REPATRIATION FLIGHTS HAZARD IDENTIFICATION AND RISK ASSESSMENT

Situation:
Passengers are stranded due to regional military activity affecting airspace availability and normal airline operations. Two categories exist:
1. UAE nationals or residents stranded outside the UAE needing repatriation to UAE.
2. Passengers stranded in UAE who need transport to their home countries.

Objective:
Assess whether repatriation flights can be conducted safely and determine the conditions under which such flights may be authorised.

Scope:
Repatriation flights conducted by Foreign operators to operate to/from UAE.

1. Aircraft operators

- Conduct a specific operational risk assessment for each repatriation flight.
- As much As possible plan routes avoiding all conflict zones and high-risk airspace.
- Ensure availability of safe diversion airports and carry additional fuel contingency.
- Implement enhanced dispatch monitoring and real-time flight tracking.
- Brief crews on conflict-zone risks and ensure FTL compliance.
- Confirm airport security and operational readiness at destination and alternates.
- Ensure clear procedures for rerouting or cancelling flights if the situation changes.

Below is an operational risk assessment you may use for guidance.

Risk assessment scale
Severity
1 – Negligible - Few consequences
2 – Minor - Nuisance, Operating limitations, Use of emergency procedures, Minor incident
3 – Major - A significant reduction in safety margins, a reduction in the ability of operational personnel to cope with adverse operating conditions as a result of an increase in workload or as a result of conditions impairing their efficiency, Serious incident, Injury to persons
4 – Hazardous - A large reduction in safety margins, physical distress or a workload such that operational personnel cannot be relied upon to perform their tasks accurately or completely, Serious injury, Major equipment damage
5 – Catastrophic - Aircraft/equipment destroyed, Multiple deaths

Likelihood
A – Extremely - Unlikely Almost inconceivable that the event will occur
B – Remote - Very unlikely to occur (not known to have occurred)
C – Occasional - Unlikely to occur, but possible (has occurred rarely)
D – Probable - Likely to occur sometimes (has occurred infrequently)
E – Frequent - Likely to occur many times (has occurred frequently)

Risk acceptance
Low – Acceptable
Medium – Acceptable with mitigation at the initial risk level.
High – Not acceptable without **additional** mitigation. If residual risk, it must be approved by the organisation.
Extreme – Operation must not be conducted

S/N	Hazard	Description	Potential Consequence(s)	Risk Severity	Risk Likelihood	Initial Risk Level	Mitigations	Residual Risk
1	Military activity affecting civil aircraft	Presence of military operations, missiles, drones, air defence systems or military aircraft in the region	Aircraft mistakenly targeted, collateral damage from military engagement, encounter with military traffic	Catastrophic	Occasional (depending on proximity)	Extreme	1. Obtainment of the necessary safety assurance from the concerned security entities. 2. operate only in airspace/ airways/ corridors confirmed open by SZC and ANSPs, 3. review conflict zone advisories and NOTAMs, 4. coordinate with relevant security authorities, 5. coordinate with relevant FIR authorities, 6. conservative route planning with wide buffers from affected areas, 7. pre-flight dispatch risk assessment.	High
2	Sudden airspace closure	Rapid closure of airspace due to military developments	Aircraft forced to reroute, risk of entering restricted airspace, operational confusion	Hazardous	Occasional	High	1. Pre-departure confirmation of airspace availability for entire route, 2. continuous NOTAM monitoring, 3. flight dispatch monitoring during flight, 4. additional contingency plans including fuel,	Medium

