



## DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

### Second Meeting (DGCA-MID/2) (Jeddah, Saudi Arabia, 20-22 May 2013)

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#### Agenda Item 7: Aviation Security and Facilitation

##### SECURITY INITIATIVES

*(Presented by IATA)*

###### SUMMARY

An airline's security programme is a vital part of the security framework. Ensuring that there is a thorough and consistent approach to meeting regulatory requirements and that all measures are documented and addressed, are imperative to a successful security programme. However, the different requirements and formats among States is directly impacting industry's ability to deliver such programmes efficiently and effectively.

This paper presents a proposal to launch a regional approach to implementing security initiatives and activities with the involvement of airlines, regulators, airports, and ANSPs.

#### 1. INTRODUCTION

1.1 On 22 January 2010, the International Air Transport Association (IATA) hosted an aviation security summit with the US Department of Homeland Security (DHS). The summit participants agreed on five recommendations based on more coordination and consultations to increase efficiency and simplify processes.

1.2 IATA continues to work with governments, regulatory authorities, and other international organizations to implement passenger security that is based on a coherent regulatory framework and enhanced passenger facilitation. Within that context, IATA MENA Office hosted an Unruly Passengers Workshop in 2012.

1.3 The workshop provided a platform for airlines, regulators and experts from the industry to have open discussions on how to deal with and address unruly passengers, and gather the perspective of various organisations in the region.

1.4 A wide range of topics were touched upon during the workshop; airline policies, major causes leading to this behaviour and the factors contributing, mitigation measures, and the important and vital role that the local authorities should play in lessening the risks caused by an unruly passenger.

1.5 As a conclusion, several points were agreed upon by all participants constituting a regional statement addressing Unruly Passengers. A copy of the statement is at **Appendix A** to this Working Paper.

1.6 Furthermore, IATA continues to campaign on security activities and initiatives, such as Check Point of the Future, Secure Freight, Security Management Systems, and One-Stop Security.

1.7 On 10 and 11 April 2012, an ICAO Regional Conference on Aviation Security was held in Bahrain to further promote effective implementation of the Declaration on Aviation Security, adopted unanimously by the ICAO Assembly at its 37th Session in Montréal, Canada in October 2010. During the conference, the participating States and Organizations considered several critical aviation security priorities and issues, and agreed on collective actions to be taken.

## 2. DISCUSSIONS

2.1 The following outlines a linkage between the various critical aviation security priorities under the Statement of the Regional Conference on Aviation Security and implementation tools and programmes.

2.1.1 Promoting the implementation of risk-based security measures can be achieved through increased awareness and promotion of Security Management Systems (SeMS). With a risk-based approach, regulators and airlines have the flexibility to customize measures to reflect economic and operational conditions, while still mitigating the threats and having the flexibility to anticipate and react to changing threats. Changing threats can be quickly mitigated with minimal operational disruption.

It is likely that if regulators were also to implement SeMS, air transport operators would encounter fewer instances where complying with one set of regulations causes non-compliance with another. These instances often lead to the adoption of duplicative measures to comply with both sets of regulations, at a cost, and with little or no enhancement to security.

2.1.2 Sharing of time-sensitive threat information and exchange of best practices.

2.1.3 To strengthen security screening procedures, enhance human factors and utilize modern technologies, IATA has introduced Check Point of the Future (CoF). The Blueprint and the roadmap for CoF were presented at the ICAO High-level Conference on Aviation Security (Montréal, Canada in September 2012), and IATA has started component testing of solutions.

The first trials focussed on identity management and how biometrics could be introduced into the screening process to enable positive identification of passengers and their risk level. Preliminary proof-of-concept trials were run at Geneva Airport and London Heathrow Airport. Results showed considerable promise with a number of recommendations identified which will be taken forward into further testing in 2013.

