

SAFER SKIES FORUM

Final Report

December 8-9, 2020



Government
of Canada

Gouvernement
du Canada

Canada 

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Welcome Message

The aviation industry plays a critical role in connecting people and places across the planet. However, the vital services it provides are not immune to the safety and security risks posed by armed conflicts, as tragically demonstrated by the recent downings of Malaysian Airlines Flight MH17 and Ukraine International Airlines Flight PS752. These tragic downings have clearly demonstrated that the risk from conflict zones cannot be effectively mitigated on a case-by-case basis, bilaterally, or between a limited number of countries and organizations. International aviation partners must come together to build a robust system capable of protecting civilian flight operations for all air operators and flight paths.

In response to the downing of PS752, Canada established the Safer Skies Initiative, whose main objective is to improve the safety of air travel worldwide by addressing gaps in the way the civil aviation sector deals with conflict zones. Building on the important work accomplished by the Netherlands and the International Civil Aviation Organization (ICAO) post MH17, the Safer Skies Initiative aims to enable States to take immediate action to reduce risks, while also promoting improvements to the global aviation system.

The Safer Skies Forum is a venue to consider and support activities and efforts to mitigate the risks conflict zones pose to global aviation. It brings States, international organizations and the civil aviation industry together with a common goal: to establish a common set of principles and practices to better protect passengers from the risk of flying in or near conflict zones. The Safer Skies Forum is a place for collaboration and sharing between members of the aviation community on a variety of topics, best practices and strategies to mitigate conflict zone risk.

Transport Canada (TC) thanks you for virtually attending the inaugural Forum from your offices and homes around the world. Without your support and your commitment, Canada's Safer Skies Initiative would not be possible. With that in mind, TC looks forward to working together with you in the coming months to improve international efforts to safeguard civilian flight operations in and near conflict zones.

In closing, TC invites States and organizations to consider endorsing the Safer Skies Statement, a document that calls on States to renew their commitment to a global approach to mitigating risk from conflict zones. The Statement is available on TC's public facing [website](#).

1. General Overview

1.1 Safer Skies Forum

The inaugural Safer Skies Forum represented the culmination of the Government of Canada's efforts to pursue the Safer Skies Initiative, announced by Prime Minister Trudeau in February 2020, and was the first global event exclusively dedicated to mitigating the risks posed by conflict zones to global civil aviation operations.

The first Forum brought together representatives from States, organizations and the global civil aviation industry to share conflict zone risk expertise and engage in discussions focused on the threat environment, lessons learned and best practices with respect to risk mitigation strategies. The Forum also addressed the way forward for advancing the Safer Skies Initiative, and offered participants the opportunity to endorse a Safer Skies Statement, affirming their commitment to working together towards the implementation of actions to avoid future tragedies.

The Safer Skies Forum Information Sheet can be found in [Appendix 1](#).

1.2 Organizers

The Forum was hosted by the Government of Canada through TC. TC would like to recognize its international partners in the Safer Skies Initiative, including the Netherlands and the United States of America (USA), as well as the International Air Transport Association (IATA), without whose assistance this event would not have been possible.

TC would also like to thank the many countries and industry stakeholders that agreed to participate in the inaugural Forum as subject-matter expert presenters and panellists. This group includes the Civil Air Navigation Services Organisation (CANSO), the Expert Group on Risk Information overflying Conflict Zones (EGRIZC), France, Germany, IATA, ICAO, the International Federation of Air Line Pilots' Associations (IFALPA), the International Federation of Air Traffic Controller Associations (IFATCA) and KLM Royal Dutch Airlines.

1.3 Format

The Forum was a virtual event hosted on December 8th and 9th 2020 via Zoom. It was divided into four modules of two to three hours each, spread over two days to ensure maximum global representation.

Each module was comprised of presentations from subject-matter experts, followed by an expert panel.

Modules:

1. Opening
2. Threat Baseline
3. Lessons Learned and Best Practices
4. Closing

The presentations served to illustrate the progress that the international community has made towards mitigating the shared risks conflict zones pose to civil aviation since the downing of MH17 and highlighted next steps for the international civil aviation community. Speakers at the event represented federal governments, academia, investigative bodies, air operators and international organizations with an interest in civil aviation.

The complete Safer Skies Forum Agenda is available in [Appendix 2](#).

1.4 Speakers

The Forum welcomed a group of distinguished speakers, including ministers, the President of ICAO Council, ambassadors, academics and numerous subject-matter experts, to deliver presentations and answer questions from the audience during live expert panels. In total, 20 presenters and 34 panelists served as subject-matter experts throughout the two-day event.

The complete list of speakers and their biographies is available in [Appendix 3](#).

1.5 Participants

Over 400 participants registered for the Forum, representing 82 countries and 31 industry stakeholders. This wide-ranging attendance covered all parts of the globe and included many States that are currently experiencing conflict, making the inaugural Safer Skies Forum a truly global event.

Due to the combined effects of the COVID-19 pandemic and time constraints in organizing the first iteration of this event, TC worked with its existing contacts and known subject-matter experts to establish both the agenda and the list of speakers. The unintended result was a mostly Western-centric Forum. TC looks forward to the opportunity to reach out to the international civil aviation sector and cultivate further contributors for the next iteration of the Forum, where it commits to working with a wider group of stakeholders who more accurately represent our diverse, global civil aviation community.

1.6 Goals

To bring together expert partners from States, international organizations and the civil aviation industry in order to:

1. Share best practices regarding conflict zone risk mitigation;
2. Enable information-sharing and a broader dialogue between parties on current issues and the way-forward;
3. Advocate for overflight risk mitigation and ICAO Standards and recommended Practices (SARPs) implementation; and,
4. Seek endorsement of the Safer Skies Statement.

2. Summary of Content

2.1 Module 1

The opening module was a high-level one that saw various ministers, ambassadors and academics come together to emphasize the importance of the international civil aviation sector's work to make our skies safer. The Honourable Marc Garneau, Minister of Transport, delivered the opening remarks welcoming participants to the first Safer Skies Forum and summarizing the intent of Canada's Safer Skies Initiative. He also invited participants to endorse the Safer Skies Statement.

After Minister Garneau's welcoming address, a number of distinguished guests delivered high-level remarks of their own, thanking Canada for undertaking the Safer Skies Initiative and for hosting the first Safer Skies Forum. Most speakers acknowledged the need for the international civil aviation community to work together to mitigate the shared risks conflict zones pose to civil aviation operations, and highlighted the progress that both their country and ICAO have made since the downing of Flight MH17. All of the representatives listed below used their high-level remarks to announce their country's endorsement of the Canada led Safer Skies Statement.

In their words

Together with the support of ICAO, States need to work with air operators to mitigate conflict zone risk to civil aviation. | [H.E. Salvatore Sciacchitano, President of the ICAO Council](#)

No matter which airline a passenger chooses, where they board their flight or what their destination is, all passengers must be assured their flight path is a safe one. | [Honourable Cora van Nieuwenhuizen, Minister of Infrastructure and Water Management, Netherlands](#)

The risk to commercial aviation posed by conflict zones is an international issue that requires international action. | [Professor Marjolein van Asselt, Board Member, Dutch Safety Board \(DSB\)](#)

The civil aviation sector has a unique opportunity, now, while air traffic is suppressed by the global COVID-19 pandemic, to mitigate risk. | [Honourable Elaine L. Chao, U.S. Secretary of Transportation](#)

Ukraine asks its partners to continue to support its pursuit of justice for the victims of the PS752 downing as it investigates this crash. | [Honourable Vladyslav Kryklii, Minister of Infrastructure of Ukraine](#)

While political will is important in strengthening international cooperation and national coordination, States should also, at the same time, pursue practical measures to mitigate conflict zone risk. | [H.E. Chang Keung Ryong, Ambassador of the Republic of Korea to Canada](#)

As governments, it is our task to protect civilians in all circumstances and our duty to take action in shaping a better, safer future where tragedies like MH17 and PS752 are not repeated. | [H.E. Laurent Pic, Ambassador, Permanent Representative of France to the ICAO Council](#)

An executive expert panel followed the opening remarks.

