



## MINISTERIAL CONFERENCE ON AVIATION SECURITY AND FACILITATION IN AFRICA

WINDHOEK, NAMIBIA, 4-8 April 2016

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### Agenda Item 2.7: African Airlines Association's perspective on the enhancement of aviation security and facilitation in Africa

*(Presented by AFRAA)*

SUMMARY
The working paper explains the perspective of the African Airlines Association on the enhancement of aviation security and facilitation in Africa.
<b>ACTION REQUIRED:</b> a) Review the information and assessments presented in this paper; b) Adopt the recommendations presented in paragraph 3.1.
<b>REFERENCE(S):</b>



### 1. INTRODUCTION

1.1. There has been a massive increase in security measures globally since the 11 September 2001 occurrence in New York with the objective of ensuring safety and security for people and cargo. However, existing regulations have not always brought added value in terms of security; measures are not always pro-active or based on policy, and often do not take into account the situation on the ground. Given the projected increase in passenger and cargo flows, the aviation industry needs to adapt and change its security culture so as to keep pace with an evolving travel environment and the aggressive mutating terrorist threats. Security should be based on risk management and regulations require a proportionate and reasonable approach.

## **2. DISCUSSION**

### **2.1. Industry Efforts**

2.1.1. The industry continues to work with regulators on initiatives to enhance and optimize air transport security, such as risk-based approach to passenger security, mutual recognition of security measures which leads to one-stop security for transiting passengers, and supply-chain cargo security.

2.1.2. AFRAA believes that consistent and mutually acceptable global security programmes, accepted by both regulators and industry, will better meet global aviation security needs.

2.1.3. Security programme objectives should be based on security outcomes, not processes. The security programme should always reflect the need to address unlawful interference of the aircraft or facilities based on threat and risk assessments, and must not be used to meet administrative objectives.

2.1.4. Although AFRAA supports the intentions of a national security programme, it must be underlined that the requirements of the programme must at all times be practical, cost effective and without unnecessary burden to business operations. AFRAA urges States to always consult with industry stakeholders in a collaborative manner when developing future regulatory and policy-making initiatives.

### **2.2. Unruly Passengers**

2.2.1.1. Unruly or disruptive airline passengers are becoming an increasing concern for carriers as they pose risk to the safety and security of crew and other passengers.

2.2.1.2. The challenge faced by industry to address the issue of unruly/disruptive passengers is the unavailability of legal action due largely to the issue of legal jurisdiction. Many States' legal systems do not include jurisdiction to charge a person for an offence, which has not taken place within its own territory. This means that it is often impossible to lay charges against the offender, if an offence has taken place in a State that is not the State of arrival and on an aircraft that is not registered or operated in the State of arrival.

2.2.1.3. Furthermore, even if there are legislations available to prosecute, many crews prefer not to pursue the case further, largely to avoid having to appear before the court for possibly lengthy legal proceedings. Crews tend to be hesitant because the administrative process of making reports and having to be interviewed after a long-haul flight are not appealing.

2.2.1.4. AFRAA like IATA and other regional airline associations call upon states to ratify the Montreal Protocol 2014. This protocol aims to deter unruly passenger incidents and promote a safer air travel experience for all by giving States the tools needed to deal with unruly passengers whilst preserving prosecution discretion.

### **2.3. Global Security System**

2.3.1. Aviation is a global business and airports and airlines globally are important targets by

terrorists. Therefore aviation security cannot be regulated only at a national level. There is therefore need to ensure that security processes and procedures are globally and regionally harmonized throughout the supply chain. In this regard, all stakeholders need to closely collaborate and cooperate to enhance the effectiveness of the security system. This will ensure the safe and secure transport of passengers and freight from the point of origin until the destination, while appreciating the need to simplify the complexity of security procedures for the passengers and freight.

## **2.4. Conflict Zones and Aviation Security**

2.4.1. We are familiar with some recent major and tragic security incidents namely the shooting down of Malaysia Airlines flight MH17 over Ukrainian airspace on 17 July 2014 which killed 298 passengers and crew and the disintegration of Metrojet Flight 9268 above the Northern Sinai on 31 October 2015 which killed 224 passengers and crew.

2.4.2. AFRAA applauds efforts by ICAO in the aftermath of the Malaysia Airlines flight tragedy into developing measures that ensure the security of aircraft flying in a safe-declared airspace. ICAO established a Task Force on Risks to Civil Aviation arising from Conflict Zones which work was presented to the Second High Level Safety Conference in February 2015. Upon the recommendation of the Task Force, ICAO established a centralized web-based repository for information related to risks to civil aviation arising from conflict zones, and adopted the ICAO Global Risk Context Statement which can be used by States to develop their national risk assessments.

2.4.3. Since airlines require timely information on risks and threats to act upon for the concerned flights, the industry needs to share and communicate risk and threat information which would complement the efforts of the States. We believe that the industry should establish an exchange mechanism for sharing air route risk assessments so that airlines using the same routes may take that into account when assessing the safety of their operations.

## **2.5. Cyber Security**

2.5.1. Airlines' information communication technology systems are subject to security measures to protect the confidentiality, integrity, and availability of the information they contain. This is done in line with international standards on the security of network and information systems. However, new threats related to e-enabled aircraft are emerging.

2.5.2. Broad-ranging efforts are being undertaken across the industry to better define the cyber threat, with a number of different approaches and frameworks emerging. Cooperation amongst airlines, airports, service providers, systems providers, original equipment manufacturers, regulators and ICAO will be crucial to the success of any efforts to combat cyber threats.

2.5.3. Cyber security moves at a very fast pace, so any measures need to be highly adaptable to the environment. A common approach to the regulation of cyber security will be necessary. Sharing of intelligence and incident data across borders will also be vital in preparing for and combatting cyber threats.

### **3. ACTION REQUIRED BY THE MEETING**

3.1 The meeting is invited to:

- a. Urge States to consult with industry stakeholders in a collaborative manner when developing future regulatory and policy-making initiatives.
- b. Urge States that have not done so to ratify the Montreal Protocol of 2014 on Unruly Passengers
- c. Urge all stakeholders to closely collaborate and cooperate to enhance the effectiveness of the security system
- d. Urge all stakeholders to cooperate under the auspices of ICAO to counter cyber security threats