The second area of testing was experimentation into how laptops and large electrical items could remain in passenger cabin baggage, while being effectively and efficiently screened. Trials were run at Amsterdam Schiphol Airport, capturing over 3000 images. This data is currently being analysed to identify opportunities for reducing operational false alarms, which were considered at this stage too high. Refinement of the algorithms and further trials are expected in 2013.

2.1.4 Secure Freight can enhance supply chain security Standards and Recommended Practices. We need a supply chain approach; that is layered whereby freight is secured up-stream in the supply chain, from the moment a box is packed until the moment it arrives at the aircraft. Shippers, forwarders, airports, and airlines all share a responsibility for maintaining the security of air cargo.

Secure Freight pilot implementation meetings have been conducted in the Middle East, including in the UAE, Jordan, and Egypt. A meeting is planned for Bahrain in July 2013.

The potential economic benefits for states implementing Secure Freight outweigh the costs of strengthening the security of their air cargo supply chains. IATA is committed to work even more closely with the cargo supply chain towards a safer, more secure and more efficient global air cargo system.

2.1.5 IATA statistics gathered from airline incident reporting indicate an increase in the rate of unruly passengers over the past five years. This means that many flights each day are faced with unruly behaviour – affecting hundreds of fellow passengers on board, keeping the crew away from important duties and leading to delays, diversions or potential safety incidents.

IATA now publishes extensive Guidelines helping its member airlines prevent, respond to and mitigate unruly passenger incidents. The first edition of these Guidelines was published in December 2012, and was drafted with extensive input from IATA member airlines and partners. The Guidelines are focussed on preventing incidents prior to aircraft departure and while still on the ground. The public version can be downloaded on the IATA website at [www.iata.org/cabin-safety](http://www.iata.org/cabin-safety).

Pursuant to the IATA MENA Office Unruly Passengers Workshop in Amman in 2012, a working group is now being established to assist carriers in developing unruly passenger policies.

2.2 To support States, Airports, and airlines, IATA has various security tools that can be used:

- a) IATA Security Manual, IATA Guide to Facilitation, IATA Guidance on Unruly Passenger Prevention and Management (1st edition), IATA Executive Summary for Security Management Systems, and SEMS implementation Checklist
- b) Aviation Security Training Courses ([www.iata.org/training](http://www.iata.org/training)).

2.3 In order to facilitate the implementation of aviation security initiatives and activities, IATA proposes having a regional security platform that engages regulators, airports, ANSPs, airlines, and all key partners in security.

Such a platform will be the home for all regional activities such as;

- a) Implementation of SeMS
- b) Implementation of Secure Freight
- c) Testing for Check Point of the Future
- d) Development of unruly passenger policies

Establishing a constructive working relationship through consistent meetings between regulators & industry stakeholders will accelerate the implementation of collective actions agreed upon under the Regional Conference on Aviation Security, held in Bahrain in 2012.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) Support IATA's proposal to use an existing group or formulate a new group that will assume the role of a regional security platform engaging regulators, airports, ANSPs, airlines, and all players in security initiatives and activities. Such a group should have the mandate to drive the implementation of specific security projects in the region; and
- b) Join and support meetings, events, and activities under the security platform mentioned under (a).

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**Unruly Passenger Workshop  
26 September 2012  
Amman, Jordan**

**Regional Statement for the Unruly Passenger Workshop:**

**1. Global Views:**

- Airlines to encourage States to ratify all international legal instruments
- Until then Airlines to encourage States to enact bilateral agreements with other States/airlines
- Move from a re-active to pro-active approach to unruly passengers

**2. Regional Views:**

- **Company Policy:**

1. Top Management Commitment for effective implementation
2. Develop a model policy

- **Training:**

1. Involve and train all stakeholders including law enforcement
2. Move to evidence based training methodology

- **Best Practices:**

1. Airlines to share data on unruly passenger incidents to allow for analysis and development of mitigating measures
2. Establish communication platform

- **Passenger:**

1. Make passengers part of the solution
2. Develop awareness campaign

- **Prevention:**

1. Engage all stakeholders involved in the passengers travel experience
2. Develop communication policy