

PRODUCT UPDATE

NEW Dynamic Risk Mapping





Osprey is changing the way we display airspace risk.

By completely removing the influence of regulations and borders from our geographical definitions of physical and operational risk, our picture is more accurate, consistent and specific than has ever been possible.

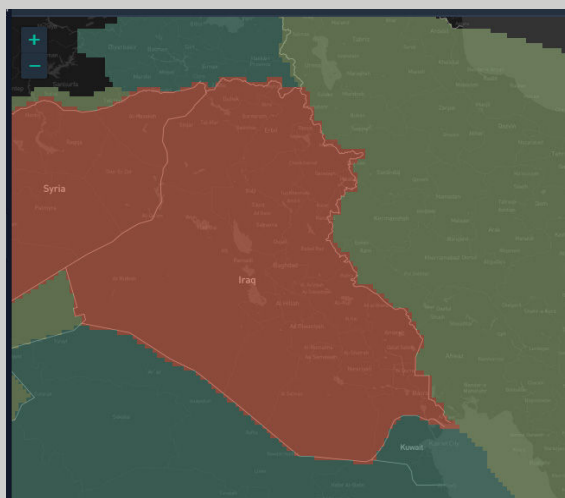
Airspace risk is usually presented in terms of whole countries or FIRs, meaning that a significant portion of the world's land is covered by prohibitions, advisories or Extreme risk airspace.

As a result of the ground-breaking decision to make our risk areas more dynamic, we are able to provide you with highly specific, dynamic, data-driven risk assessments which can help you make operational decisions that not only keep you safe, but can also provide a measurable financial benefit.

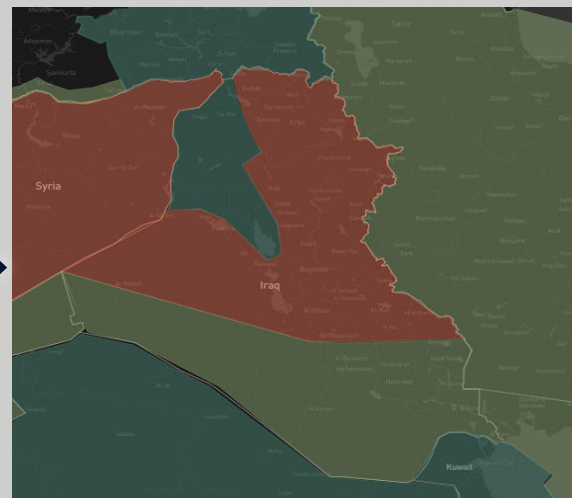
 We have the largest database of aviation safety and security events in the world and for the first time, we can use this data to show where risk actually exists and monitor and change both the geographical area and the level of that risk on an hour-by-hour basis.

 We have reduced the area of the world covered by Extreme risk by **over 23%**, opening huge areas of airspace, presenting opportunities for new routes or improving the efficiency of existing ones.

Osprey's new risk mapping: Iraq Airspace



BEFORE



AFTER

This new Dynamic Risk Mapping is available across our suite of products now.

For further information about the new risk mapping or the Osprey system contact info@ospreyfs.com

Q: What has changed?

A: The new dynamic risk areas allow us to change the size of our airspace risk areas to show you exactly where risk isn't as well as where it is.

We haven't removed any content or functionality from the Osprey system instead we are giving you specific, dynamic, data-driven risk maps and assessments which can help you make operational decisions.

Q: How are the new risk areas created?

A: Our expert analysts utilise our database of aviation-specific security and safety events to inform changes in the airspace risk and map them. By using this data we are able to provide accurate visualisations of where risk actually is, monitoring both the geographic area and the level of risk we can now update you on an hour-by-hour basis.

Q: Where can I find NOTAM and Prohibition information?

A: Links to relevant NOTAMs remain available in every airspace report you run. Additionally, the advisories are still listed in full at the end of each airspace report. You can also access this information in the country reports and flight reports available in :Flights and :Pulse.

Q: Why do you have different risk areas than regulators?

A: Osprey has made the decision to remove the influence of regulations and borders from our geographical definitions of physical and operational risk because we want to make our picture of risk more accurate, consistent and specific than has ever been possible.

All of our data is obtained through Open-Source intelligence, and we conduct a full risk assessment with confirmed threat events before changing our risk areas.

Q: What is Osprey:Sentinel?

A: Osprey:Sentinel is Osprey's new regulatory compliance product that provides its users with a way to visualise the areas of regulatory body issued notices, including NOTAMs. :Sentinel allows you to check if your flights are compliant against those advisories and prohibitions and will alert you if there are any changes to the status of your flights.

For further information about the new risk mapping or the Osprey system contact info@ospreyfs.com