2.2 Module 2

This module provided participants with an understanding of, and ability to, assess conflict zone threat and risk factors. The presentations were delivered by representatives of Canada, France, Germany, the Netherlands and the USA.

Summary of Presentations

Threats and Risks Flight Route MH17 – explained the key findings from the Dutch Safety Board’s *MH17 Crash Final Report* regarding overflying conflict zones. Presentation topics included airspace management responsibilities, models for States to provide guidance to air operators, the known threat and risk conditions, State airspace sovereignty and resulting vulnerability and, the risk assessment process. It concluded that because existing threat analyses consider threat to be real only when both capability and intent have been established with sufficient certainty, risk assessment practice too quickly dismisses these risks as unlikely. To better understand the likelihood of scenarios in an armed conflict, it is important to consider the identification and use of risk-increasing factors in the threat analysis.

Known Facts from the Most Recent Downing – provided a detailed timeline of events for the downing of flight PS752, and compared the known facts against requirements stipulated in ICAO SARPs. Known facts included the assumption of procedural control over civilian flight operations by the Iranian military and the absence of an airspace notification issued by Ukraine for civil aviation operations in the region. The presentation also highlighted the many unknowns that continue to surround this crash.

Current Threat and Risk Environment – this joint presentation from the USA and Germany explained the steps involved in the USA Federal Aviation Administration’s (FAA) Notice to Airmen (NOTAM) and Special Federal Aviation Regulation Assessment Process, and provided an overview of the FAA-identified threat and risk factors present in three ongoing armed conflicts. The presentation also detailed Germany’s process for preparing threat and risk analyses for civil aviation operations outside of Germany, including the issuance of flight recommendations and/or prohibitions and examples of existing notifications.

MADPADs: Proliferation Risks – this joint presentation from France and the USA provided an overview of what Man Portable Air Defense Systems (MANPADs) are and what they can do, including their proliferation, effects and mitigation strategies. The presentation provided technical information about MANPADs and clearly demonstrated that fighting against the proliferation and use of MANPADs by terrorist groups is the responsibility of all States.

An expert panel followed the presentations.

2.3 Module 3

This module provided participants with an understanding of the residual gaps in existing conflict zone risk mitigation strategies and ways in which the global civil aviation community could go about addressing these gaps. The presentations were delivered by representatives from France, Germany, the Netherlands and the USA, the Expert Group on Risk Information Overflying Conflict Zones (EGRICZ), IATA, KLM Royal Dutch Airlines and the Civil Air Navigation Services Organization (CANSO).

Summary of Presentations

Work Completed Post MH17 – provided an overview of the work undertaken at the international level to mitigate conflict zone risk post MH17. The presentation focused on improvements made to ICAO provisions through its Conflict Zone Work Programme, including amendments to relevant annexes (6, 11, 15 and 17), and guidance material (docs 9554, 9859, 9971 and 10084), as well as Circular 330, which will be replaced by the new Doc 10088, to be more reflective of conflict zone concerns.

Proactive Planning Methodology for Risk Mitigation – provided an overview of the process, procedures and tools used by the USA FAA to assess and mitigate conflict zone risk. The presentation also provided the best practices used by the FAA’s Crisis Response Working Group to assist other organizations in conducting their own conflict zone program.

Risk Analysis: the French Integrated Model – provided a broad overview of the risk assessment model used in France to assess and analyze threats to civil aviation. The presentation focused on the Ministry’s organization and the stakeholders with whom it works to conduct risk assessments. It also demonstrated how the results of its risk assessments are used to propose necessary changes to French regulations or the country’s vigilance posture.

Airspace Management Best Practices – presented CANSO’s experience mitigating risk in and around conflict zones. The presentation outlined existing risk information-sharing mechanisms in use for both State-to-State and State-to-Operator stakeholders, detailed the roles and responsibilities air navigation service providers have in risk management and contingency planning, and provided best practices for civil-military cooperation.

Information Issuance – presented the EGRICZ’s process of information issuance, which covered the background, goals and working groups that are part of the expert group, detailed differences in existing risk communication information and terminology (NOTAM vs. AIP vs. AIC), and made recommendations for the harmonization of certain elements of airspace notifications.

Information Sharing – detailed the changes to recently amended ICAO standards, stemming from the Dutch Safety Board’s recommendations regarding overflying conflict zones. These amendments allow States to share relevant and timely threat and risk information with other States, as well as with all air operators flying within that States’ sovereign airspace.

Air Operator Risk Assessment and Mitigation Program – presented the KLM Dutch Royal Airlines’ Airspace Risk Management process, including detailed information on defining risk areas, providing security advice and performing oversight activities. The presentation also provided KLM’s risk methodology and outlined best practices for public-private cooperation.

Wishes to Fly into Prohibition Zones: Requests for Exceptions – presented the evolution of Germany’s *Air Traffic Act* to enable the State to prohibit air operators from flying into or over conflict zones. The presentation outlined the two existing exemptions in the Act that allow flight operations in prohibited airspace: emergencies and humanitarian aid. It also highlighted the desire of certain air operators to fly into conflict zones, beyond the two noted exemptions.

MANPAD Vulnerability Assessment – provided an overview of USA counter MANPADs outreach and training resources offered internationally in support of ICAO’s efforts to mitigate MANPAD threats to civil aviation. The Transportation Security Administration’s program offers a number of training programs for countries establishing national MANPADs programs, including recognition, awareness, subject-matter expert and instructor training courses, as well as site visits to conduct vulnerability assessments at international airports.

An expert panel followed the presentations.

2.4 Module 4

This module introduced the Safer Skies Consultative Committee (SSCC) and highlighted ICAO and IATA’s conflict zone related initiatives. It also discussed the way forward for the global community to mitigate the conflict zone risk.

Summary of Presentations

Gap Analysis and Work Underway at ICAO – highlighted the work undertaken at ICAO to mitigate conflict zone risk. Notable initiatives included the establishment of a task force, publication of the Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones and the coordination of updates of various annexes and documents. The Secretariat is also in the process of developing training materials and conducting and analysing a survey of Member States’ existing risk assessment methodologies.

IATA Information Portal – walked participants through the Tactical Operations Portal, which is a tool that shares tiered alerts containing important information with its members. The tool collaborates and coordinates issues that members are experiencing, such as security situations, airspace constraints and weather events etc., and shares this information with its subscribers in an accessible format.

Safer Skies Consultative Committee – summarized Canada’s Safer Skies Initiative and introduced participants to the newly established SSCC. The presentation included the SSCC’s functions, membership, work plan, status of work priorities and next steps. Main priority initiatives for the SSCC included completing a gap analysis of conflict zone risk management materials, creating a mitigation strategy inventory and hosting the inaugural Safer Skies Forum.

An expert panel followed the presentations.

Association of Victim’s Families Videos

Participants were then shown two videos submitted by the association of victims’ families from the MH17 and PS752 downings, which served to demonstrate the human side of aviation tragedies and remind practitioners why they do this important mitigation work.

