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Conflict Zones and CAPSCA General Overview

6th Humanitarian Aviation Safety Campaign
Collaborating for Effective Disaster Response and Preparedness

IATA Premises, Miami, USA

August, 2025

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01 Conflict Zones

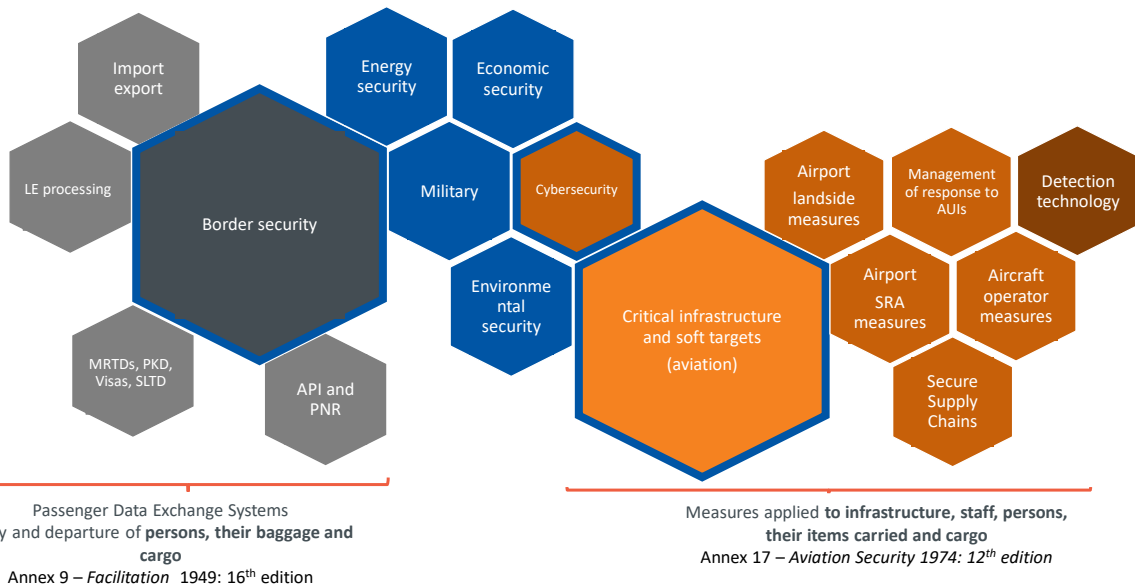


Doc 10084
Risk Assessment Manual
for Civil Aircraft Operations
Over or Near Conflict
Zones

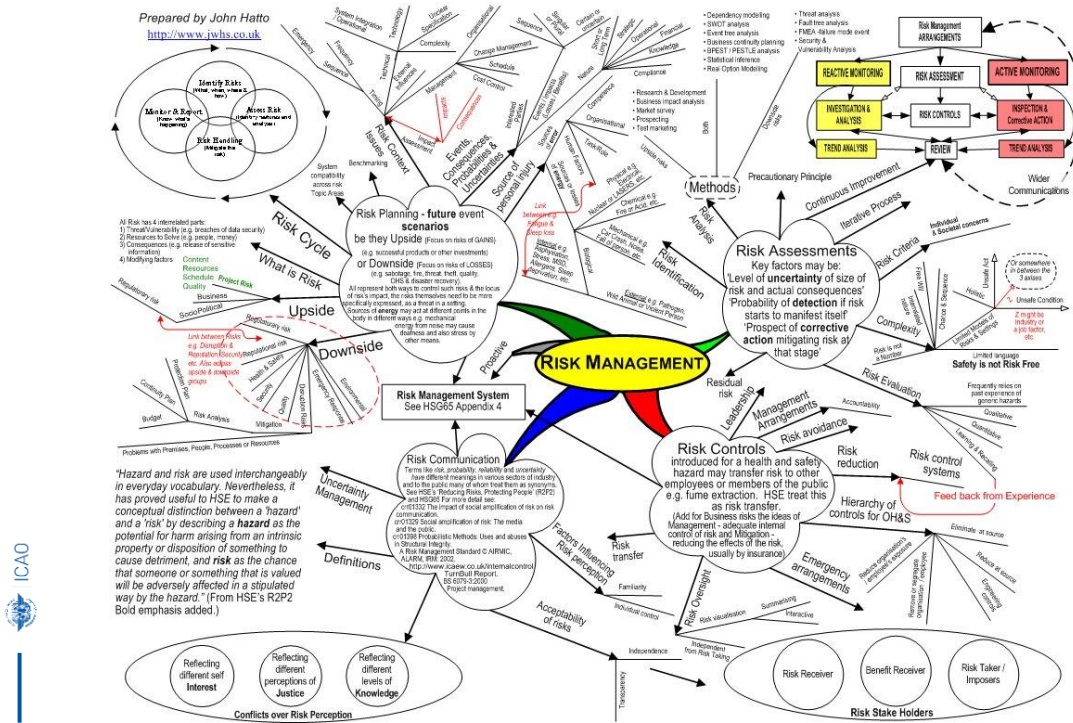
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Dimensions of national security

