

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

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

2.5 Safety and security of the ATM infrastructure :

SECURITY QUICK RESPONSE PROCEDURES FOR AIR TRAFFIC CONTROLLERS

(Presented by the Netherlands)

SUMMARY

This paper identifies the need to extend the Aviation Security Action Plan more into the ATM area.

Action by the conference is in paragraph 2.

1. INTRODUCTION

1.1 After the tragic events of 11 September the Council and the Air Navigation Commission have made an in-depth review of security requirements in the air navigation field.

1.2 The Air Navigation Commission has taken the initiative to introduce new objectives on the harmonization of aviation safety and aviation security.

1.3 An overview of the actions which have been taken are reflected by the Secretariat in AN-Conf/11-WP/23. In addition the working paper highlights the air navigation elements of the ICAO Aviation Security plan of action which was approved by the Council mid-2002. This plan of action includes a comprehensive review of sixteen Annexes under the responsibility of the Air Navigation Bureau.

1.4 Aside the improvements in preventive measures at the airport (Annex 17 — *Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference*), the major emphasize of the plan is on the measures and equipment on board of aircraft.

1.5 AN-Conf-WP/25 presents the need to develop adequate procedures for in-flight response for air traffic controllers, taking into account procedures already devised for the management of unlawful interference and the new threat by flight crew, emerging technologies and human factor issues.

1.6 There is, in our opinion, a need to focus more into the essential role of air traffic control (ATC) in the communication with the aircrew and any possible improvement regarding information exchange in pilot/controller communication in order to provide the right picture of the situation on board to decision makers. This will be in line with one of the elements of the ICAO Aviation Security Plan of Action plan which addresses “contingency planning and improved real time response related to acts of unlawful interference”.

1.7 There is still considerable room for improvement to optimize the pilot/controller communication during a terrorist act in the following area

- a) on the short term by introducing an adequate alerting system and improved procedures with the present communication means; and
- b) on the longer term by exploring the use of future data link systems.

1.8 The information becoming available to ATC has to be disseminated to those who are directly involved in crisis management at national or at regional level and are responsible for decision making. It is considered important that the ATC will be able to evaluate adequately the situation in the airplane in order to avoid any misinterpretation as much as possible. To that extent it is essential that the information available to ATC is effectively processed in a timely manner to the all involved parties for contingency planning.

1.9 It is therefore essential that a focal point be established at national, and where appropriate, at regional level, to process the information adequately.

1.10 Recent experience in Europe has shown that several times a quick response by the military forces was taken by intercepting aircraft which did not reply adequately to the Controller, but turned out to be unnecessary if communications had not failed. Beside the unnecessary military action this might also have been a serious threat to the civil aircraft involved.

2. ACTION BY THE CONFERENCE

2.1 The conference is invited to consider the need and the possibility to include in the Aviation Security Action Plan amendments of Annex 11 — *Air Traffic Services* and PANS-ATM Doc 4444, as applicable, on:

- a) establishment of an alerting system and improving communication to the pilot during an act of unlawful interference and standardizing the various levels of threat;
- b) the establishment of a (regional) focal point for information gathering and processing to all parties involved (civil/military coordination, operators, cross border coordination, crisis organization etc);
- c) enhancing the use of transponder and future data link systems for information provision in accordance with a harmonized alerting system;

- d) requirements for the integrity of the system to avoid misuse of information by third parties; and
- e) security training requirements for ATC personnel.

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