



Agenda Item 6: Any other business

SUPPORT TO MANPADS ASSESSMENT PROGRAM

(Presented by Colombia)

SUMMARY

This study note pretends to call the attention of the member states as to the tread that MANPADS mean for civil aviation, it makes recommendations on how manuals should be distributed to carry on staff assessment and also points out how important it is to train employees on this issue .It is suggested that assessment should take place at international airports as well, letting know regional offices the outcome of this assessment.

1. Introduction

1.1 For a terrorist, aircraft close to ground and advancing at a slow pace following a steady flight path, given by air traffic control guidelines are a chance for the use of (MANDPADS). Besides, at landing due to engine adjustment requirements, the energy generated by it and on minimum manoeuvrability. Aircrafts noise limitations on city areas are constraining and are an easy target by terrorist groups using MANPADS.

1.2 MANPADS mean a global tread. United Nations has been working in the identification and trace of small, light and illegal weapons and has also included portable anti-aircraft missile launcher systems trying to limit its sale across international borders.

1.3 IATA has also mentioned the MANPADS issue as a responsibility of the States to protect civil airplanes which fly in their air space. This includes protection against MANPADS to civil aircrafts that fly at “vulnerable” altitudes, especially during take-off and landing.

1.4 We should also mention Quito Statement, adopted in the Sixth Defence Ministers of America’s Conference in which recognition was given to the MANPADS use against civil aviation by terrorist groups.

1.5 The Inter American Committee Against Terrorism (CICTE) in 2005 stressed the need of strengthening multilateral efforts to prevent terrorist tread against all transportation means and face the danger that means purchase and use of MANPADS by terrorist groups as well as any other tread against international civil aviation.

1.6 It has also been commented that we should be more aware of tactic counter measures (ground –based and flight profile) as viable alternatives to fight MANPADS and other ground weapons.

1.7 After brainstorming about MANPADS issue, it has been concluded that this tread should be controlled through the implementation of intelligence policies and a global effort to control weapon trafficking.

1.8 ICAO has a responsibility coming from Resolution A35-11 (**Appendix** to this working paper), and it should be developed by regional offices to join efforts having to do with this tread. Reinforcement should be based on cooperation, strengthening of present intelligence exchange mechanisms but basically regarding effective tactic counter measures (ground–based and flight profile) to face this tread.

2. Discussion

2.1 It is important that Civil Aviation Authorities and their aviation security departments be aware that this tread be considered a relevant one and be prepared to fight it.

2.2 ICAO Regional Offices are entitled to guide member States as to how to face this kind of tread from the civil aviation point of view by sharing manuals written to assess MANPADS danger, train staff and share feedback on results on using these manuals.

2.3 Carrying out an inspection on international airports and their surroundings could be the right starting point to begin a study of this potential tread. It is necessary to get all security institutions involved, take into account logistics, conduct a previous airport and surrounding areas check, interview air traffic personnel in order to know the aerodrome status. A second phase aims to have a look at the facilities and all in all the implementation of an assessment ,this might require a first meeting ,identify possible launching places , do reconnaissance flight. After collecting all this data we can start the analysis phase and we'll be able to assess this potential tread in order to write a final document and make a presentation for everybody involved in this issue. Having picture or video tape records and using GPS tracking system helps doing a final writing which should be classified as top secret.

2.4 With the description just made, it is important that international airports in the CAR/SAM Regions conduct assessment and auditing activities to be made on MANPADS using methodologies to verify vulnerability of MANPADS (MVA) based on ICAO or international guidelines.

2.5 CAR/SAM Regions need to determine MANPADS risk on civil aviation at every international airport and a survey should be conducted as to which others are considered to be vulnerable based on domestic profiles and how critical the situation is and determine other factors that may be classified as meaningful by every state.

2.6 Assessment reports must identify the risk at every airport and measurements to be implemented to avoid a potential attack taking into account risk management, a criteria that determines what the authority is to implement these measurements in case of a tread on civil aviation or a combination of permanent and contingent arrangements as a way to fight back.