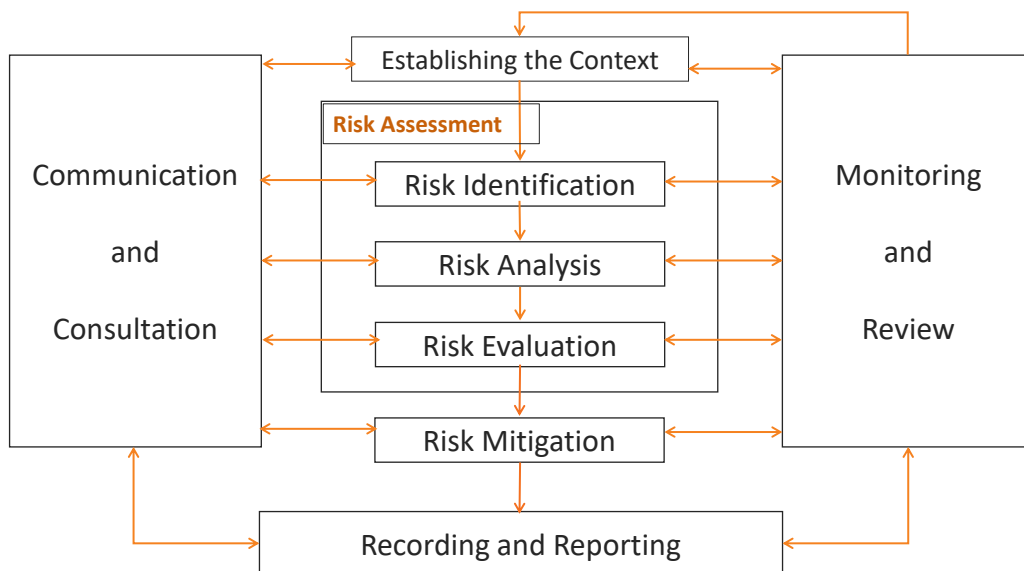
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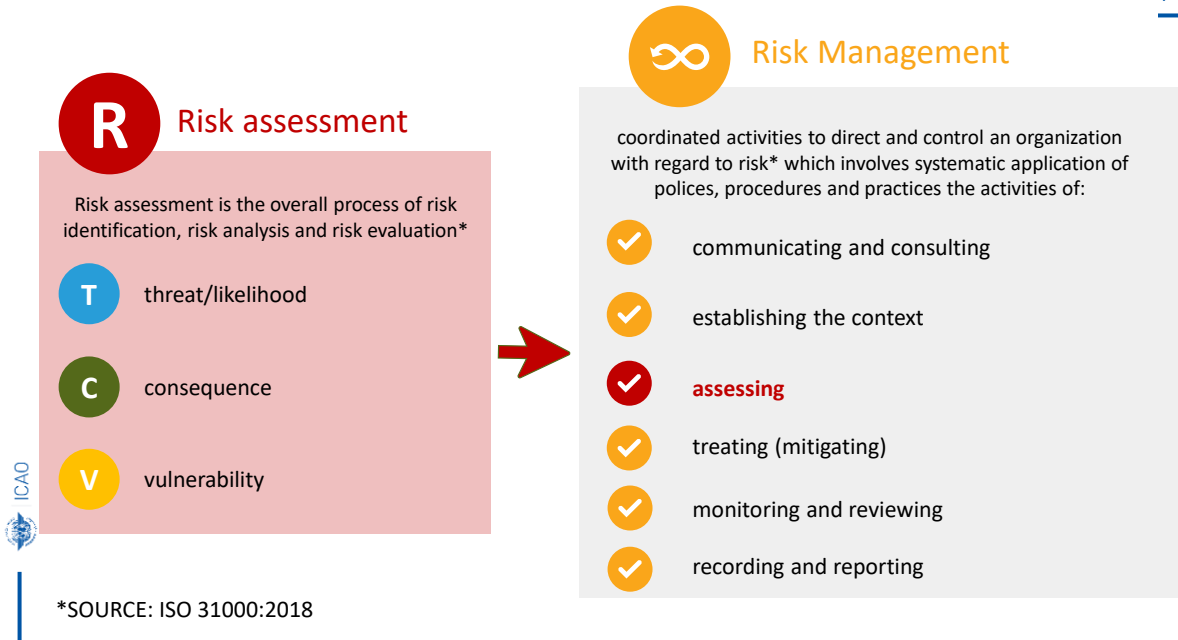
Risk management*



