International Civil Aviation Organization

SECFAL Plan Development Group

First Meeting (SECFAL PDG/1)
(Cairo, Egypt, 31 January – 02 February 2017)

Agenda Item 3: **Development of the ACAC/MID SECFAL Plan**

AIRLINE PRIORITIES AND WORK OF AACO AVSEC ADVISORY GROUP

(Presented by AACO)

> **SUMMARY**
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> This paper presents the collaborative work among airlines in aviation security and presents their priorities for consideration in the formulation of the Regional SECFAL Plan.
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> Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1   The unfortunate string of security events on the air transport industry during the past two decades demonstrates that threats facing this sector are evolving, and that terrorists are restless in seeking gaps and vulnerabilities in the current established security systems.

1.2   As a result of the downing of Malaysia Airlines Flight MH17 over Ukraine in July 2014, and as airlines need timely and immediate information on risks and threats to act upon for the concerned flights, and in the absence of a global mechanism to deliver such information, AACO 47th Annual General Meeting in 2014 mandated AACO to establish an Aviation Security Advisory Group to share risk and threat information amongst member airlines so that airlines using the same routes may take that into account when assessing the operational safety of those routes.

1.3   In order to respond to the threats facing the aviation sector, collaboration among the constituencies of each stakeholder is not enough. The most effective method would be in collaboration on regional and global levels between all stakeholders involved.

1.4   Therefore, and as a result of the heightened security situation globally and in the Middle East in specific, in addition to the evolution of communication and social media which is continuously rendering secrets an obsolete concept, it is becoming clear that facing security threats cannot be borne by any single stakeholder. Instead, collaboration in aviation security and facilitation became a necessity to ensure the safety of air operations.

1.5   One of the latest examples on the benefits of collaboration among all stakeholders is the formulation of the Riyadh Declaration on Aviation Security and Facilitation, which was adopted by the Ministers and Heads of Delegations attending the Global Ministerial Aviation Summit held in August 2016 in Riyadh – Kingdom of Saudi Arabia.

2.   DISCUSSION

2.1   AACO AVSEC Advisory Group was established in 2015 as a result of the need for collaboration and specifically information sharing to mitigate risks and threats facing the air transport industry. The following are the issues that the group has been working on during the past couple of years:

2.1.1   Risk and threat information sharing: The mechanism established and implemented by the group is based on closed circuit email communication between the heads of aviation security of participating carriers, and implemented under the following criteria:

  a) No liability is borne by the airline or party which is providing the information.

  b) Any action based on the information received through the exchange is the sole responsibility of the airline taking the action.

  c) There is no obligation on any member airline to provide the source of the information shared if the source is not public.

2.1.2   In addition, the Group shares operational security concerns at airports and collaborates to resolve those concerns whenever applicable.

2.1.3   Moreover, the Group interfaces through AACO with ICAO MID Contingency Coordination Team (CCT) to contribute and receive updates related to air route contingencies whenever the CCT is invoked. The group also discusses emerging risks such as Cybersecurity and is currently working on a framework for collaboration between airlines in sharing information and best practices related to that area.

2.1.4   Furthermore, the group promotes and advocates the adoption of global security initiatives such as One-Stop Security and the Secure Supply Chain Concept. In addition, the group acts as a platform to relay and advocate the resolution of global issues of concern to Arab airlines such as the theft on-board issue which is heavily affecting the region's airlines.

2.1.5   Finally, and as training is an essential cornerstone of a robust security system, AACO and the AVSEC Advisory Group focus on security training starting from offering basic security training and reaching the most advanced ICAO AVSEC Professional Manager Certificate. The Group also emphasizes the need to professionalize aviation security which would help establishing and enhancing a security culture within organizations working in the air transport industry.

2.2   On the other hand, and as a result of collaboration between all stakeholders (States, organizations, and airlines), the Riyadh Declaration on Aviation Security and Facilitation came out as a comprehensive instrument that includes the priorities of all stakeholders including airlines. On the airlines' side, the following provisions in the declaration are considered a priority for implementation under a regional framework through the Regional Security and Facilitation Plan (provisions 1,3,4,11,12,13,16,17,18,19 in the UNDERTAKE To section, and provision 4 in the DECIDE To section):

  a) Ensure political commitment at the international, regional, sub-regional and national levels for aviation security and facilitation.

  b) Ensure that aviation security is given its due consideration in States' National Development Plans and is recognized as integral to national security.

c) Accelerate the establishment and strengthening of Appropriate Authorities with sufficient independent regulatory oversight for aviation security.

d) Cooperate and collaborate internationally, regionally, sub-regionally and bilaterally to share information, as well as provide technical assistance.