							5. pre-planned rerouting options.	
3	Degraded ATC or navigation services	Possible disruption of ATC or CNS infrastructure, in affected FIRs	Reduced separation assurance, communication difficulties, increased collision risk	Major	Remote	Medium	1. Operate only in FIRs confirmed operational, 2. verify availability of navigation and surveillance services, 3. use SATCOM/CPDLC where available, 4. comply with advisories in regards to GPS gamming/spoofing, 5. Crew brief on contingency procedures.	Low
4	Limited diversion airports	Some airports may be closed or unavailable due to the situation	Inability to divert safely, potential fuel emergency	Hazardous	Occasional	High	1. Identify multiple alternates outside affected areas, 2. carry additional contingency fuel, 3. monitor airport status continuously, 4. ensure dispatch support throughout flight.	Medium
5	Ground security threats at airports	Security conditions at destination or diversion airports may deteriorate	Passenger or crew safety risk, aircraft damage, operational disruption	Hazardous	Occasional	High	1. Conduct airport security assessment, 2. coordinate with airport authorities, 3. confirm airport operational status before departure, 4. plan quick turnaround where necessary.	Medium
6	Crew fatigue due to rerouting or delays	Longer routes or holding due to airspace restrictions	Reduced crew performance, increased operational error probability	Major	Occasional	Medium	1. Enhanced crew duty planning, 2. additional crew for extended sectors if required, 3. compliance with flight time limitations, unless exempted, 4. dispatch monitoring.	Low
7	Rapid escalation of regional conflict	Situation may deteriorate quickly during operations	Aircraft exposed to newly emerging threats or airspace restrictions	Catastrophic	Remote	High	1. Continuous intelligence feedback, 2. real-time coordination with ANSPs and concerned authorities, 3. ability to reroute immediately, 4. authority to suspend operations if threat level increases.	Medium
8	Passenger management pressure	Large numbers of stranded passengers creating	Operational decision-making under pressure,	Major	Probable	Medium	1. Controlled repatriation planning, 2. coordination with airports and relevant authorities,	Low

		operational pressure	safety oversight degradation				3. prioritised passenger handling procedures.	
9	Communication disruption between operator and aircraft	Data link or communication interruptions due to regional instability	Reduced situational awareness and delayed operational decisions	Major	Remote	Medium	1. Use redundant communication systems (VHF, HF, SATCOM), 2. dispatch flight following, 3. predefined contingency communication procedures.	Low
10	Aerodrome operational availability and infrastructure reliability	Aerodrome closure, sudden restrictions, runway/taxiway damage, lighting or power outages, degraded navigation aids, GNSS interference or unreliable MET services	Diversion, unstable approach, runway excursion, loss of situational awareness, operational disruption	Hazardous	Occasional	High	1. Confirm aerodrome operational status before departure, 2. continuous NOTAM monitoring, 3. verify serviceability of runway, navigation aids and lighting systems, 4. confirm backup power and MET availability, 5. plan alternates with reliable infrastructure	Medium
11	Aerodrome proximity to military activity or air defence systems	Aerodromes located close to military installations, air defence systems or areas of military engagement	Risk of misidentification or exposure to military activity during arrival/departure	Catastrophic	Remote	High	1. Conduct security and intelligence assessment, 2. avoid aerodromes within assessed threat zones, 3. maintain safe routing buffers around military areas, 4. operate only to aerodromes assessed safe by State authorities	Medium
12	Fuel availability and fuel quality assurance	Limited fuel supply, disrupted logistics, fuel contamination risk due to weakened quality assurance processes	Dispatch delays, inability to refuel, engine malfunction due to contaminated fuel	Catastrophic	Occasional	High	1. Confirm fuel availability in advance, 2. verify fuel supplier quality assurance processes, 3. require enhanced sampling/testing where necessary, 4. carry additional fuel from departure when feasible, 5. ensure alternates with reliable fuel supply	Medium

13	Ground handling capability and ramp operations	Reduced staffing, degraded training, equipment shortages (GPU, ASU, loaders, stairs), congested ramps, limited parking or towing capability	Aircraft ground damage, loading errors, delays, operational disruptions	Major	Probable	High	1. Use approved ground handlers only, 2. increase operator supervision during turnaround, 3. pre-arrange stands and equipment, 4. simplify turnaround procedures, 5. conduct additional load control verification	Medium