

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

Agenda Item 2: Safety and security in air traffic management (ATM)

AIR NAVIGATION ACTIVITIES IN THE AVIATION SECURITY FIELD

(Presented by the Secretariat)

SUMMARY

This paper presents the activities of the Air Navigation Commission in the field of aviation security and describes the manner in which the Commission integrates aviation security with aviation safety. Action by the Conference is at paragraph 4.

1. INTRODUCTION

1.1 Over the years, ICAO has developed numerous Standards and Recommended Practices (SARPs) in Annexes other than Annex 17 — *Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference*, together with supporting guidance material, that have implications for security. Even before the events of 11 September 2001, ten of the sixteen Annexes under the purview of the Air Navigation Commission contained Standards and Recommended Practices (SARPs) that had security implications.

1.2 However, the above-mentioned events led to the Council and the Air Navigation Commission having to make an in-depth review of security requirements in the air navigation field. This paper presents an overview of the action which has so far been taken, and of further contemplated action.

2. ESTABLISHMENT OF A MECHANISM TO ENSURE COORDINATION BETWEEN SAFETY AND SECURITY MEASURES

2.1 An early conclusion reached by the Air Navigation Commission during its review of the security requirement in the air navigation field, was the need to ensure that the development of safety and security provisions was fully coordinated. The Commission considered this necessary in view of the impact that security requirements could have on flight safety and vice versa. In order, therefore, to achieve the best possible balance, the Commission took the following steps:

2.1.1 *The incorporation of an objective on the harmonization of aviation safety and aviation security in the list of ANC main objectives for the 2002-2004 period.* The new objective was introduced in December 2001 and was last revised in January 2003. The current objective of the Commission on aviation security is as follows:

Encourage and monitor the harmonization of aviation safety and aviation security

- a) *Monitor the impact of aviation security measures on aviation safety and develop proposals as necessary; and*
- b) *Ensure that security considerations are taken into account when developing provisions for Annexes and PANS.*

2.1.2 *Coordination between the Air Navigation Commission and the AVSEC Panel:* To achieve the necessary harmonization of aviation safety and aviation security activities in ICAO, the Commission proposed that it should review the report of each Aviation Security (AVSEC) Panel meeting. By doing so, the Council would benefit from the advice of the Commission and of the Committee on Unlawful Interference before acting on the panel's recommendation. The Council accepted the Commission's proposal, and the procedure which was initiated on an ad hoc basis for AVSECP/12, has now been permanently established. In order to ensure two-way communications, the Commission encouraged the Secretariat to present for discussion at each AVSEC Panel meeting, a paper on the Commission's activities that have an impact on aviation security. Both the Commission and the AVSEC Panel have indicated the usefulness of this coordination mechanism, which has now been in place since November 2001.

3. AIR NAVIGATION ELEMENT OF THE ICAO AVIATION SECURITY PLAN OF ACTION

3.1 The High-Level Ministerial Conference on Aviation Security, held in Montreal from 19 to 20 February 2002, requested ICAO to develop an Aviation Security Plan of Action with the objective of strengthening aviation security. The plan, approved by the Council in June 2002, includes an air navigation programme which is composed of the following elements:

- a) a comprehensive review of the sixteen Annexes under the responsibility of the Air Navigation Bureau (ANB) and of the associated Procedures for Air Navigation Services (PANS) and guidance material, to ensure that the following security considerations are properly taken into account:
 - implementation of security measures and equipment on board aircraft such as flight deck security, onboard imaging, voice and data recording and transmission;
 - reinforced protection of the air navigation system against unlawful interference and protection of sensitive data. This includes the restriction of access to installations, the protection of facilities and the elimination/mitigation of the possibility of tampering with critical aeronautical systems and data bases;
 - contingency measures and improved real-time response related to acts of unlawful interference; and

— development of competency Standards for AVSEC personnel and security competency Standards for flight crew, cabin crew and other key personnel.

- b) support of the AVSEC programme in the areas of audits, Human Factors, training, dangerous goods and security incident reporting systems.

3.2 Although only a very small part of the funding needed to support the air navigation elements of the Plan of Action has so far been made available, some progress has been made in their implementation, notably:

- a) Amendment to Annex 6 — *Aircraft Operations*: The amendment was developed and adopted on 15 March 2002 following a fast-track procedure. The amendment includes strengthened security training for crew and new and revised requirements for the incorporation of security into aircraft design. The supporting guidance material (*Manual on the Implementation of the Security Provisions of Annex 6* (Doc 9811) RESTRICTED) was also published in November 2002;
- b) New amendments to Annexes, such as Annex 1 — *Personnel Licensing*, Annex 4 — *Aeronautical Charts* and Annex 8 — *Airworthiness of Aircraft*, which include SARPs with security implications, are being processed; and
- c) The *Manual on Human Factors in Aviation Security Operations* (Doc 9808) has been published.

3.3 During its last session of 2003, the Air Navigation Commission will undertake a review of the air navigation part the ICAO Aviation Security Action Plan for the purpose of:

- a) assessing the progress made so far in the implementation of the plan;
- b) evaluating changes made necessary by the evolving situation; and
- c) examining how the plan can be best implemented, taking into account the very limited specific resources likely to be made available.

3.4 At the request of the Council, the Commission prepared a list of SARPs with security implications in Annexes other than Annex 9 — *Facilitation* and Annex 17. The primary purpose of this was to establish whether these provisions should be audited under the ICAO Universal Security Audit Programme (USAP) or under the ICAO Universal Safety Oversight Audit Programme (USOAP). In preparing the list, the Commission noted that almost all the provisions were related to both security and safety, and that it would be best to audit them under USOAP. The Commission considered that the exception would be those provisions that required more immediate attention, or which would be more appropriately addressed under USAP. The Council agreed with this course of action, and also requested that, as was later done in March 2003, the list be circulated to all States.

4. **ACTION BY THE CONFERENCE**

- 4.1 The Conference is invited to note the air navigation activities in the aviation security field.

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