



International Civil Aviation Organization

**The Twenty-Second Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/22)**

Bangkok, Thailand, 25 – 29 June 2012

Agenda Item 9: Any other business

ATS PROVIDER SECURITY REQUIREMENTS

(Presented by ICAO Asia and Pacific Office – Security)

SUMMARY

This paper presents information on Annex 17 Amendment 12 pertaining to Air traffic service providers.

This paper relates to –

Strategic Objectives:

B: Security – Enhance global civil aviation security

1. INTRODUCTION

1.1 Aviation security SARPs are contained in Annex 17 and have relevance to many other Annexes including, but not limited to, Annex 2, 6, 8, 9, 10, 11, 14 and 16. There are also connections with PANS Docs 9284 and 8168. Amendment 12 to Annex 17 was adopted on 17 November 2010, became effective on 26 March 2011 and is applicable from 1 July 2011.

1.2 Annex 17 Amendment 12 introduced a Standard requiring air traffic service provider to establish and implement appropriate security provisions to meet the requirement of the State's national civil aviation security programme.

2. DISCUSSION

2.1 Annex 17 Amendment 12 introduced a Standard requiring air traffic service providers to establish and implement appropriate security provisions to meet the requirement of the State's national civil aviation security programme.

2.2 The relevant standard is:

Standard 3.5 Air traffic service providers - Each Contracting State shall require air traffic service providers operating in that State to establish and implement appropriate security provisions to meet the requirements of the national civil aviation security programme of that State.

2.3 In addition to the security provisions meeting the requirements of the State's national civil aviation security program security provisions should be risk based.

2.4 In its leadership role ICAO will providing guidance to assist States to establish and implement the appropriate security provisions as required by Standard 3.5.

2.5 States are encouraged to share information and best practice regarding their effort to comply with Standard 3.5. An example includes sharing of Air traffic service provider Security Programs.

2.6 It is proposed that at the Eighth Steering Committee Meeting (8 SC) of the Cooperative Aviation Security Programme- Asia Pacific (CASP-AP) in June 2011 discussion will be held regarding developing and making available a model Air traffic Services Provider Aviation Security Program to CASP-AP member States.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss whether any States already have security provisions in place for air traffic service providers that they could share with other States.

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