*SOURCE: ISO 31000:2018 | ISO/IEC 27000

Risk Assessment is part of the Risk Management process

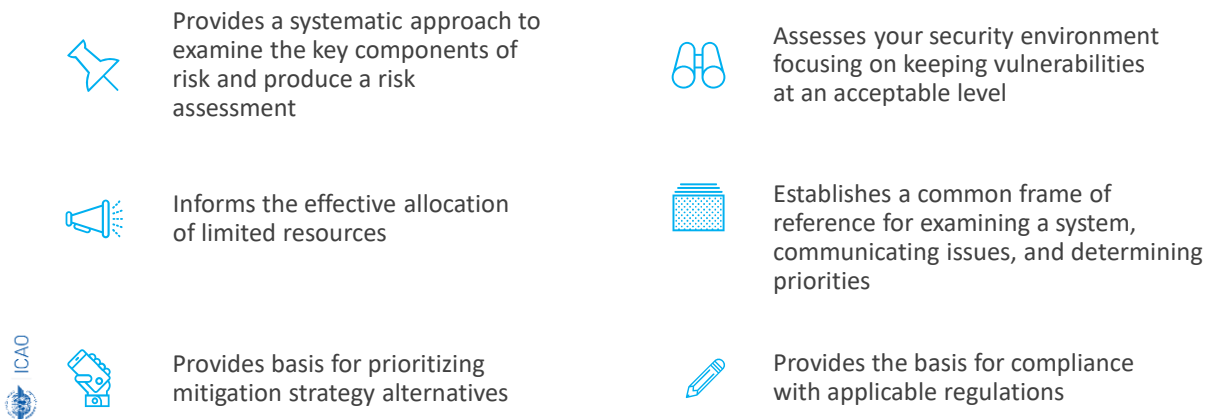
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Benefits of a common interagency risk management methodology

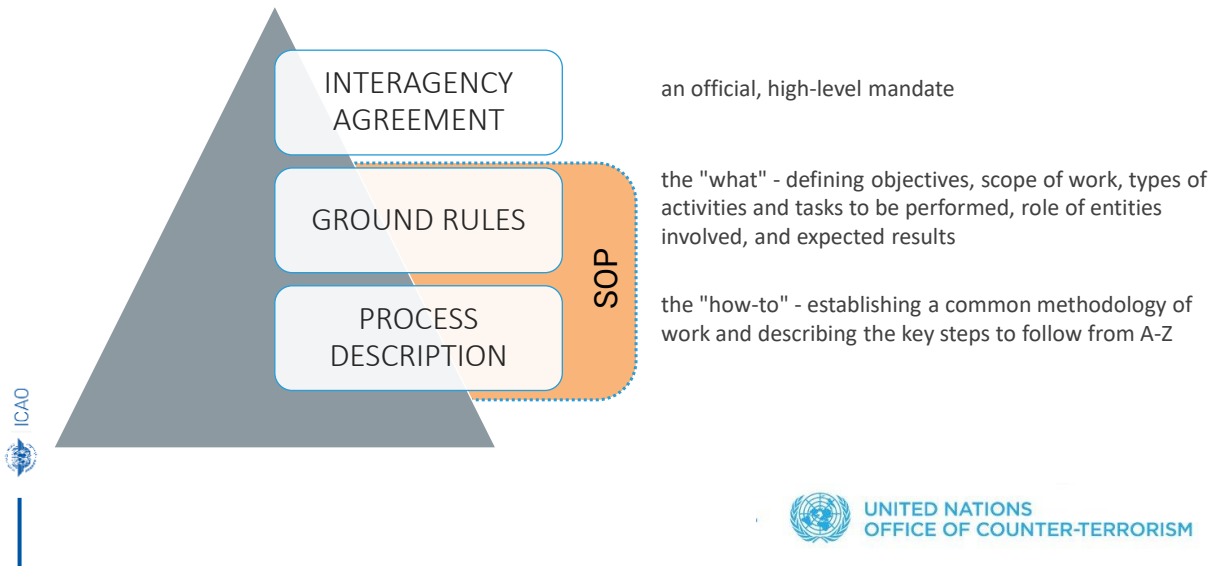
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Key elements structuring interagency cooperation

