## **Airline Risk Assessment**

Seci	ion A: Personal Details							
Nan	ne: <b>D1914</b>							
DO	B: <b>DPA</b>	Gender: M ⊠ F □	Nationality:	Roman	nia			
HO Reference: C1346228		НО	HO Person ID (PID):		11382233			
Port Reference:								
Ren	noval flight number:	RO392 & RO649 to Cluj via Bucharest	Removal date:	28 May	y 2017 at	14.50		
Boo	king Ref (Flight locator)::	QT9HQS	CWT Trip Locator::	JQPSN	19			
Travel Doc: PPT $\square$ ID (EEA) $\square$ EUL $\square$ ETC/D $\square$ L/P $\square$ CCL $\square$ OTHER: $\square$								
The reason for removal is provided on the removal directions, which are provided separately.								
This notification is given in accordance with paragraph 4.3 of the Annex to EU Regulation No. 185/2010, in order to notify you of a plan to embark a potentially disruptive passenger on board your aircraft. The passenger is a person in respect of whom removal directions have been given under the Immigration Act 1971 or under the Immigration Act 1999 and the Immigration (Removal Directions) Regulations 2000.								
This notification has been issued to you because either:								
The passenger has been detained in an immigration removal centre (IRC) or police cells or prison immediately prior to removal. Any further risk factors which have been identified are noted in section B, or								
The passenger has not been detained in an immigration removal centre (IRC) or police cells or prison immediately prior to removal, however specific risk factors have been identified as set out in section B. $\Box$								
Section B: Key Risk Indicators								
1.	Does the subject have any offences?	eriminal convictions	for violent or sexual		YES ⊠	NO □		
2.	Is the subject known to have	e exhibited disruptiv	e or violent behaviour?		YES □	NO ⊠		
3.	Has the subject previously board an aircraft that has le			n	YES □	NO ⊠		
4.	Is this case known to be surpublic protest?	bject to high profile 1	media interest or orches	strated	YES □	NO ⊠		
5.	Is there a known risk of sel	f-harm?			YES □	NO ⊠		
6.	Are there any known health	n issues requiring mit	igating action?		YES □	NO ⊠		
7.	Is the subject known to be	pregnant?			YES □	NO ⊠		
8.	If YES at what stage is the	pregnancy? (number	of weeks)	_				
9.	Has the person indicated th	at they wish to return	n?		YES □	NO □		

Any additional relevant information:							
The passenger has serious criminal conviction in the risk 1 category and does not wish to return so escorts are being sued to mitigate risk of disruption.							
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Section C: Escorting arrangements							
Escorting arrangements will be put in place where it is necessary to mitigate any risks identified. Escort names will be provided on the removal directions.							
Escorts booked? YES $\boxtimes$ NO $\square$	Medical Escorts Booked?	YES $\boxtimes$ NO $\square$					
If you have answered YES to the above how many escorts will travel?							
Medic required due to subject's known medical condition?  YES ⊠ NO □							
Medic provided to ensure escorts have access to suitable medical advice and assistance during flight should control and restraint be necessary?  YES □ NO ☒							
Section D: Seating arrangements and any additional measures							
Seat(s) at the rear of the aircraft are requested for the person(s) to be removed and any accompanying escorts. Where relevant, information about additional seating arrangements or other measures follows:							
This risk assessment has been completed by:							
Name: James McCabe	Date: 19 <sup>th</sup> Ma	y 2017					
Contact details for further information about this removal							
Is this a Border Force case? YES $\square$ NO $\boxtimes$							

Border Force removals – contact details are provided on the IS.83.

For all non Border Force removals, the air carrier should contact the duty chief immigration officer in the Scheduled Returns on **DPA**. Scheduled Returns will not be able to provide information about Border Force removals.

**Important notice**: The information provided in this form is subject to the provisions of the **Data Protection Act 1998**.

The information is shared with air carriers solely for the purpose of enabling air carriers to manage the safety and security of their aircraft and those on board. The information provided should be held securely, protected from unauthorised access and destroyed once no longer required.