3. Conclusion

3.1 Outcomes

The inaugural Safer Skies Forum, the first event entirely dedicated to conflict zone risk mitigation, was a success. It achieved its goals despite being organised and hosted during a global pandemic. Attendance exceeded expectations, both in terms of the total number of individual participants as well as the number of States and organizations they represented. Representatives from all regions of the world were present, including from States experiencing conflict.

The high attendance level positively impacted the achievement of all of the Forum's primary objectives as noted in the table below.

Objective	Achievement(s)
Share best practices regarding conflict zone risk mitigation	Subject-matter experts from various States and organizations openly and generously shared best practices that could serve as models or examples to other governments and industry stakeholders.
Enable information-sharing and a broader dialogue between parties on current issues and way-forward	<p>Subject-matter experts shared a large quantity of high quality information with participants and provided information and tools to be used to improve risk awareness, monitoring and analysis processes.</p> <p>The discussions held during the event were marked by a willingness to share information and for presenters and panellists to openly answer questions.</p> <p>Numerous participants connected with one another, as well as with the subject-matter experts, and shared their contact details for further discussion. Notably, a number of participants whose countries do not currently have conflict zone information offices were able to connect with subject-matter experts whose countries could offer mentorship or training programs designed to guide countries in the establishment of such offices.</p>
Advocate for overflight risk mitigation and ICAO SARP implementation	Through the presentations and expert panels, participants gained an increased awareness of the tools, materials and methodologies used in other countries or by industry stakeholders to mitigate conflict zone risk and an increased awareness of numerous ICAO initiatives designed to help States mitigate these risks.
Seek endorsement of the Safer Skies Statement	As of January 8 th 2020, 20 States and organizations had endorsed the Safer Skies Statement.

TC is confident that the information and best practices shared, as well as the discussions had, will lead to the consideration of opportunities to make substantial improvements in reducing risk, both collectively and individually.

3.2 Next Steps

While the inaugural Safer Skies Forum presented a wonderful opportunity for global civil aviation authorities and conflict zone risk mitigation subject-matter experts to come together to share their knowledge, in order to make our skies safer, this work needs to be done on an ongoing basis.

The SSCC, the permanent body established to maintain momentum on the Safer Skies Initiative between international events, will ensure progress is made by pursuing the next steps listed below in the coming year.

SSCC Work Strands

Gap Analysis – identify, analyze and assess remaining gaps in conflict zone risk management (e.g., overflight risk management authorities, information sharing practices, etc.), to complement to ICAO’s own gap analysis.

Mitigation Strategy Inventory – establish an inventory of existing conflict zone management mitigations strategies, for both States in conflict and States not in conflict.

Rapid Information-sharing – identify and evaluate current international communication forums for rapid information-sharing pertaining to overflight threats and vulnerabilities in international civilian operations.

SSCC members identified a number of other deliverables, which will be prioritized and pursued based on availability of resources.

The SSCC will also advocate for the advancement of conflict zone related work at ICAO.

SSCC Composition

The SSCC is an international committee of experts whose representation reflects the diversity of the global civil aviation sector. To this end, the SSCC intends to expand its membership to include five additional Members, with the goal of including one State authority representative from each ICAO region within the next year.

To further broaden its composition, encourage participation and incorporate diverse viewpoints, the SSCC is also seeking an unlimited number of additional stakeholders to serve as Observers. Until the SSCC, in partnership with IATA, develops a public facing web entry point, parties interested in becoming Members or Observers are invited to contact TC’s [Conflict Zone Information Office](#).

Safer Skies Forum

The Safer Skies Forum is intended to become an annual event. The next Forum will be held in person, when it is safe to do so, with a live-stream option available so as to secure the highest possible number of participants. Canada will host the second iteration of the event, with hosting duties rotating among SSCC members in the following years.

Safer Skies Statement

The Safer Skies Statement remains open for endorsement and can be found on TC's public facing [website](#). The Statement, and its list of endorsers, was announced publically on the 1st anniversary of the downing of Ukraine International Airlines Flight PS752 (on the 8th of January 2021).

States or organisations wishing to endorse the Statement can do so by simply advising TC's [Conflict Zone Information Office](#).

4. Appendices

- 4.1 The Safer Skies Forum Information Sheet
- 4.2 The Safer Skies Forum Agenda
- 4.3 The Safer Skies Forum Meet our Guests



A FORUM EXCLUSIVELY DEDICATED TO RISK MITIGATION OF CIVILIAN FLIGHT OPERATIONS NEAR CONFLICT ZONES

The aviation industry plays a critical role in connecting people and places across the planet. However, the vital services it provides are not immune to the safety and security risks armed conflicts pose to civilian flight operations, as tragically demonstrated by the downings of Malaysian Airlines Flight MH17 and Ukraine International Airlines Flight PS752, in recent years.

These risks cannot effectively be mitigated on a case-by-case basis, bilaterally, or between a limited number of countries and organizations. International aviation partners must come together to build a robust system capable of protecting civilian flight operations for all air operators and flight paths.

On December 8-9, 2020, Transport Canada will host the first annual Safer Skies Forum. This two-day virtual event will bring together expert partners from States, international organizations, and the civil aviation industry in order to:

- share best practices regarding conflict zone risk mitigation;
- enable information-sharing and a broader dialogue between parties on current issues and way-forward; and
- advocate for overflight risk mitigation and International Civil Aviation Organization Standards and Recommended Practices implementation.

Canada's Minister of Transport, the Honourable Marc Garneau, will deliver opening remarks, which will include the endorsement of the Safer Skies Statement by high-level delegates.

FORMAT: 4 modules of 2 hours (11h00-13h00Z and 21h00-23h00Z)

DATE: Tuesday, December 8 and Wednesday, December 9, 2020

LOCATION: Virtual event hosted on the Zoom Webinar platform

COMMUNICATION: The conference will be hosted in English, without translation services

DEFINITIVE AGENDA: To be provided by November 15, 2020

For more information, please contact the Transport Canada Conflict Zone Information Office ConflictZoneInfoOffice-BureauInfoZonesConflit@tc.gc.ca or katia.canciani@tc.gc.ca



DECEMBER 8, 2020 – Where We Were

Module One – Opening

11:00Z – 11:05Z

INTRODUCTION

This segment welcomes attendees and introduces the inaugural Safer Skies Forum.

11:05Z-12:20Z

SAFER SKIES INITIATIVE

This segment opens the Safer Skies Forum, summarizes the intent of the Safer Skies Initiative and invites States to endorse the Safer Skies Statement.

Speakers:

Kevin Brosseau – Assistant Deputy Minister, Safety and Security, Transport Canada

Honourable Marc Garneau – Canadian Minister of Transport

H.E. Mr. Salvatore Sciacchitano – President of the International Civil Aviation Organization Council

Honourable Cora van Nieuwenhuizen – Minister of Infrastructure and Water Management, Netherlands

Professor Marjolein van Asselt – Board Member, Dutch Safety Board

Honourable Elaine L. Chao – U.S. Secretary of Transportation

Honourable Vladyslav Kryklii – Ukrainian Minister of Infrastructure

H.E. Chang Keung Ryong – Ambassador of the Republic of Korea to Canada, South Korea

H.E. Laurent Pic – Permanent Representative of France on the Council of the International Civil Aviation Organization

12:20Z-13:00Z

PANEL OF EXECUTIVES

In this segment, select executives address questions from the moderator on conflict zone risk concerns.

Module Two – Threat Baseline

21:00Z - 22:30Z

PAST EVENTS, CURRENT RISKS AND FUTURE THREATS

This segment provides attendees with an understanding of, and ability to, assess conflict zone threat and risk factors.

