**Standing Operating Procedures**

**ASSESSING AIRLINE SAFETY**

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| **Description** | SOP to assist in determining airline safety |
| **Updating frequency** | When needed |
| **In charge of updating** | **XXXXXX Global Security Team** |
| **Use** |  Travel bookers, logistics, Country Directors and ALL travellers |
| **Distribution** | **XXXXXX INTERNAL** |

**1. Introduction**

This document sets out a process for assessing the safety of categorising regional and local carriers, many of which do not feature on the EU blacklist but over whose safety there remains serious concerns. This SOP is complemented by the “Airline Safety Assessment” form attached which helps in calculating an airline’s safety ranking.

**2. Airline categorisation**

Regional Directors must ensure that Country Directors assess the safety of regional and local national carriers using the guidelines below. Air carriers should be categorised (A – D) and this categorisation and rationale should be detailed in the Local Security Plan under a section to be called “Aviation Safety”.

**Category A: Permitted for all travel. No restrictions.**

To include:

* All international airlines flying to EU destinations and not featured on the [EU blacklist](http://ec.europa.eu/transport/modes/air/safety/air-ban/)[[1]](#footnote-1).
* UN flights[[2]](#footnote-2).
* EU / ECHO flights.
* IATA registered airlines

The use of the above airlines can proceed without prior approval.

**Category B: Permitted for use only when Category A air transport is not available within 48 hours**

The airline safety[[3]](#footnote-3) rating of the “Operator” (airline) should be 6 stars or higher. Their use must be approved by the Country Director.

**Category C: Requires sign off from Regional Directors with advice from Global Security Team**

The air safety risk needs to be balanced against the risks of the alternative modes of transport and the urgency of the flight. These airlines are likely to have a safety ranting between 4 and 5 stars.

**Category D: Prohibited for any travel, unless for immediate evacuation or with explicit approval from the Director of International Operations or the Chief Executive Officer**

These airlines pose a significant safety risk and will likely an Airline Safety rating below 4 stars.

**3. Conclusion**

***It is the travellers’ and their line managers responsibility to ensure that any trips are booked on approved airlines***.

All personnel have the right to voice concern about the safety of a carrier and to reject the use of an airline; staff will not be disadvantaged by refusing travel based on safety or security concerns.

1. There are many airlines that are not named on the EU blacklist. The fact that a carrier is not named should not be a guarantee of safety. Many national carriers, particularly in third world countries, are not featured on the list because they do not enter EU airports. [↑](#footnote-ref-1)
2. Please note that UN/EC flights might be considered as save in terms of technical safety, but because of security issues (UN could be target in that context, the airplane flies low and therefore is an easy target) the overall risk is higher. If the Regional Director considers particular flights more dangerous, he/she is authorised to place that particular flight in another category. [↑](#footnote-ref-2)
3. Information regarding airline safety ratings can also be found at <https://www.airlineratings.com/safety-rating-tool/>. Some airlines may not be listed, such as new carriers and therefore limited safety information. All airlines should be assessed independently of airline safety rating lists and checked with other humanitarian organisations in country. [↑](#footnote-ref-3)