



DIRECTORS GENERAL OF CIVIL AVIATION CONFERENCE ON A GLOBAL STRATEGY FOR AVIATION SAFETY

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Theme 2: Improving aviation safety
Topic 2.5: Enhancing safety oversight

ROLE OF SECURITY IN A CAA STRUCTURE

(Presented by Oman)

1. INTRODUCTION

1.1 After the events of 11 September, 2001 the ICAO Secretariat General held two sessions (2001, 2005) addressing in details the security concerns of civil aviation. Certain amendments were introduced to Annex 17 — *Security* in relation to the responsibilities of ICAO Contracting States on illegal interference. The Secretariat General encouraged the Council then to issue guidance material for all members to enable them to formulate laws and regulations related to security aspects that portray security stages for air operators and airport operators and users. Two programmes merged: The National Aviation Security Programme and Airports Security Programmes (individual airports). ICAO issued the *Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference* (Doc 8973) so that Contracting States can use it as guidance material. It is noted, however, that both Annex 17 and Doc 8973 do not pinpoint the position of security in any CAA structure; should it be an independent department reporting to a Director General, a section reporting to the Director of Flight Safety, or to an airport department, considering the size and complexity of the civil aviation sector in the State, and whether any other government bodies (e.g., police) executing guarding, as the case is in many countries, or should the CAA perform security guarding by itself, in addition to the security responsibility related to airport and air operators (airlines).

2. DISCUSSION

2.1 If we were to add aviation security to the Flight Safety Department, we would see many aspects being undertaken under aviation safety. For example, after 11 September, it was required to install

¹ Arabic and English versions provided by Oman.

bulletproof cockpit doors and surveillance cameras for the pilot and the least risk bomb location (LRBL) installed in the aircraft. These security requirements had to be approved technically and operationally by the Flight Safety Department. It required the review of many drawings and supplemental type certificates and calculation of the extra weight. Flight safety inspectors or specialists handled these aspects. Materials have to be approved to meet the airworthiness code. Rules and regulations require that air operators have their own security manuals which stipulate policies and procedures for hijacking, bomb threats on board aircraft or ground inspection that has to be performed by pilots before departure, in addition to other things. CAAs have to approve these aspects, review them, and audit them to ensure execution and compliance by operators for the safety of airspace against illegal interference. It should be noted here that many countries have issued strict legislations when a violation or illegal interference takes place against civil aviation security and safety and against civil aircraft.

2.2 On the other hand, aviation security commences with the entrance of a passenger into the airport terminal. He passes through departure stages in accordance with procedures and facilitations set forth in ICAO Annex 9 — *Facilitation*. As well known, many entities work in airports, e.g., ground services, catering, cargo, airlines, mail, police, and other government agencies. These entities can enter the airside of the airport. An infraction or illegal interference by any one of them or other person is possible. This can ultimately lead to an aircraft security violation. Therefore, illegal interference should be hindered before reaching the aircraft. Those who support this idea believe that aviation security should be a section under the airport department responsible for operating or regulating the airport.

3. CONCLUSION

3.1 Of course, the ideal solution to solve such differences in opinion would be to have an independent department that supervises airport security and airline security and that has a sufficient number of qualified staff in security, be it in airport or airline security. Such a department should report to the Director General of Civil Aviation. However, for small size and limited resource CAAs, an aviation security section can be added to the Flight Safety or Aviation Safety Department (as we stated in DGCA/06-IP/5) since airport safety is an integral part of aviation safety. The core function of an aviation security section would be to perform scheduled and arbitrary audits and inspections for staff working in guarding and staff in the airport, in relation to passengers and public facilities (such as unaccompanied baggage), security ads, sterile areas, VIP areas, in addition to the review of procedures in case of illegal interference events or simulation of such events or failure of certain procedures of staff to comply with procedures.

3.2 An important aspect should be stated here: the existence of general guidance on qualifications and expertise required for aviation security inspectors, and whether other government entities such as policies or other security agencies have a role in providing the civil aviation sector with security staff required for auditing and inspection on aviation facilities, and the provision of financial resources by CAAs to establish aviation security sections; especially when an illegal interference or security infraction in a country can be transferred to another country, such as aircraft hijacking which takes place in one country and the hijackers demand the aircraft to be moved into another country, and the responsibility of the countries towards security and legal aspects.

3.3 We attach a suggested organization chart for a CAA depicting an aviation security section (airport security and airline security).

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APPENDIX
ORGANIZATIONAL CHART