Presentations:

Threats and Risks - Flight Route MH17 – Netherlands

Known Facts from the Most Recent Downing – Canada

Current Threat and Risk Environment – Germany & USA (Federal Aviation Administration)

MANPADS: Proliferation Risks – USA (State Department) & France

22:30Z-23:00Z

PANEL OF EXPERTS

In this segment, a panel of experts answers questions from the moderator and members of the audience.





DECEMBER 9, 2020 – Where We are Going

Module Three – Lessons Learned And Best Practices

11:00Z-13:30Z

CLOSING REMAINING GAPS

This segment highlights lessons learned from past tragedies and identifies best practices to implement, promote and develop ways to mitigate conflict zone risks.

Presentations:

Work Completed Post MH17 – Netherlands

Proactive Planning Methodology – USA (Federal Aviation Administration)

French Risk Assessment: an Integrated Model – France

Airspace Management Best Practices – Civil Air Navigation Services Organization (CANSO)

Information Issuance – Expert Group on Risk Information overflying Conflict Zones (EGRICZ)

Information Sharing – International Air Transport Association (IATA)

Air Operator Risk Assessment and Mitigation Program – KLM Royal Dutch Airlines

BREAK – 10 MINUTE PAUSE –

Wishes to Fly into Prohibition Zones: Requests for Exceptions – Germany

MANPAD Vulnerability – USA (Transportation Security Administration)

13:30Z-14:00Z

PANEL OF EXPERTS

In this segment, a panel of experts answers questions from the moderator and members of the audience.

Module Four – Closing

21:00Z-22:20Z

WAY FORWARD ON MITIGATING CONFLICT ZONE RISK

This segment introduces the Safer Skies Consultative Committee and highlights both the International Civil Aviation Organization and IATA conflict zone related initiatives.

Presentations:

Gap Analysis and Work Underway at ICAO – ICAO

IATA Repository – IATA

Safer Skies Consultative Committee – Canada

22:20Z-22:50Z

PANEL OF EXPERTS

In this segment, a panel of experts answers questions from the moderator and members of the audience.

22:50Z-23:00Z

CLOSING STATEMENT

Speaker: Kevin Brosseau, Assistant Deputy Minister, Transport Canada





Key Note Speakers

Honourable Marc Garneau - *Minister of Transport of Canada*



Minister Marc Garneau has served as the Member of Parliament for Notre-Dame-de-Grâce – Westmount, since 2008. In 2015, he was appointed Minister of Transport and has served in this capacity continuously since that time.

Minister Garneau received a Bachelor of Science degree in Engineering Physics from the Royal Military College of Kingston in 1970, and a Doctorate in Electrical Engineering from the Imperial College of Science and Technology in London, England, in 1973. He attended the Canadian Forces Command and Staff College of Toronto in 1982 and 1983.

Minister Garneau began his service to Canada in the Royal Canadian Navy, working as a combat systems engineer aboard the HMCS Algonquin in 1974. He was later promoted to commander and naval captain, before retiring from the Navy in 1989.

Prior to becoming a Member of Parliament, Minister Garneau made history in 1984 by becoming the first Canadian astronaut to fly in space as a payload specialist on Shuttle Mission 41-G. A veteran of three space flights, Minister Garneau has logged over 677 hours in space. He was later appointed President of the Canadian Space Agency, before leaving in 2005 to pursue a career in politics. In 2003, Minister Garneau was made a Companion of the Order of Canada, Canada's highest civilian honour, having been appointed as an Officer in 1984.

H.E. Salvatore Sciacchitano – *President of the International Civil Aviation Organization Council*



Salvatore Sciacchitano is the sixth President of the ICAO Council. He succeeded Dr. Olumuyiwa Benard Aliu on 1 January 2020.

Mr. Sciacchitano graduated in Telecommunications Engineering from the University of Catania and began his career in aviation in 1980, joining the Italian Airworthiness Authority (RAI) where he held positions of increasing responsibility, serving as the organization's Regulation Director in 1992, then as Technical Director and, in 1996, as Director General.

With the merger of the aviation branch of the Ministry of Transport and RAI and the subsequent establishment of the Italian Civil Aviation Authority, Mr. Sciacchitano assumed the position of Deputy Director General. In this position, he played an instrumental role in coordinating the core business divisions of the newly founded structure. He was also entrusted with multiple international mandates, chairing the Permanent Commission of EUROCONTROL, representing Italy in the Management Board of European Aviation Safety Agency, holding the Vice-Presidency of the EUROCONTROL Provisional Council and coordinating the Italian delegation during ICAO Assemblies.

As a result of his extensive experience in aviation international affairs, Mr. Sciacchitano was appointed Executive Secretary of the European Civil Aviation Conference in 2010. In February 2019, he joined the Italian Delegation on the Council of ICAO, where he served until assuming his duties as President of the Council.

Honourable Cora van Nieuwenhuizen – *Minister of Infrastructure and Water Management, Netherlands*



Cora van Nieuwenhuizen began her career in 1987 at Crédit Lyonnais Bank Nederland in Tilburg. From 1991 to 2007 she was responsible for the operational management of a veterinary practice in Oisterwijk and also worked as a freelance economic geographer.

Between 1994 and 2006 Cora Van Nieuwenhuizen was a member of the Oisterwijk municipal council on behalf of the VVD, including a period as leader of the VVD group. From 2003 to 2007 she was also a member of the North Brabant Provincial Council, where she headed the VVD group.

In 2007 she became a member of the North Brabant provincial executive, with responsibility for a range of areas including mobility, infrastructure, supervision of the water authorities, and Eindhoven Airport. From 17 June 2010 to 30 June 2014, Cora Van Nieuwenhuizen was a member of the House of Representatives for the People's Party for Freedom and Democracy (VVD). She was the party's spokesperson on integration, asylum policy and social affairs, and chaired the Permanent Committee on Finance. On 1 July 2014, she became a member of the European Parliament representing the VVD. She served on the Economic and Monetary Affairs Committee (ECON) as fintech and benchmarks rapporteur, and on the Panama Papers inquiry committee. On 26 October 2017 Cora van Nieuwenhuizen was appointed Minister of Infrastructure and Water Management in the third Rutte government.

Other roles she has held include chair of the supervisory board of the Stichting Primair en Voortgezet Onderwijs Zuid-Nederland, a group of primary and secondary schools, and chair of the advisory board of Brabant Intermodal B.V.

Professor Marjolein van Asselt – *Board Member, Dutch Safety Board*



Professor Marjolein van Asselt has been aboard member of the Dutch Safety Board since August 2014. She is also a professor in risk governance at Maastricht University, Netherlands.

Professor van Asselt was co-responsible for the ICAO-Annex 13 investigation into the crash of flight MH17 and, more in particular, she was in charge of the part of the investigation concerning flying over conflict zones. She also chaired the analysis of the follow-up of the recommendations concerning flying over conflict zones, which the Dutch Safety Board published in 2019.

Honourable Elaine L. Chao – *U.S. Secretary of Transportation*



Secretary Chao is currently the U.S. Secretary of Transportation. This is her second cabinet position. She served as U.S. Secretary of Labor from 2001 to January 2009, and is the first Asian American woman to be appointed to the President's cabinet in American history. Secretary Chao comes to the U.S. Department of Transportation with extensive experience in the transportation sector.

Secretary Chao has a distinguished career in the public, private, and nonprofit sectors. An immigrant who arrived in America at the age of eight speaking no English, she received her citizenship at the age of 19. Her experience transitioning to a new country has motivated her to devote most of her professional life to ensuring that everyone has the opportunity to build better lives for themselves and their families.