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Common language and scoring

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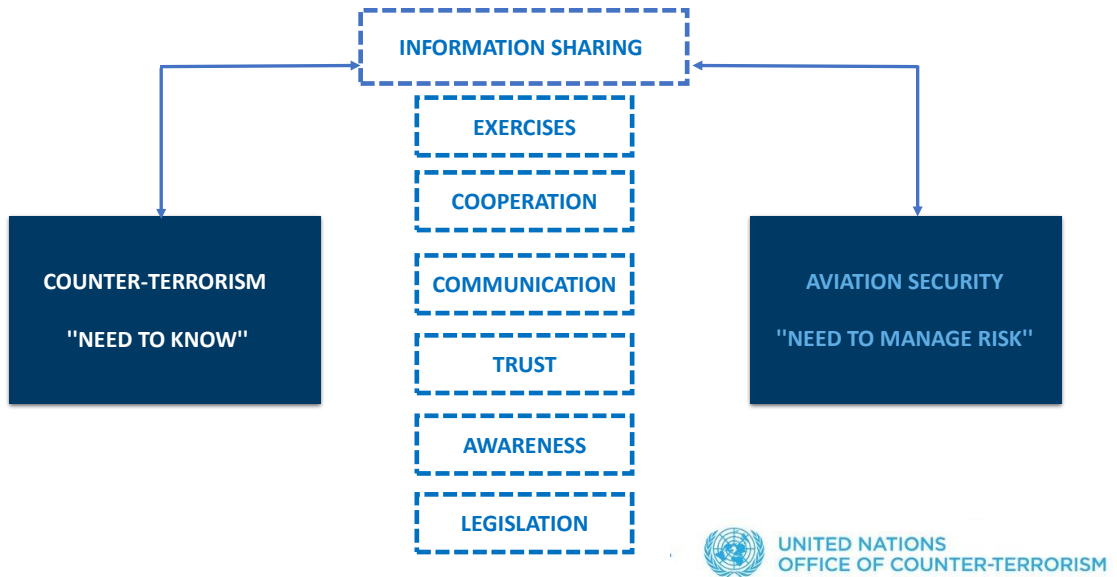
- Threat
- Intent
- Capability
- Opportunity
- Risk
- Vulnerability
- Consequence
- Scenario
- Assessment
- Methodology
- Score levels*
- AVSEC
- AVSEC operators
- Mitigation measures
- Classification
- Sanitization

* consider table of equivalencies

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Transparent and interconnected elements

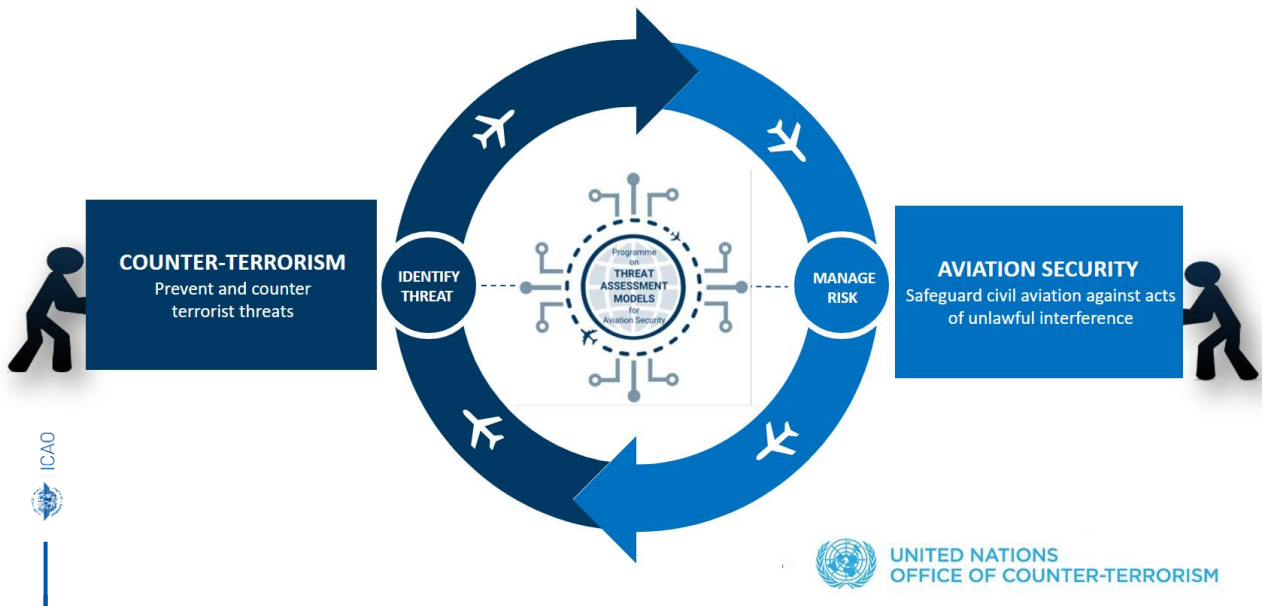
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Solution: harmonizing points of mutual interest

