



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Fourth Meeting (DGCA-MID/4) (Muscat, Oman, 17-19 October 2017)

Agenda Item 6: Aviation Security and Facilitation

COLLABORATION IN AVIATION SECURITY

(Presented by AACO)

SUMMARY

This paper presents the latest developments in aviation security, and proposes a collaboration mechanism among stakeholders to enhance civil aviation's resilience to security threats

1. INTRODUCTION

1.1 With the increase in security concerns and the rise in terrorism, security continues to be one of the most important concerns of civil aviation stakeholders as perpetrators are restless in seeking vulnerabilities in civil aviation as a whole.

1.2 During the past couple of years, global security concerns have risen to a degree that compelled the UN Security Council to meet in September 2016 and unanimously adopt Resolution 2309 which affirmed states' responsibility to ensure the safety of air services operating within their territory and called on all states to work within ICAO to ensure the revision and implementation of international security standards based on current risks.

1.3 On the same front, ICAO is developing the Global Aviation Security Plan which is expected to be an important tool to ensure the harmonized application of global aviation security standards.

1.4 On the regional level, collaboration among all stakeholders was emphasized through the development of the MID SECFAL Plan which was developed by all stakeholders including States, airlines, and organizations

2. DISCUSSION

2.1 Aviation is a global business, and therefore should be dealt with at the global level through the organization entrusted with developing standards for civil aviation – ICAO.

2.2 In addition, as airlines are involved in implementing security measures, hence collaboration between States and airlines on the individual and organizational levels is essential to achieve the intended security outcome without disrupting air transport operations.

2.3 One of the latest examples of the drawbacks that result from the lack of this collaboration is the restrictions on the carriage of large portable electronic devices in aircraft cabins which was implemented earlier this year by the UK and USA authorities:

2.3.1 Although we acknowledge States' right to safeguard their territories against threats, the implementation of the restrictions did not conform with States' obligations under Annex 17 whereby States identifying a threat are required to discuss it with the concerned States to take coordinated response measures. The lack of such discussion resulted in a unilateral action that caused severe disruption to civil aviation operations not only at the designated airports/countries but on the global level due to the inter-connection of flights and passengers. As a result, AACO wrote to all concerned entities emphasizing the need to bring the new threat to ICAO to analyze it and develop global mitigation measures that deter the threat and restore normalcy to air transport operations.

2.3.2 Following the restrictions, the US developed, also unilaterally, enhanced security measures to be implemented at all last points of departure to the USA. Although we appreciate the development of sustainable security measures instead of the blanket ban, the lack of consultation and collaboration with the industry has resulted in unrealistic timelines for implementation for many States and airlines on the global level, be it due to lack of available resources, or to the shortage in the supply of security equipment as that market was not ready for the massive increase in demand, and which again created confusion for airlines and disruption in the security equipment market.

2.4 Therefore, harmonized, risk-based, and global security measures and systems are the only means to safeguard civil aviation against unlawful interference which should be done through the following:

- 1) States identifying a new threat to share the threat with ICAO and concerned/affected States.
- 2) Work with ICAO, airlines and concerned stakeholders to develop reactive response measures to the threat.
- 3) Support ICAO to assess and develop sustainable mitigation measures to permanently deter the threat.
- 4) Consult with airlines and concerned stakeholders on responsibilities of each stakeholder and on the applicability and timelines for the implementation of the mitigation measures.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) call upon states and stakeholders to enhance collaboration in aviation security to achieve efficient and effective results; and
- b) consider the steps in 2.4 to respond to emerging and new threats facing civil aviation.

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