Prior to the Department of Labor, Secretary Chao was President and Chief Executive Officer of United Way of America, where she restored public trust and confidence in one of America's premier institutions of private charitable giving, after it had been tarnished by financial mismanagement and abuse. Secretary Chao also served as Director of the Peace Corps, where she established the first programs in the Baltic nations and the newly independent states of the former Soviet Union.

Secretary Chao earned her MBA from the Harvard Business School and an economics degree from Mount Holyoke College. Honored for her extensive record of accomplishments and public service, she is the recipient of 37 honorary doctorate degrees.

Secretary Chao is a resident of Jefferson County, Kentucky. Prior to her appointment as Secretary of Transportation, she was a Distinguished Fellow at Hudson Institute.

She is the eldest of six daughters born to Dr. James S.C. Chao and the late Mrs. Ruth Mulan Chu Chao.

Honourable Vladyslav Kryklii – *Minister of Infrastructure of Ukraine*



Life credo: Do PR results, not PR of intentions.

Party affiliation: total optimist.

Minister Kryklii graduated with honors from the Taras Shevchenko National University of Kyiv in 2009 with a degree in Finance (qualification - Master of Economics); candidate of economic sciences (2015). He worked in the investment banking industry as head of the stock market securities department at Interbank CB as well as in the corporate finance department at Investment Management. From 2011-2013, he was engaged in entrepreneurship and start-ups and from 2014 to 2015, he worked as an Advisor to the Minister of the Interior on the implementation of information technologies.

In 2015 - Director of the Main Service Center of the Ministry of Internal Affairs of Ukraine. The reformer of service centers of the Ministry of Internal Affairs. On 21 July 2019, he was elected as People's Deputy of Ukraine on the electoral list of the political party "Servant of the People." On 29 August 2019, he was appointed Minister of Infrastructure of Ukraine by the Verkhovna Rada of Ukraine of the IX convocation.

H.E. Chang Keung Ryong – *Ambassador of the Republic of Korea to Canada*



H.E. Chang Keung Ryong was appointed Ambassador Extraordinary and Plenipotentiary of the Republic of Korea to Canada in June 2020.

Ambassador Chang entered in the teaching profession as an Assistant Professor at Kwangju Women's University in Gwangju (KWU), Korea (1999-2006). He later became an Associate Professor at KWU, where he continued to teach political science and international relations (2006-2016). During his tenure at KWU, the Ambassador took part in a Visiting Professor Fellowship at McGill University in Montreal, Canada (2014-2015). Upon completion, he subsequently returned to KWU to continue his teaching career (2016-2018).

Ambassador Chang left academia to become a Research Advisor at the Institute for National Security Strategy in Seoul, Korea (2017-2020). During this time, he also served as the Chairman of the International Cooperation Standing Committee for the 19th National Unification Advisory Council (NUAC) in Korea (2019-2020), until he was appointed as the Ambassador to Canada.

The Ambassador holds a B.A. in Political Science and Diplomacy from Kyunghee University, Seoul, Korea (1980); an M.A. in International Relations from Fairleigh Dickinson University, New Jersey, USA (1984); and a Ph.D. in Political Science from McGill University, Montreal, Canada (1996). He has received various awards, including the prestigious Korean Presidential Citation (2001). Ambassador Chang is married to SUH Yong Suk. They have two sons.

H.E. Laurent Pic – *Ambassador, Permanent Representative of France to the ICAO Council*



Mr. Laurent Pic has served as the Ambassador, Permanent Representative of France to the ICAO Council since August 2020. Mr. Pic graduated from Sciences Po and l'Institut national des langues et civilisations orientales (INALCO) in Paris. He began his career in the French Foreign Affairs Ministry in 1993, occupying a variety of positions including the Advisor to the Minister for European Affairs from 2001-2002.

Mr. Pic then occupied the position of First Secretary at the French Permanent Representation to the European Union in Brussels from 2002-2006, and followed as the Second Counselor at the French Permanent Mission to the United Nations in New York, Head of the Economic, Environment and Social Department from 2006-2007.

He was the Deputy Secretary-General of European Affairs at the Prime Minister's Office from 2008-2009; Chief of Staff to the Secretary-General of the Ministry of Foreign Affairs from 2009-2012; Diplomatic Advisor at the Prime Minister's Office from 2012-2014; Secretary General of the Conference of Ambassadors in 2014; Ambassador Extraordinary and Plenipotentiary to the Netherlands from 2014-2016; Chief of Staff of HE Jean-Marc Ayrault, Minister of Foreign Affairs and International Development from 2016-2017; and Ambassador Extraordinary and Plenipotentiary of France to Japan, 2017-2020.

Mr. Pic is a Knight of the French National Order of Merit and a Knight of the French National Order of the Legion of Honor.

Executive Panelists

Mareike Bartkowski - *Head of Division AVSEC/ Aviation Directorate-General, Federal Ministry of Transport and Digital Infrastructure, Germany*

Mareike Bartkowski studied Law at the Universities of Bonn, Lausanne and European Governance and Administration in Paris, Berlin and Potsdam. She joined the German Federal Ministry of Transport and Digital Infrastructure in 2004, where she worked in the road transport department, in charge of road traffic regulations. Since 2006, she has worked in the air transport department covering air transport policy, international air transport negotiations and since 2015 aviation security.

Mareike lives near Bonn and speaks German, French and English.

Kevin Brosseau - *Assistant Deputy Minister, Safety and Security, Transport Canada, Canada*



Kevin Brosseau leads the development of regulations and standards to support safety and security in air, marine, rail and road transportation. He is also responsible for monitoring, testing and inspection that enforces the regulations and standards.

Before Transport Canada, Kevin was a senior leader with the Royal Canadian Mounted Police (RCMP), where he was most recently Deputy Commissioner, Contract and Indigenous Policing. Kevin spent most of his career with the RCMP, and practicing law in Canada and the U.S. After working as a police officer for ten years, starting in 1988, he rose to high-ranking positions including Assistant Commissioner, Contract and Indigenous Policing, and Commanding Officer, Manitoba Division. He was promoted to Deputy Commissioner in 2016.

Kevin was granted a Masters of Laws degree by the Harvard Law School in 2003 and is a former Fulbright Scholar. He is originally from Bonnyville, Alberta and is of Metis descent. He is married to Krista Brosseau, and they are proud parents of their son, Nicholas.

Nick Careen - *Senior Vice President, Airport, Passenger, Cargo and Security, International Air Transport Association (IATA)*

Nick Careen is responsible for IATA's relations with Airports, Fuel supply, Passenger experience, Cargo, Security and Ground Handling for IATA Member airlines and industry partners around the world. He also has corporate responsibility for IATA's training, publications and consulting portfolios.

Nick built his career at Air Canada and its subsidiary Jazz, where his last role was as Air Canada Vice President for Airport, Call Centers and Customer Relations, a position he held from 2013 to 2014. He brings with him a wealth of experience covering flight and airport operations, human resource management and government relations. He completed his studies in Political Science at Memorial University of Newfoundland and Labrador. He enjoys the great Canadian sport of ice hockey among other pastimes when he is out of the office.

Véronique Deplace - *Sous-directrice, Sûreté et Défense, Direction Générale Aviation civile, Ministère de la Transition écologique, France*

Véronique Deplace is a police commissioner since 1987. She occupied various positions in the police, from public security to border protection and international affairs, among others. In particular, for more than 10 years, she was the head of the office of transport security. She also worked in the private sector in the direction of security at SANOFI.