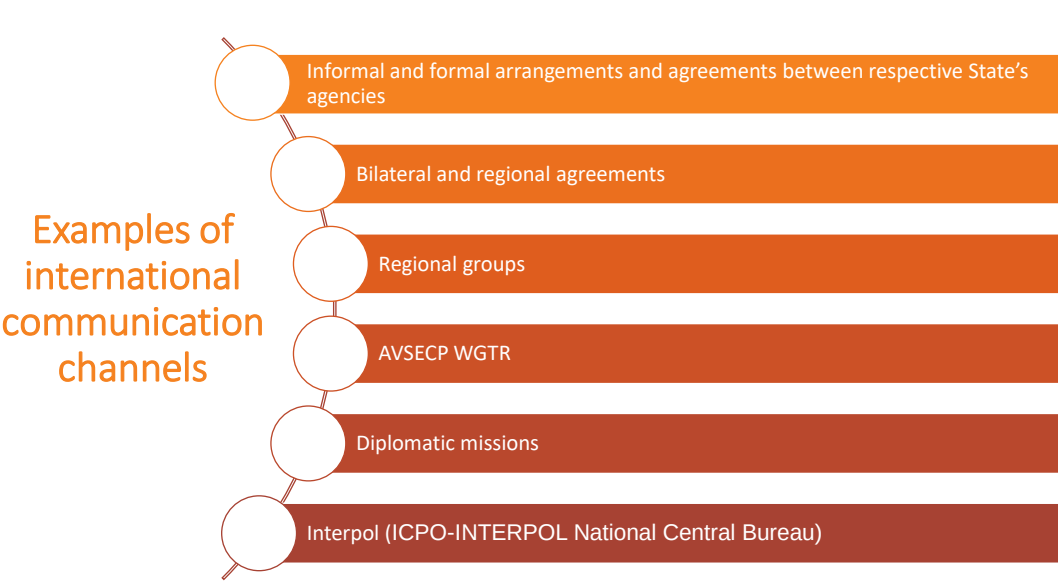
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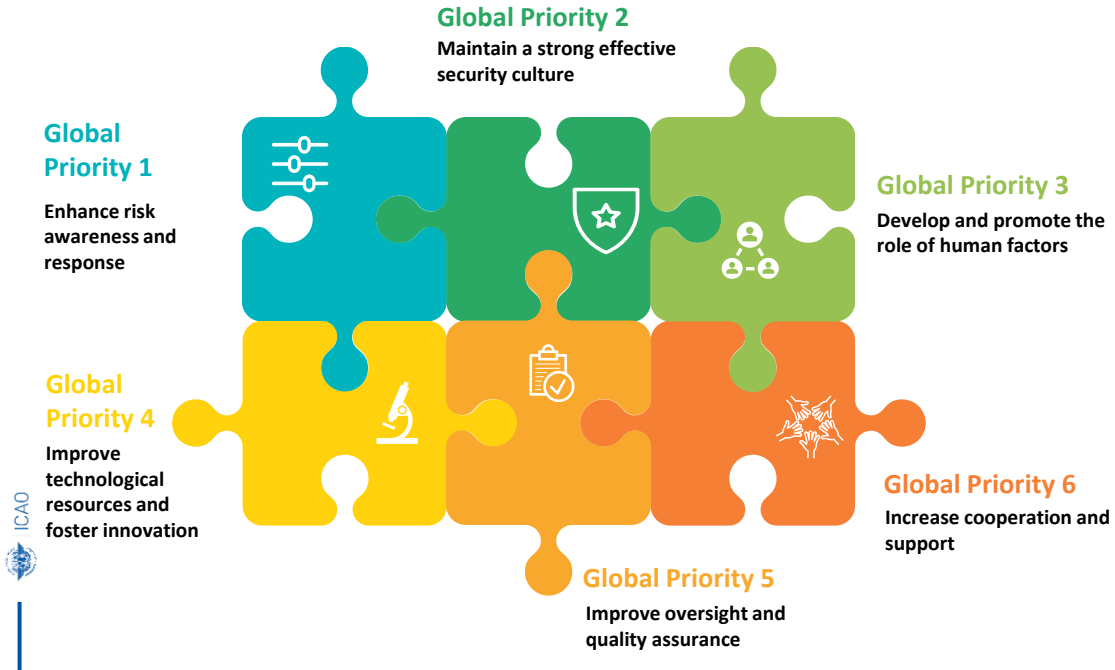
ICAO communication channels

