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Name of the Stream Capacity Building and Aviation Security

Working Group #4

Name Santigo/ Dleynaba/ Haoxing

Liu/ Guangyue Li/ David

Title Poject XYZ

Location CR7B

Date 2017-11-28

About Airport XYZ

- Situated in Parkland
- Member of ICAO
- Audit was done, finding 2 main problems lack of a Quality control Programme and improper Screening of Passengers

DAVID BANKS/CNN

CONDITIONS

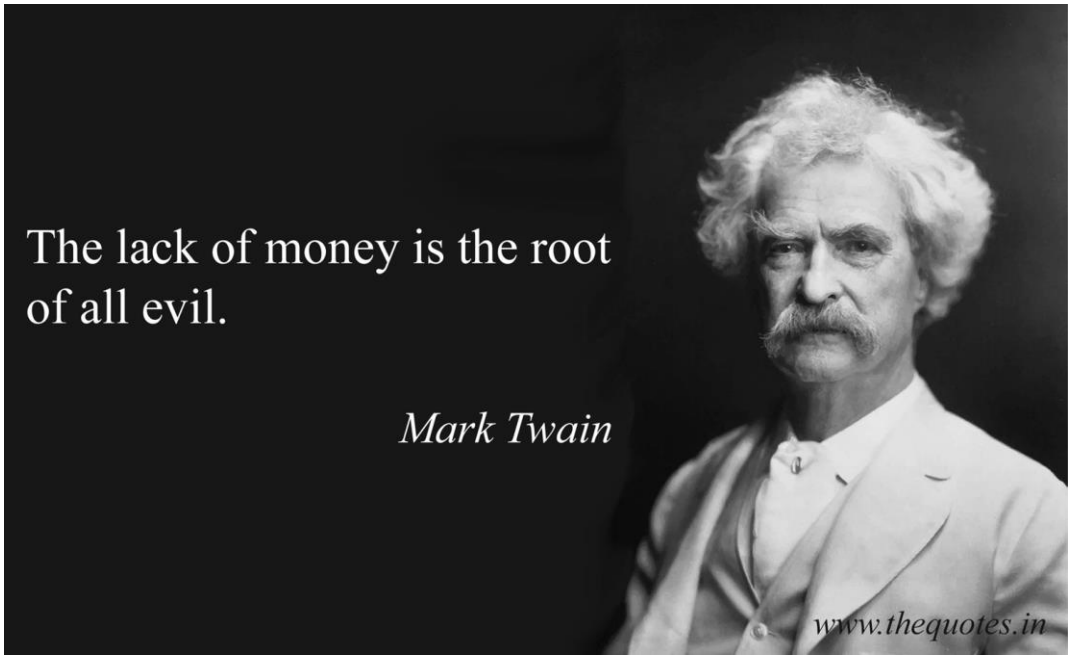
1. Ensure that the legislations are in accordance with the ICAO SARPs (Standard recommended rules and practices)
2. Ensure that our staff go through the proper training channels.
3. Must write a document of Reference.

Problems

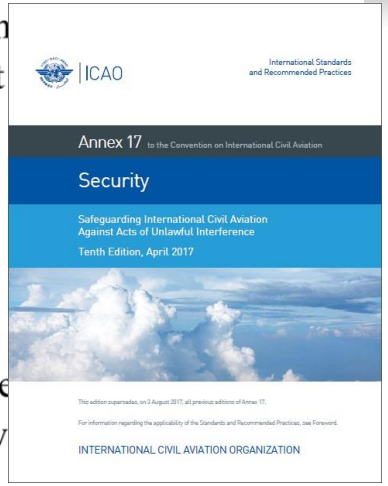
1. Airport has one walk through Metal Detectors at each lane.
2. Major security issues caused by personnel do not act and allow passengers to go through.
3. No audits are being conducted regularly as there is a high demand on auditors.
4. There is terrorist action in our neighbour airport, and intelligence says that these people might try to strike again.
5. The incident that happened in the nearby airport, the adversary's bomb was made of non-metallic components, and currently we do not have the proper instruments.
6. Internationally and nationally, adversaries might target our airport as it is easier to get away with acts of unlawful interference, putting in danger all of the other countries due to the incompetence of their staff.

Solutions

We must focus on the short term solutions, as the budget.



2.1.1 Each Contracting State shall have as its primary objective the safety of passen personnel and the general public in all matters related to safeguarding against interference with civil aviation.



3.4 Quality control and qualifications

3.4.4 Each Contracting State shall require the appropriate authority to develop, imple a national civil aviation security quality control programme to determine compliance w effectiveness of its national civil aviation security programme.

3.4.5 Each Contracting State shall ensure that the implementation of security measures is regularly subjected to verification of compliance with the national civil aviation security programme. The priorities and frequency of monitoring shall be determined on the basis of risk assessment carried out by the relevant authorities.

3.4.6 Each Contracting State shall arrange for security audits, tests, surveys and inspections to be conducted on a regular basis, to verify compliance with the national civil aviation security programme and to provide for the rapid and effective rectification of any deficiencies.

3.4.7 Each Contracting State shall ensure that the management, setting of priorities and organization of the national civil aviation security quality control programme shall be undertaken independently from the entities and persons responsible for the implementation of the measures taken under the national civil

Based on this Annex 17, 3.4.5, every state should ensure the implementation of security measures, this includes the following:

1. Must make use of all the tools that are stored away, in this case, we should be using the two explosive trace detectors, as the only security measure used at the moment is the walk through metal detectors.
2. Must also use other tools such as pat downs.
3. Must have more competent staff, and follow rules and regulations in accordance with the enforcement measures found in the Quality Control Programmes (NQCP)

Long Term Solution

1. Implement body scanners, as well increasing technical standards for safety and security.
2. Implement a data base for adversaries (API - Advanced Passenger Information)
3. Participate in PKD (Public Key Directory)

SCANMASTER

PERFORMANCE INDICATORS

In order for us to know if this plan is being implemented, every three months, we will do a review of the action plan that we have put in place.

QUALITY ASSURANCE MEASURES:

- Monitoring activities
- Security surveys, inspections, tests.
- Ensuring that the audits will be done more regular.

ROLES AND RESPONSIBILITIES

- Independant state coordinator - Chief of
- project.
- Will hire the right people in the right places.
- He will also work directly with the
- international entities. (ICAO, IATA etc)

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North American Central American and Caribbean (NACC) Office
Mexico City
South American (SAM) Office
Lima
ICAO Headquarters
Montréal
Western and Central African (WACAF) Office
Dakar
European and North Atlantic (EUR/NAT) Office
Paris
Middle East (MID) Office
Cairo
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Asia and Pacific (APAC) Office
Bangkok
THANK YOU