Véronique Deplace joined the French Civil Aviation Authority as the head of the security and defense department in 2015.

Steve Dickson - *Administrator, Federal Aviation Administration, United States of America*



Steve Dickson was sworn in as the FAA administrator by U.S. Department of Transportation Secretary Elaine L. Chao on August 12, 2019 after being confirmed for a five-year term by the U.S. Senate on 24.July 2019.

Dickson recently retired from service as the senior vice president of Flight Operations for Delta Air Lines. In this role, he was responsible for the safety and operational performance of Delta's global flight operations, as well as pilot training, crew resources, crew scheduling, and regulatory compliance. He also flew in line operations as an A320 captain, and previously flew the B727, B737, B757, and B767 during his career. Captain Dickson is a strong advocate for commercial aviation safety and improvements to our National Airspace System, having served as chairman of several industry stakeholder groups and Federal advisory committees.

A former United States Air Force Officer and F-15 fighter pilot, Dickson is a Distinguished Graduate of the Class of 1979 at the United States Air Force Academy, as well as a graduate of the Georgia State University College of Law, magna cum laude.

Greg Hébert – *Senior Advisor, Federal Aviation Administration, United States of America*



Greg Hébert is a senior advisor to the Director, Air Traffic Organization (ATO) International Office, Federal Aviation Administration (FAA), and is the ATO international representative on the FAA's crisis response working group for potentially hazardous situations outside of the United States. In these roles, Mr. Hébert participates in global and regional working groups and meetings to address global air traffic flows and contingency operations in response to crises around the world.

Mr. Hébert has 24 years of experience in air traffic control operations, safety oversight, and airspace planning with the FAA and the Department of Defense. He is a retired U.S. Air Force officer.



Simon Hocquard - *Director General, Civil Air Navigation Services Organisation (CANSO), Netherlands*



Simon Hocquard, Director General, CANSO was appointed on 19 June 2019. In leading and managing CANSO as the global voice of air traffic management, he is responsible for delivering CANSO strategies, expanding worldwide membership, and enhancing CANSO's relationship with its industry peers and stakeholders. Prior to this role, Simon was Deputy Director General of CANSO, where he oversaw all CANSO operations.

Simon previously served at NATS, the UK air navigation service provider. His roles included Operations Director at Swanwick, the largest air traffic control centre in Europe, leading 1,500 people through the successful air traffic management for the 2012 London Olympics and other change programmes; and Director Operations and Strategy NATS, where he was accountable for creating and implementing the business, technical, operational strategies and vision for the entire regulated business.

Simon has significant experience of working with governments and international institutions. He is appointed by the European Commission as Chairman of the Network Management Board, which governs the overall European Air Traffic Network, and drives performance improvement across Europe as well as within EUROCONTROL. He is also a member of the 'Wise persons Group' in Europe, which was established by the European Commission to provide recommendations for the future of European ATM.

Richard Ossendorp - *ICAO Council Member, Ministry Infrastructure and Water Management, Netherlands*

Richard Ossendorp is the Representative of the Kingdom of the Netherlands to the International Civil Aviation Organisation (ICAO) and a member of the ICAO Council. Before moving to Montreal, Richard was posted to Brussels, where he was head of Transport and Environment at the Dutch Permanent Representation to the European Union. His home base is the Ministry of Infrastructure and Water Management in The Hague.

Santo Polizzi – *Chief, Counter-MANPADS Program, Transportation Security Administration, United States of America*

Santo Polizzi joined TSA in June 2002. Assigned to the Law Enforcement/Federal Air Marshal Service in 2005, Mr. Polizzi is responsible for developing and coordinating all U.S. domestic and international MANPADS Vulnerability Assessments and outreach training programs. He has been the DHS/TSA Liaison to the U.S. Interagency MANPADS Task Force since January 2008. Prior to joining TSA, Mr. Polizzi served as an Officer in the United States Marine Corps. He served in numerous air defense units and billets responsible for the control of aircraft and ground based air defense assets. He retired after 20 years of service.

Santo Polizzi has a Bachelor's of Science Degree in Air Commerce/Flight Technology and holds a commercial/instrument pilots license and Certified Flight Instructor ticket. He received his Master's Degree in Security Management in May 2000. He is a graduate of the Marine Air Defense Control Officers School, Navy Fighter Weapons School (TOPGUN), the Marine Weapons and Tactics Instructor Course. He completed the Aviation Security Inspectors course; the Criminal Investigators Training Program; and the Foreign Airport Assessment and Inspections Course. He is board certified in Security Management as a Certified Protection Professional.

Presenters, Panelists & Moderators

John A. Anderson - *Manager of the Threat and Analysis Division, National Security Programs and Incident Response, Federal Aviation Administration, United States of America*

John A. Anderson is the Manager of the Threat and Analysis Division in the office of National Security Programs and Incident Response at the Federal Aviation Administration (FAA). As Division Manager, he manages a team of fifteen intelligence professionals responsible for analyzing threats to the National Airspace System and to U.S. civil aviation flight operations worldwide. The team provides analytical support to the FAA Administrator, executive leadership, Lines of Business and Staff Offices, Crisis Response Working and Steering Groups, FAA field offices, and to FAA employees in high threat countries. Within the team is FAA's 24/7 Threat Analysis Watch and an Analytic Cell. These cells combine to provide support to the Washington Operations Center and Domestic Events Network and the FAA enterprise through threat identification, incident response, warning and assessment, mitigation planning, policy development, interagency liaison, and analytic support to and collaboration with industry and foreign partners.

Having previously served as the Acting Deputy Director for the office of National Security Programs and Incident Response, he oversaw three divisions within the program office, which includes a range of crisis management and incident response-associated functions. The divisions include the Washington Operations Center, Emergency Preparedness and Response Division, and the Threat and Analysis Division. In this capacity, he oversaw the Agency's response to multiple hurricanes, COVID-19 response activities, and other crisis events. Before joining the FAA, Mr. Anderson served in the U.S. Air Force for nearly 27 years, serving at all levels of commands and retiring as a Colonel in 2014.

Christopher Barks - *Manager, ICAO and Global Initiatives, Federal Aviation Administration, United States of America*



Christopher Barks is the Manager of Global Strategy in the Federal Aviation Administration's Office of International Affairs in Washington, DC. He is responsible for an agency-wide strategy and implementation plan for global engagement, for interagency coordination of U.S. policies related to the International Civil Aviation Organization, and for overseeing the FAA's international Crisis Response Working Group.

From 2013 to 2019, Mr. Barks served as the Director of the Western Hemisphere region. Based in the U.S. Embassy in Panama, he led FAA Senior Representatives in Miami, Panama, and Brazil and a staff in Washington to coordinate all FAA international activities with partners in the Americas and the Caribbean. Prior to joining the Western Hemisphere office, Mr. Barks served from 2008-2011 as the FAA Senior Representative in Brussels, responsible for FAA relationships with EU Institutions and agencies, and with Belgium, the Netherlands, and Luxembourg.

From 2005-2008, he was the FAA Senior Representative to Northern Europe, based at the U.S. Embassy in London. Mr. Barks joined the FAA in 1997, holding positions in the Office of International Aviation and in the Flight Standards Service.

Kas Beumkes - *Ministry of Water Management and Infrastructure, Netherlands*



Kas Beumkes has worked in aircraft accident investigation since 1990 and was the Dutch Safety Board MH17 Crash investigation project manager. He was seconded to ICAO in Montréal, to assist with the working programme on conflict zones.

