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SECURITY & FACILITATION



2021 | THE YEAR OF SECURITY CULTURE



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SECURITY CULTURE CAMPAIGN – STARTER PACK

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Aims and Objectives

- To encourage the aviation industry to think and act in a **security-conscious manner**
- To embed security consciousness within normal airport operations - achieving **a balance of security, safety, facilitation and the passenger experience**
- To promote an effective and sustainable security culture, as a critical core value endorsed from top management: ***“security is everyone’s responsibility”***



SECURITY CULTURE CAMPAIGN – STARTER PACK

What is security culture?

- Security culture is a set of norms, beliefs, values, attitudes and assumptions that are inherent in the daily operation of an organization and are reflected by the actions and behaviours of all entities and personnel within the organization. Security should be everyone's responsibility- from the ground up and top-down. Effective security culture is about:
 - Recognizing that effective security is critical to business success;
 - Establishing an appreciation of positive security practices among employees;
 - Aligning security to core business goals; and
 - Articulating security as a core value rather than as an obligation or a burdensome expense.



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**ANYBODY WHO IS NOT
WEARING A PASS**



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**UNUSUAL BEHAVIOUR?
TOO MANY QUESTIONS?
LOITERING?**

**DOES SOMETHING NOT FEEL RIGHT?
REPORT IT ON**

CALL:

KEEP YOURSELF AND OTHERS SAFE

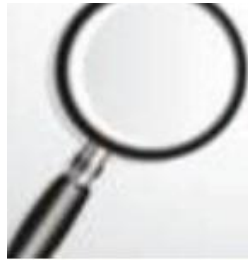


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Check



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Security is
everyone's
responsibility

Together, we've got it covered.

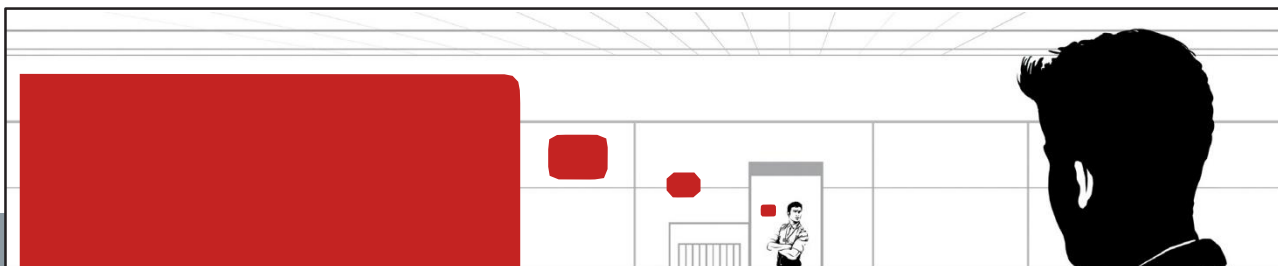
**Are they
checking
security?**

SEE IT. SAY IT. SECURE IT.

TOGETHER, WE'VE GOT IT COVERED



YEAR OF SECURITY CULTURE





- 1) Annex 17 to the Convention on International Civil Aviation (Security) defines Acts of Unlawful Interference to include, but not limited to the following:-
unlawful seizure of aircraft;
 - destruction of an aircraft in service;
 - hostage-taking on board an aircraft, at an airport or on the premises of an aeronautical facility;
 - introduction on board an aircraft or at an airport a weapon or hazardous device or material intended for criminal purposes;
 - use of an aircraft in service for the purpose of causing death, serious injury, or serious damage to property or the environment; and
 - communication of false information such as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility.



- 2) Annex 17 Std 3.1.3 States that “Each Contracting State shall keep under constant review the level and nature of threat to civil aviation within its territory and airspace above it, and establish and implement policies and procedures to adjust relevant elements of its national civil aviation security programme accordingly, based upon a security risk assessment carried out by the relevant national authorities.

- 3) The coordination with the ATM is achieved through the national civil aviation security committee and airport civil aviation security committee respectively where Air Traffic Service Provider is a key member.



- 4) The Air Traffic Service Providers are also involved in responses to acts of unlawful interferences at the airports depending on roles and responsibilities it has in the national civil aviation, as well as access control through its facilities sharing civilian airports.
- 5) The ATM security look at the physical security of the facilities including the control tower, availability of contingency plans to respond to acts of unlawful interferences, and training of the ATC personnel on emergency procedures.



- 6) Annex 17 Std 3.5- Each contracting state shall require air traffic service providers operating in that state to establish and implement appropriate security provisions to meet the requirements of the national civil aviation security program of that State.

- 7) Annex 17 Std 4.9.1 -Each contracting state shall ensure that operators or entities defined in the national civil aviation security programme or other relevant national documentation identify their critical information and communications technology systems and data used for civil aviation purposes and in accordance with a risk assessment, develop and implement, as appropriate measures to protect them from unlawful interference.



- 8) Annex 17 std 5.1.1- Each contracting state shall establish measures, when reliable information exists that an aircraft may be subjected to an act of unlawful interference, to safeguard the aircraft if it is still on the ground and to provide as much prior notification as possible of the arrival of such aircraft to relevant airport authorities and air traffic services of the states concerned if the aircraft has already departed.
- 9) Annex 17 std 5.1.4 -Each contracting state shall ensure that contingency plans are developed and resources made available to safeguard civil aviation against acts of unlawful interference. The contingency plan shall be tested on a regular basis.



- 10) Annex 17 Std 5.2.2 - Each contracting state responsible for providing air traffic services for an aircraft, which is subject to act of unlawful interference, shall collect all pertinent information on the flight of that aircraft and transmit that information to all other states responsible for air traffic services unit concerned, including those at the airport of known or presumed destination, so that timely and appropriate safeguarding action may be taken en-route and the aircrafts known likely or possible destination.

- 11) Annex 17 Std 5.2.3 - Each contracting shall provide assistance to an aircraft subject to an act of unlawful seizure, including the provision of navigation aids, air traffic services and permission to land as may be necessitated by the circumstances.



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(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



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