

WORC 2024



World Overflight Risk Conference

2 - 4 July 2024 | Warsaw, Poland

Overflight Risk- A Cross Sector Perspective

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1983 – 2020. KAL007 to PS752.

- ✈ Eight cases of aircraft attacks in air. Seven shot down
- ✈ Five “accidents” – mistaken identity/wrong place - wrong time
- ✈ Two x ManPADS; one x shootdown by aircraft; five x long range SAMs
- ✈ Two Non-State Actors; Six State Actors
- ✈ Five periods of Heightened Tension
 - ✈ Cold War (KAL007)
 - ✈ Iran/Iraq War (Iran Air 655)
 - ✈ Israeli Attacks on targets in Syria (Russian IL-20 Maritime Surveillance)
 - ✈ Ukraine 2014 (MH17)
 - ✈ Operation Martyr Soleimani (PS752)

Governments

- ✈ In theory best placed to advise on overflight threat (capability + intent to use it)
- ✈ Feel they have an obligation to protect

BUT

- ✈ may be risk-averse
- ✈ may be reluctant to warn about dangers in their their own airspace
- ✈ may lean towards national carriers' concerns (US – Mali; France/Germany – Pakistan)
- ✈ Easy to apply, difficult to reverse
- ✈ does removing advice mean that they are saying it is safe?

Insurers

- ✈️ Want to avoid losses!!
- ✈️ But accept that the world is not entirely risk free: they want to enable airlines to operate
- ✈️ Don't want to use cancellation clauses – prefer that clients anticipate potential risk and avoid/manage
- ✈️ So want a client relationship based on dialogue and transparency: understanding where clients fly and how they manage risk

Operators: Own the Risk!!

- ✈ Their staff, passengers and hardware. And reputation.
- ✈ *S v Ukraine International Airlines* leaves no room for doubt
- ✈ Need to be able to monitor and anticipate potential threats: both short and medium term
- ✈ Government advisories and Open-Source providers part of solution – but need to take own view.
- ✈ Airlines must be free to take a balanced view and be able to ignore Advisories (but not Prohibitions)
- ✈ Need robust internal risk management processes so top management are informed, give consent and therefore own.

Conclusion

The decision to operate should always be the operator's except in the case of closure of airspace by sovereign authorities.

Operators should be able to demonstrate to insurers and regulators their decision-making process and if they can't then that is a commercial question for the insurers!!!

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