As of 2019 he has been seconded to the Netherlands Ministry of Infrastructure, where he holds the vice-chair of the national expert group sharing conflict zone information with national airlines, the chair of EGRICZ, and the vice-chair of SSCC.

Kas obtained a Commercial Pilot's Licence during his career, has BSc degrees for both Aeronautical and Industrial Engineering, and a Master's degree in Management of Safety, Health and Environment.

Arnaud Borde - *Head of Risk Analysis Unit for Civil Aviation, Directorate General for Civil Aviation, France*

Arnaud Borde spent the first part of his career, after graduating from the Ecole polytechnique and earning a PhD in physics as a military engineer, partly on board French Navy ships.

He is now the head of the risk analysis unit, a multi-ministerial office in the French Civil Aviation Authority, which is in charge of providing risk-based analysis for various subjects such as conflict zones, inbound flights, ManPADS or landside security.

Katia Canciani - *Conflict Zone Information Office, Transport Canada, Canada*



Katia Canciani is the Head of the Conflict Zone Information Office at Transport Canada, the Chair of the Safer Skies Consultative Committee and the Chair of the NATO Transport Group Civil Aviation Committee. She joined Transport Canada three years ago as the Civil Aviation Contingency and Emergency Planning Acting Manager and has been involved with the development of the new Canadian posture on conflict zones risk mitigation since June 2018.

Katia holds a Glider Pilot License, a Commercial Pilot License and a Bachelor's degree in Communications. After her training as a Bush pilot in an Aviation College, she spent her flying career as a flight instructor and aerobatic flight instructor. Katia is the proud mother of three wonderful daughters and the author of 48 books, including a biography of Antoine de Saint-Exupéry, for children, that has been translated in Turkish, Spanish, Korean and Mandarin.

Leen van Duijn - *Vice President KLM, Netherlands*

L.C. (Leen) van Duijn has been Vice-President Security Services and Chief Security Officer (CSO) of the KLM Royal Dutch Airlines Group since 2017. KLM royal Dutch Airlines Group comprises of 4 airlines (KLM, KLM Cityhopper, Martinair and Transavia). Within the International Air Transport Association (IATA), he is a member of the Security Advisory

Council (SAC) and is Chairman of the Aviation Cyber Security Task Force (ACSTF). Within Skyteam he is Chairman the Aviation Security Group (ASG).

Leen has served in the Dutch government for 25 years in several positions. After completing the Royal Military Academy he served as a platoon leader within the infantry and as an intelligence officer. After transferring over to the Royal Marechaussee where he lead the criminal investigations department at Amsterdam Schiphol Airport.

In 2008 Leen switched from the Royal Marechaussee on to the Dutch National Police Force where he worked in several positions combatting organized crime and terrorism in the Netherlands and abroad. Before joining KLM Royal Dutch Airlines Leen broadened his knowledge about managing innovation in general and, in particular, future relevant topics like cybersecurity at the Netherlands Organisation for Applied Scientific Research (TNO).

Thierry Gachot – *DGAC/DTA/PARAC Chef division menaces sol-air/sol-sol et survol zones de conflit, France*

Thierry Gachot served in the French Air Force for 39 years, where he occupied many different positions, all related to the third dimension. He is a specialist of anti-aircraft defense and had the opportunity to be the commander of several surface-to-air defense units holding anti-aircraft assets of different ranges.

Since 2017, Thierry has been working in the risk analysis unit for the French Civil Aviation Authority, where he is in charge of analysing the threats related to surface-to-air weapons and stand-off weapons, but also for the threats related to conflict zones.

Christy Hickey - *Federal Aviation Administration, United States of America*

Christy Hickey is a Senior Analyst within the Threat Analysis Division at Federal Aviation Administration (FAA). She is responsible for monitoring and reporting on threats to the U.S. National Airspace System and to international overflight operations, and authors threat assessments in support of FAA's development of mitigation strategies, including Notice-to-Airmen implementation.

She has served in several aviation-related fields throughout her career, including 10 years as a member of the United States Air Force, and over nine years in various government civil positions supporting security and defense missions.

She holds a Masters in Science and Technology Intelligence from the National Intelligence University and a Bachelors in Criminal Justice.

Uwe Huismann - *Executive Officer, Ministry of Transport and Digital Infrastructure, Germany*

Uwe Huismann studied Railway Business in Cologne, Mayence and Hanover. He joined the German Federal Ministry of Transport in 1992, spent five years working for the European Commission in Brussels and switched back to the Ministry, this time to the air transport department.

Over the last years, he was involved in a number of mainly non-technical issues covering air transport policy and negotiation of international air transport agreements (bilateral and

multilateral). Since 2018, he has been in charge of managing security-related aspects associated with international conflict zones. Uwe lives in Bonn and speaks German, French and English.

Roman Karasev - *Senior Air Traffic Controller for Tbilisi Terminal Manoeuvring Area, Sakaeronavigatsia Ltd, Georgia*

Roman Karasev has over 14 years of experience as operational Air Traffic Control Officer, with endorsements of Tbilisi Approach, Tbilisi Tower, Batumi Approach and Batumi Tower.

He has also been Leading Theoretical and Practical Air Traffic Services (ATS) Instructor, a Member of the ATS Instructors Board in Georgia, Deputy Director of the Air Traffic Controllers Association of Georgia, Member of Sakaeronavigatsia Pension Fund Supervisory Board, and a Member of the International Federation of Air Traffic Controllers' Associations Technical & Operational Committee.

Roman was born in the Black Sea coastal city of Batumi, Georgia. He currently lives in the capital of the Republic of Georgia - Tbilisi.

Jeroen Kruse – *International Federation of Air Line Pilots' Associations*

Jeroen Kruse holds a Master of Science degree in Artificial Intelligence and has been piloting aircraft since the year 2000. Currently he serves as a First Officer on the Boeing 777 and 787 at KLM Royal Dutch Airlines.

Since 2008, he has been representing pilots in the realm of aviation security, both in the Netherlands and at the European level, as well as globally. Today he represents IFALPA, the International Federation of Air Line Pilots' Associations, as its Security Committee Chairman.

Marco Merens – *Acting Chief Programmes Coordination and Implementation*

Marco Merens has a master degree in Aerospace, Aeronautical and Astronautical Engineering, and started his successful and ever so evolving career in Aviation, on both sides of the pond, almost 20 odd years ago, in his homeland in Luxembourg CAA leading him to his current home in ICAO.

With a background in applied math together with his ever so questioning mind, his passion for creation, transformation, innovation and AI together with his adventurous nature allowed him to contribute towards the future of Aviation.

Post-COVID, Marco together with his team with little possibilities, was able to immediately gather and put together his knowledge, expertise, experience and passion to work to create many platforms to provide the much needed immediate accurate timely data and information to the Member States and Aviation industry.



Maximilian Merz - Head of Threat and Risk Assessment Unit, Federal Aviation Office, Germany

Maximilian Merz is an experienced Airline Manager in the field data intelligence (Air Berlin), and a Commercial and private pilot.

Since 2020 he has been the Head of Threat and Risk Assessment Unit at German Civil Aviation Authority, Luftfahrt-Bundesamt (LBA), constituted by the LBA in Nov. 2018. In this role, he is responsible for Risk Assessment for Civil Aircraft Operations Over, Near or In Conflict Zones. He currently has four staff members, with following qualifications

- Licensed pilots (ATPL) and/or
- Relevant academic master degree

Wendy Nixon – Director General, Aviation Security, Transport Canada, Canada



Wendy Nixon has a Bachelor's degree in Canadian Studies from the University of Ottawa and a Master's degree in public administration from Queen's University. Throughout her career, Ms. Nixon has had a broad variety of positions linked to regulatory and business management.