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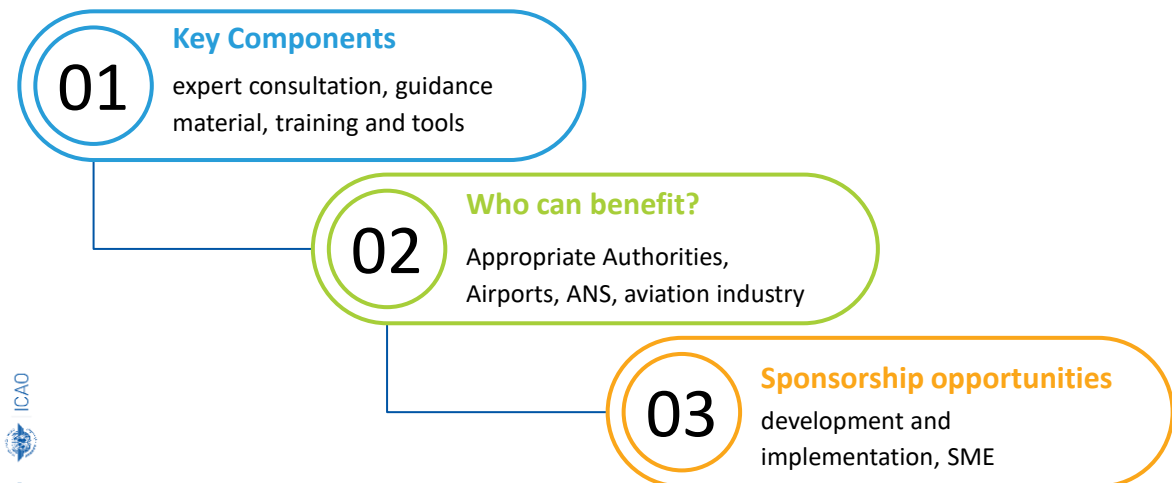
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Doc 10084 - Implementation Package (iPack)

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Safer Skies Initiative

Established by Canada following the downing of Ukraine International Airlines Flight PS752 in January 2020



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■ Mission

Brings together States, international organizations, the civil aviation industry, and the International Civil Aviation Organization (ICAO) to enhance the level of safety and security for commercial airlines travelling over or near conflict zones

Completed

- Gap analysis
- Working Paper – 41st ICAO Assembly
- Review of Doc 10084, including:
 - Principles for reassessing airspace post-conflict
 - Guiding principles for airspace closure
 - Rapid info sharing mechanism & baseline awareness
 - Mitigation strategy inventory
- Safer Skies Forum (202/22/23/25)
- Critical element of risk assessment
- Information Paper in support of ICAO's Contingency Coordination Team (CCT)

Under development

- Development and delivery of Regional Awareness Seminars on Doc 10084–in collaboration with ICAO (2024-25)
- Working Paper on Conflict Zones (Sept 25)

Future dated

- Review of ICAO material on civ-mil deconfliction
- Review of Doc 10084 (pending approval)
- Develop 'Exercise-in-a-Box'
- Knowledge Exchange Program



