers – current risk management approaches, existing gaps, emerging threats, and available technological solutions. A key concern addressed was enabling flights in an increasingly dynamic geopolitical environment, where public information is accessible to a wide range of stakeholders beyond the risk management team.

WORC2024 has been an immense success, with **96%** of survey respondents very satisfied-satisfied and **100%** expressing their wish for a future event. Feedback showed that the content was highly relevant to delegates' roles and the quality of the speakers was extremely high. The event was considered a significant step forward for industry efforts, providing knowledge and tools that participants have already started using.

Despite recent improvements to overflight risk management, there is still room for further enhancement. The key takeaways from the conference that require more attention in overflight risk management were identified as the need for

TIMELY AND ACCURATE INTELLIGENCE GATHERING CAPABILITIES



State limitations impede timely and accurate intelligence for operators therefore state information should not be a sole information source, open airspace does not mean safe airspace.

Adoption of open-source intelligence, enhanced by available classified information, is essential, but needs to be supported by technology to manage its volume.

PROACTIVE RISK ASSESSMENTS & DOCUMENTED DECISION MAKING



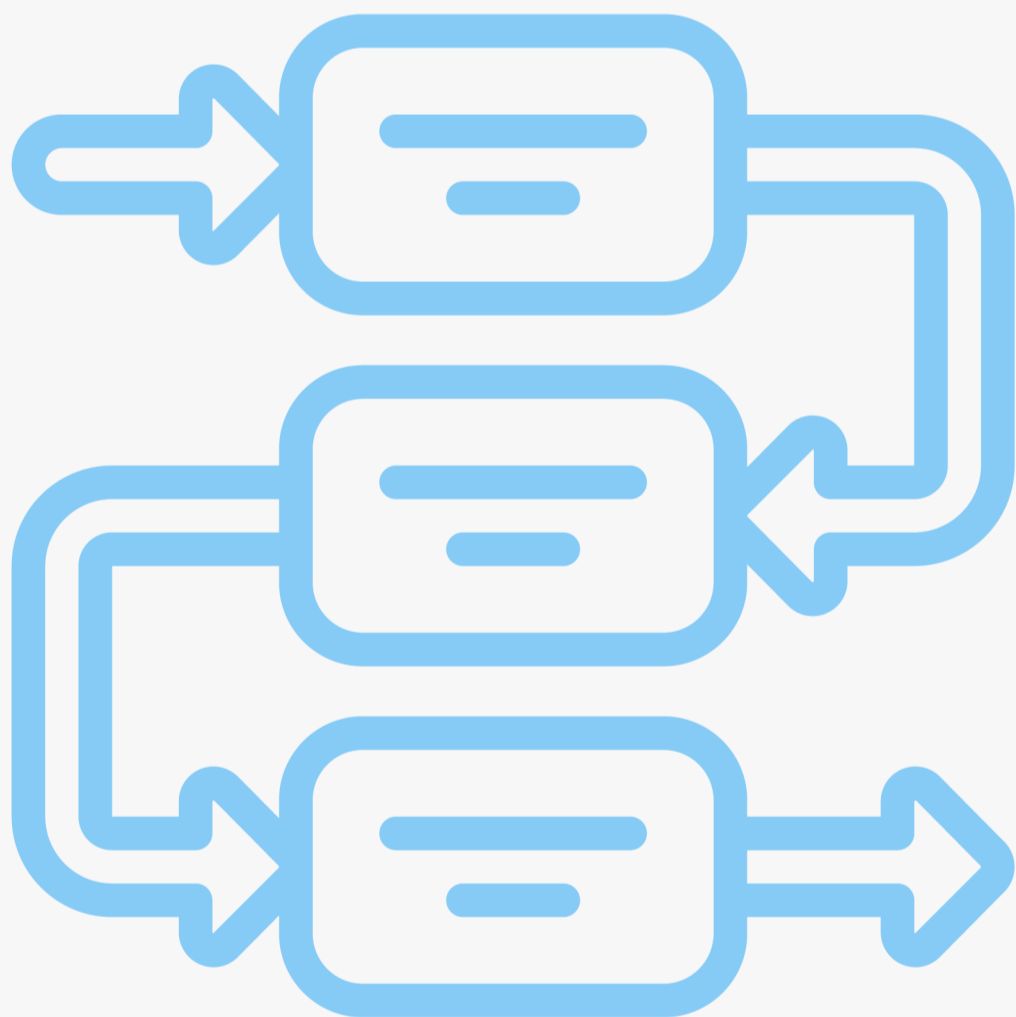
Outdated airspace restrictions published by States, operators, and insurance providers can cause safe airspace to be incorrectly perceived as unsafe. While traditional risk assessment methods can be a source of risk themselves, documenting the entire risk assessment process and decision-making is essential for both liability purposes and learning from past experiences.

TRANSPARENT AND COLLABORATIVE APPROACH TO INTELLIGENCE SHARING



Information sharing is still conditional. There is a significant interest in learning about the mitigation measures implemented by industry colleagues. We need to re-evaluate how we communicate with the crew and find ways to build a trusting relationship between them and management. National interests and limited mandates to publish information may prevent States from being fully transparent regarding overflight risks.

IMPROVED CONSISTENCY AND STANDARDISATION IN TERMINOLOGY AND METHODOLOGY



Terminology consistency and standardisation would improve understanding between operators, regulators and insurers, and the effectiveness of training and information-sharing efforts globally. The ICAO Doc10084 is a good start, but global implementation and continuous improvement through further iterations is required.

NEXT STEPS

1. Maximise engagement in the University of Southampton project to quantify the impact of mitigation
2. Publish a co-authored whitepaper highlighting the key findings and industry next steps from WORC2024
3. Gather industry feedback for fourth edition of ICAO Doc 10084
4. Continue to explore mechanisms to enhance industry engagement and discussion on overflight risk, with findings to be shared in the whitepaper