In more recent years, Ms. Nixon has worked in both the Aviation Security and Marine Security sectors at Transport Canada. Ms. Nixon was the Director, Aviation Security Program Development at Transport Canada, responsible for the Canadian Air Cargo Security Program and the development Security Management Systems until September 2017. She is currently Director General of Aviation Security at Transport Canada since October 2017.

James M. Reeves - Senior Aviation Advisor, USA State Department, United States of America

Commander James Reeves is a naval officer and military advisor to the Interagency MANPADS Task Force at the U.S. Department of State. In his role as Senior Aviation Advisor, he oversees implementation of international counter-MANPADS proliferation training programs and aviation security engagement. His background includes 14 years of military flying experience.

Nicholas Robinson - *Director General, Civil Aviation, Transport Canada, Canada*



Nicholas Robinson is the Director General of Civil Aviation at Transport Canada. In this role, Nicholas is responsible for the design and maintenance of a national civil aviation program through policy, guidelines, regulations, standards, education and awareness, in order to achieve Transport Canada's safety priorities. The program regulates all facets of the aviation industry in Canada, including aeronautical products, personnel licensing, training, operating and flight rules, airports, commercial air services, general aviation and navigation.

Prior to joining Transport Canada, Nicholas was the Director General of Strategic Policy and Government Affairs at the Royal Canadian Mounted Police, where he was responsible for providing strategic advice and support to the Federal Minister of Public Safety and the Commissioner of the RCMP. In this role, he advised on issues such as horizontal issue management, as well as policy and priorities that impacted public safety and security. As part of the role, Nicholas led the transformation project of the RCMP's federal policing program to respond to the evolving nature of national security and risks to public safety. Prior to this, Nicholas served in the Government of Canada's Privy Council Office, where he was responsible for advising the Government and its Cabinet on issues relating to public safety, justice and veterans' affairs.

Mario Saucier – *Consultant, Transport Canada, Canada*

Mario Saucier graduated in 1981 from "L'École Nationale d'Aéronautique" in St-Hubert, Québec with a specialization in Avionics Technology. He joined Transport Canada in 1982 and progressively held several positions within the department in the Air Navigation System Directorate until 1996 and with NAV CANADA in 1997.

In 2003, Mr. Saucier accepted the position of Chief, Security Technology in the Security and Emergency Preparedness Directorate at Transport Canada. In 2009 he was nominated to the position of Director, Aviation Security Technology, and in July 2014 he was promoted to the position of Executive Director, Aviation Security Operations. He was responsible for the development and maintenance of the Canadian Aviation Security Regulatory Oversight program, including the establishment of the performance standards for security technology deployed in Canadian airports.

In his last year at Transport Canada before leaving the Public Service, Mr. Saucier moved to the position of Director Special Projects, managing the Enhanced Passenger Protect Program and working with other government departments to evaluate the implementation of passenger digital identity and biometric technology in the airport environment. As a last Project Assignment he was leading a Task Force Team to examine the PS752 shoot down incident and to develop a strategy and a response to the tragic event. Ms. Temmermand is a Foreign Affairs Specialist, Office of International Affairs, U.S. Federal Aviation Administration (FAA). She is the chairperson of FAA's Crisis Response Working Group for Potentially Hazardous Situations Outside of the United States. In this role, Ms. Temmermand coordinates FAA's response to risks to U.S. civil aviation in and near conflict zones. Ms. Temmermand has 17 years of experience in aviation security and safety with the FAA and Transportation Security Administration.

Lauren Temmermand - *Foreign Affairs Specialist, Federal Aviation Administration, United States of America*

Lauren Temmermand is a Foreign Affairs Specialist, Office of International Affairs, U.S. Federal Aviation Administration (FAA). She is the chairperson of FAA's Crisis Response Working Group for Potentially Hazardous Situations Outside of the United States. In this role, Ms. Temmermand coordinates FAA's response to risks to U.S. civil aviation in and near conflict zones. Ms. Temmermand has 17 years of experience in aviation security and safety with the FAA and Transportation Security Administration.

Daniel Vaca Jr. – *Head, ATM Harmonization and Global Policy for International Air Transport Association (IATA)*



Daniel Vaca is the Head of ATM Harmonization and Global Policy, within the Infrastructure Group of the Safety and Flight Operations Division of IATA. Since joining IATA in 2018, Mr. Vaca has been responsible for activities related to international policies and procedures at the International Civil Aviation Organization (ICAO), supporting airline and ANSP global operational improvements, with a focus on ATFM and crisis management.

An expert in the field of Air Navigation Services with over 28 years of experience in both civil and military aviation air traffic control operations, at both the terminal and organizational headquarters level, Mr. Vaca has been responsible for supporting and managing numerous projects within many parts of the world, as well as working with numerous international organizations, to include the ICAO, the North Atlantic Treaty Organization, and the Civil Air Navigation Services Organization. His extensive experience includes developing and presenting aviation plans, programs and policies, implementation of programs supporting air navigation services, and having retired from the military, his experience includes military air traffic control operations, policies, procedures and strategies.

Matthew Vaughan - *Director, Aviation Security & Cyber for International Air Transport Association (IATA)*



Matthew Vaughan is responsible for leading IATA's international efforts on aviation security and cyber, whilst serving as the Secretary for Security Advisory Council (SAC), reporting into the IATA Board of Governors. Previously, Matthew worked for Etihad Airways, the National air carrier of the United Arab Emirates for over eight years of which he spent the last five years as the Head of Aviation Security.

Matthew has over 20 years security management experience drawing from law enforcement, Federal Government and private sector security roles. He has spent a large portion of his career thus far in the Middle East, both vocationally and academically developing interests in the utility of integrated risk models and continuity of civil aviation.

Drawing directly from his experiences with Etihad Airways, Matthew's instinct towards supporting executive-level risk decision-making continues to feature in view of an ever-evolving threat to civil aviation. In support of this, Matthew's role with IATA is strategically premised on the promotion of baseline compliance to Aviation Security standards and recommended practices. Moreover, leveraging an all-hazards, risk-based approach through strategic threat analysis and business continuity planning in a high threat, high reliability industry.

Previously, Matthew worked as a New South Wales Police Force Constable (Sydney, Australia) which culminated into a national security management role with the Australian Government (Canberra, Australia). The balance of his government security career led towards to a national project management role with DHL Express and a consultancy role with GHD Pty Ltd based in both Kingdom of Saudi Arabia and Dubai, United Arab Emirates.

Nico Voorbach - *Director ICAO Affairs, Civil Air Navigation Services Organisation*

Nico Voorbach started his career as a police officer in the Netherlands. In 1987, he became a Police pilot with the Dutch National Police. In 1992, he joined KLM Royal Dutch Airlines. At KLM, he flew several aircraft types, ending his flying career on the Boeing 777 in 2016.

Nico has been involved from 1999 in the IFALPA Security Committee as Vice Chairman and Chairman, until 2010.

In February 2011, he was elected as President of the European Cockpit Association (ECA), representing more than 38.000 pilots in Europe. In the ECA Board, he was the executive director responsible for aviation security, external relations, social dialogue and legal issues. Since 2016 Nico has been the Director ICAO Affairs at CANSO. CANSO Members support almost 90 percent of world air traffic. Nico is be responsible for CANSO's relations with ICAO. Nico is the CANSO Observer to the ICAO Council, the Air Navigation Commission and several ICAO Panels. He coordinates all inputs from CANSO and its Members to ICAO.