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■ Safer Skies Consultative Committee - Composition

- Brings together States, international organizations, the civil aviation industry, and the International Civil Aviation Organization (ICAO) to enhance the level of safety and security for commercial airlines travelling over or near conflict zones
- Established as a core element of the Safer Skies Initiative, dedicated to advancing global efforts to mitigate risks posed by conflict zones
- Composed of subject-matter experts from key states, organizations and industry partners, working in close collaboration with the ICAO on conflict zone initiatives
- Led by Canada as Chair, with the United Kingdom as Vice-Chair
- Includes 18 Members and an unlimited number of Observers (currently 9), ensuring a diverse network of Representatives from all regions around the world

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■ Safer Skies Consultative Committee - Functions

1. To **support the work** of individual States, regional State mechanisms, the International Air Transport Association regional coordination groups, air operators, industry associations and international organizations on all matters pertaining to conflict zones
2. To **promote best practices** to regulators, ANSPs and Air Operators regarding risk assessments and mitigation strategies for conflict zones
3. To **enable information-sharing and a broader dialogue** between relevant parties on current issues and way-forward for mitigation strategies; and
4. To **advocate for** the consideration of, modifications to, and **implementation** of ICAO SARPs and/or other ICAO conflict zone-associated guidance documents



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CAPSCA Objectives



- **Public health protection** - the general public, air travelers and aviation personnel;
- Ensure **safe and economically viable air transport**, with minimal effect on international travel and trade (Chicago Convention);
- **Assistance to States/Territories** with the implementation of ICAO Standards and Regulations (SARPs) and WHO International Health Regulations (IHR);
- **Capacity building** - Assistance to States/Territories to establish national aviation pandemic preparedness plans and develop core capabilities;
- Facilitate **multi-sector collaboration and cooperation** (civil aviation authorities, public health authorities, airports, air traffic services, airlines, immigration, customs, security and handling personnel) - a mechanism for pooling and sharing expertise, resources and best practices;
- Training of **CAPSCA assessors**;
- **Assess State readiness** to manage (prevent and respond) to public health events in aviation and provision of advice to States and Territories;
- Further development and improvement of **guidelines** for the aviation sector.

CAPSCA Tools



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Assistance Visit Scope

- ✈ PHE planning & preparedness in the civil aviation system
- ✈ All stakeholders involved in response to a PHE in the aviation system
- ✈ Not an audit nor a certification
- ✈ Voluntary and confidential
- ✈ Comprehensive harmonized checklist executed by different profiles



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Arriving Aircraft with Suspect Case(s) on Board

- ☐ Parking position of aircraft
- ☐ Measures for suspect case(s)
- ☐ Measures for other passengers
- ☐ Measures for Crew
- ☐ Disinfection of aircraft
- ☐ Baggage
- ☐ Ramp workers
- ☐ Others

- Segregation from suspect case
- Advisory information
- Possible Quarantine

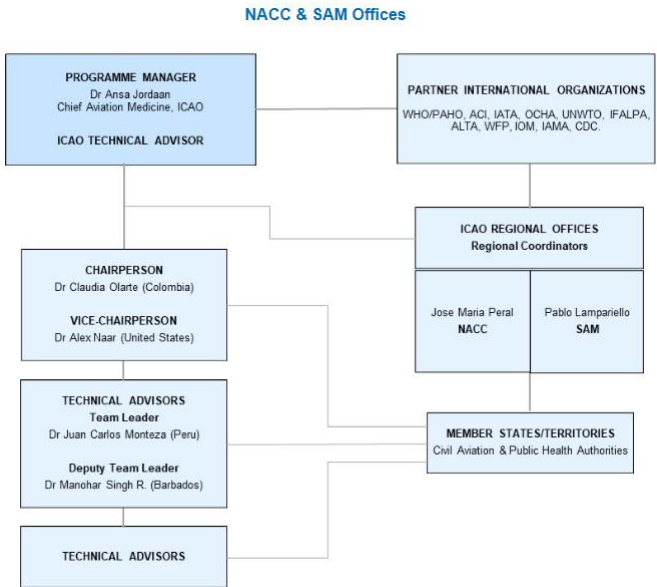
National
Health
Authority

- Secondary Screening - Triage
- Designated Ambulance(s)
- Designated Hospital(s)

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CAPSCA Americas Structure

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Focal Points:

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