2.7 Minimizing attacks using MANPADS are hard but not impossible to do; this depends on how close institutions work together keeping in mind risk management principles.

3. **Conclusion**

3.1 It is vital that the tread be identified on ground before a MANPADS attack; there is a manual on this issue that shows how to do vulnerability assessment on MANPADS at airports available at ICAO's restricted website.

3.2 It is necessary that every international airport from CAR/SAM Regions do assessment on this tread that should provide information on it and take measurements to fight it.

3.3 It is important that every State has well trained staff to do MANPADS assessment and able to spread information on security operators. This issue should be part of basic training to perform preventive actions.

4. **Action by GREPECAS**

4.1 Every member State of GREPECAS is recommended to take into account this document and notice the importance of the actions to be performed to minimize MANPADS tread and think about this project.

**PROJECT OF
CONCLUSION 15/X SUPPORT FOR MANPADS ASSESSMENT
PROGRAM**

- a) It is recommended that ICAO's Regional Offices circulate the manual on MANPADS tread and suggest them to train a group of officers to do specific assessment at every international airport.
- b) It is suggested that States/Territories /International Organizations do assessment at international airports and if necessary do the same at national airports.
- c) It is advised that States let their regional offices know on the advancement as to assessment process, send summary information to them so ICAO offices keep track of how advance is being made, all of this supervised by AVSEC/COMM.

APPENDIX**Resolution A35-11: Threat to civil aviation posed by man-portable air defence Systems (MANPADS)**

Expressing its deep concern regarding the global threat posed to civil aviation by terrorist acts, in particular the threat posed by man-portable air defence systems (MANPADS), other surface-to-air missiles systems, light weapons and rocket propelled grenades;

Recalling its Resolution A33-1: Declaration on misuse of civil aircraft as weapons of destruction and other terrorist acts involving civil aviation, which directs the Council and the Secretary General to act urgently to address the new and emerging threats to civil aviation;

Recalling United Nations General Assembly resolutions 58/241 on the illicit trade in small arms and light weapons in all its aspects and 58/54 on transparency in armaments;

Noting the Wassenaar Arrangement on Export Controls for Conventional Arms and Dual-Use Goods and Technologies, Elements for Export Controls of MANPADS and the Inter-American Convention Against the Illicit Manufacturing of and Trafficking in Firearms, Ammunition, Explosives, and other Related Material;

Welcoming the ongoing efforts of other international and regional organizations aimed at developing a more comprehensive and coherent response to the threat to civil aviation posed by MANPADS;

Recognizing that the specific threat posed by MANPADS requires a comprehensive approach and responsible policies on the part of States; and

Considering that its Resolution A32-23: MANPADS Export Control is no longer adequate and that a more far-reaching resolution is now required;

The Assembly:

1. Urges all Contracting States to take the necessary measures to exercise strict and effective controls on the import, export, transfer or retransfer, as well as storage of MANPADS;
2. Calls upon all Contracting States to cooperate at the international, regional and subregional levels with a view to enhancing and coordinating international efforts aimed at implementing countermeasures carefully chosen with regard to their effectiveness and cost, and combating the threat posed by MANPADS;
3. Calls upon all Contracting States to take the necessary measures to ensure the destruction of non-authorized MANPADS in their territory, as soon as possible;

4. Urges all Contracting States to actively participate in the development of an international instrument for the purpose of identifying and tracing illicit small arms and light weapons as referred to in the United Nations General Assembly resolution 58/241 on the illicit trade in small arms and light weapons in all its aspects;
5. Urges all Contracting States to apply the principles defined in the elements for Export Controls of MANPADS of the Wassenaar Arrangement, if they have not yet participated in the Arrangement; and
6. Declares that this resolution supersedes Resolution A32-23 MANPADS Export Control.

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