



WORKING PAPER

ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 12: Aviation Security — Policy

PROMOTING AWARENESS ON AVIATION SECURITY TO OTHER AGENCIES AND ORGANIZATIONS

(Presented by Singapore, and co-sponsored by Argentina, Armenia, Belgium, Brazil, Cambodia, Canada, China, France, Italy, Japan, Jordan, Lao Peoples Democratic Republic, Nauru, New Zealand, Nigeria, Palau, Philippines, Portugal, Russian Federation, Senegal, Thailand, United Arab Emirates and United Kingdom)

EXECUTIVE SUMMARY

This paper discusses the need for and importance of promoting awareness of aviation security to other agencies and organisations, especially those that have a role and/or operations in the civil aviation eco-system. States are invited to consider the importance of promoting awareness on aviation security and developing security culture for agencies; including from the top management and across agencies, whose primary responsibility is not Aviation Security (AVSEC), but who are involved with or responsible for the implementation of various aspects of the Civil Aviation Security Programme (NCASP) and Airport Security Programme (ASP), and whose personnel are authorised to have unescorted access to airside areas.

Action: Assembly is invited to encourage States and industry organisations to enhance coordination and promote awareness on aviation security for all entities within their civil aviation eco-system, including non-AVSEC agencies, aligned with the new Global Aviation Security Plan (GASeP) provisions for continual vigilance on aviation security.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives.
<i>Financial implications:</i>	Not applicable.
<i>References:</i>	Annex 17 — <i>Security</i>

1. INTRODUCTION

1.1 Aviation security (AVSEC) has become more complex and challenging over the past two decades. The use of aircraft as weapons of mass destruction as witnessed in the terror attacks of 11 September 2001; attacks against civil aircraft in flight using improvised explosive devices (IEDs); terrorist attacks on airport landside areas, such as in Glasgow (2007), Moscow (2011), Los Angeles (2013), Brussels (2016) and Istanbul (2016), and other attacks against civil aviation operations are examples. In dealing with these attacks and considering the measures to prevent or avoid having such attacks occur again, the transport and civil aviation authorities of States and the International Civil Aviation Organization (ICAO) have been developing new Standards and Recommended Practices (SARPs), guidance materials, training packages, use of technology, and new security measures including those implemented at many international airports.

2. DISCUSSION

2.1 The new ICAO Global Aviation Security Plan (GASeP), which was approved by the Council in 2017, lists five key priority outcomes, of which two are related to the promotion of security awareness (a) enhance risk awareness and response and (b) develop security culture and human capability. To develop robust and practical AVSEC policies and ensure effective and sustainable implementation of AVSEC measures, including to comply with the SARPs of Annex 17 – Security to the Convention on International Civil Aviation, it is inevitable that the relevant AVSEC agencies in all States will need to work closely and co-ordinate with agencies whose primary responsibility may not be AVSEC, but which have roles and responsibilities in the implementation of measures and policies under the State's National Civil Aviation Security Programme (NCASP), the Airport Security Programme (ASP), and those authorized for unescorted access to airside areas. These “non-AVSEC agencies” would include personnel from other regulators and industry stakeholders operating in civil aviation facilities within the State such as:

- a) Local law enforcement, national intelligence and other relevant State agencies on the security of airport landside areas;
- b) Air navigation services providers on the security of air traffic control;
- c) Customs authorities on the security of cargo shipments;
- d) Immigration authorities on relevant security issues concerning the movement of aircrew and passengers to and from commercial civil aircraft at international airports;
- e) State and airport fire services on the management of security and emergency incidents at international airports;
- f) Airlines, ground handling agents, catering companies, aircraft interior cleaning companies, airport fuel companies, airport retail outlets, ground transport companies, cargo agents etc. on airport facilitation and security procedures, including security incident reporting; and
- g) Other airport organisations that have a personnel working at the airport to swiftly react to help mitigate, minimise casualties, evacuate passengers, aircrew, airport workers and members of public, in the event of an airport security incident.

Coordination with non-AVSEC Agencies

2.2 The effectiveness of Annex 17 to the Convention on International Civil Aviation- Security depends on close coordination among AVSEC and the non-AVSEC agencies in all States. Annex 17 – Security Chapter 3 underscores the need for co-ordination amongst various agencies and organisations for the effective implementation of AVSEC policies and measures:

3.1.5 Each Contracting State shall require the appropriate authority to define and allocate tasks and coordinate activities between the departments, agencies and other organizations of the State, airport and aircraft operators, air traffic service providers and other entities concerned with or responsible for the implementation of various aspects of the national civil aviation security programme.

3.1.6 Each Contracting State shall establish a national aviation security committee or similar arrangements for the purpose of coordinating security activities between the departments, agencies and other organizations of the State, airport and aircraft operators, air traffic service providers and other entities concerned with or responsible for the implementation of various aspects of the national civil aviation security programme.

3.1.7 Recommendation — Each Contracting State should ensure that personnel of all entities involved with or responsible for the implementation of various aspects of the national civil aviation security programme and those authorized to have unescorted access to airside areas receive periodic security awareness training

2.3 Additional SARPs that are relevant to the need for co-ordination amongst various agencies and organisations for the effective implementation of AVSEC policies and measures can also be found in Annex 17 to the Convention on International Civil Aviation. The SARPs demonstrate the importance of co-ordination amongst stakeholders which would include the sharing of relevant information. The growing complexity of AVSEC challenges faced globally by all States and stakeholders, warrants that all levels of personnel from non-AVSEC agencies possess at least a baseline appreciation and understanding of the importance of AVSEC and the implications of preventing and effectively dealing with acts of unlawful interference. These will also be relevant in the event of a security incident at the airport or involving civil aviation operations, where personnel from non-AVSEC agencies can effectively assist the relevant authorities to respond to the incident. Personnel from non-AVSEC agencies can play a key role in providing policy input for mitigating actions. Such personnel can be the “eyes” and “ears” in the airport, aircraft or any civil aviation facility, by being aware and consciously keeping a lookout for suspicious anomalies in their working environment which could lead to acts of unlawful interference.

2.5 In this regard, ensuring that all personnel from non-AVSEC agencies undergo security awareness training is critical and needed. GAsEP provides a number of Priority Actions in support of these include PA 2.1 2.B – develop awareness programmes that effectively promote a positive security culture; PA 2.1 2.C – continuous promotion of security awareness campaigns, and PA 2.1 2.H – share best practices. Providing proper security awareness training for personnel of these non-AVSEC agencies will equip them with skill sets in security vigilance, mitigation and response in the airport or aviation facility and also serve to facilitate those responsible for contributing to AVSEC policies to understand the challenges and complexities of civil aviation operations. Periodic AVSEC awareness training, would be able to give practical and objective updates on new and evolving AVSEC threats and challenges. This will help increase the level of security for civil aviation operations, including helping to address the concern of the insider threat in airport airside areas.

2.6 States and industry are therefore encouraged to continually develop more and up-to-date AVSEC training awareness programmes and to include programmes specially tailored for personnel from non-AVSEC agencies. Sharing of best practices and useful experiences would form useful components of the training programmes. Regular publicity campaigns targeted at all staff in the airport and aviation eco-system, have been found to be effective to raise security awareness in the civil aviation eco-system and serve as a constant reminder on security vigilance. These efforts should also be included in the States Nation Aviation Security Training Program in line with Annex 17 Standard 3.1.7 of Annex 17.

2.7 The promotion of awareness on aviation security and development of security culture are key components of the ICAO GAsEP. As such, all States and stakeholders should give close and necessary attention to its usefulness and importance in enhancing global aviation security and importance in enhancing global aviation security.

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