e) Promote and facilitate the sharing of Cyber threat indicators and defensive measures.

f) Promote the sharing of specific risk and threat assessments addressing surface-to-air-concerns, such as Man Portable Air Defense Systems (MANPADS).

g) Take steps to professionalize the roles of Aviation Security Managers and Officers.

h) Support operators when requested by foreign regulators to implement secondary measures at last points of departure.

i) Enhance cargo security through fostering implementation of Secure Supply Chain principals, including the implementation of Regulated Agent and Known Consignor schemes, and the use of e-Consignment Security Declarations (CSD).

j) Promote the adoption of "one-stop-security" principals through fostering the implementation of bilateral agreements for mutual recognition of security measures between States.

k) Take the necessary steps to sign and ratify all international conventions on aviation security and facilitation, if not already done.

2.3   Following the Global Ministerial Aviation Summit, AACO 49th Annual General Meeting gathering the CEOs of AACO's 31 member airlines, adopted unanimously two resolutions related to Aviation Security and Facilitation:

Resolution 7/2016 on Inflight Unruly Behavior:

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Recalling AACO 47th AGM resolution 6/2014 that called upon governments to prioritize the ratification of Montreal Protocol 2014;

Supporting ICAO efforts in urging states to ratify/ join Montreal Protocol 2014;

Recognizing that unruly passenger incidents are increasingly becoming a problematic issue affecting the safety and security of flights while causing inconveniences to other passengers;

AACO 49th AGM:

1. **Reaffirms** the urgency of the ratification of Montreal Protocol 2014 by governments to have an international legal instrument come into force that would strengthen dealing with unruly passengers in a more effective way, and would help in preventing future incidents.

2. **Asks** AACO to continue its work in this area by contacting governments and in particular Arab governments to encourage them to ratify Montreal Protocol 2014.

3. **Asks** AACO as well to continue working with ICAO, IATA and ACAC to promote the ratification of the Protocol.

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Resolution 9/2016 on Aviation Security and Facilitation:

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AACO 49th AGM,

Concerned by the recent terrorist attacks on air transport assets and by the increase in global conflicts which would result in further terrorist attacks on air transport targets;

Noting that Security and the fight against terrorism remains primarily the responsibility of states to ensure the security of assets and people on their soils;

Emphasizing the need for states to collaborate among themselves and with airlines and stakeholders to ensure the security of the air transport sector and the safety of the traveling public from terrorism; and

Recognizing the regional efforts to formulate a regional collaboration mechanism in aviation security and facilitation;

Resolves to:

1. **Strongly condemn** terrorist acts in general and those targeting aviation assets and the traveling public in specific;

2. **Express its thanks** to the Kingdom of Saudi Arabia for organizing the Global Ministerial Aviation Summit which resulted in the adoption of the "Riyadh Declaration on Aviation Security and Facilitation in the ACAC and ICAO MID Regions";

3. **Call upon** states and stakeholders to work together to formulate and implement a Regional Security and Facilitation Plan which delivers the provisions of the Riyadh Declaration; and

4. **Mandate** AACO to work with ICAO and in collaboration with states, airlines, and international and regional organizations to advocate and support the implementation of the Regional Security and Facilitation Plan.

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2.4   In relation to the above priorities, information sharing on risks and threats, especially those involving direct risk on aircraft operations (such as MANPADS) is an immediate priority which implementation is relatively easy from a resource perspective, however is considered as an essential tool to enhance the safety and security of air operations, especially with the rise in terrorism activities worldwide and the continuous targeting of the air transport sector due to its concentration of casualties and high media exposure.

2.5   In line with the suggested work on risk and threat assessments, and in conjunction with the increase in airspace related threats and the proposed inclusion of airspace risk and threat assessment in ICAO SARPS, developing guidelines for airspace assessments to be used by States and stakeholders is essential in order to assist stakeholders and have a global common baseline for such assessments.

2.6   To summarize, we believe that the Regional SECFAL Plan should take into consideration immediate/short term (one year), medium (1 to 3 years) and long term (3 to 5) targets based on the urgency of targets' implementation. As such, the SECFAL Plan would work on operational issues related to security and facilitation (Cooperation and collaboration, airspace threat assessment, sharing of information and risk/threat assessments, training, etc…) that provide

immediate benefits to all stakeholders, while at the same time working collaboratively on achieving the medium and long-term targets agreed in the Riyadh Declaration.

3. **ACTION BY THE MEETING**

3.1 The meeting is invited to:

   a) note the collaborative work of airlines and consider this work as a model to expand collaboration to include all stakeholders;

   b) note the priorities of airlines in the formulation of the Regional SECFAL Plan;

   c) ensure that the SECFAL Plan responds to immediate threats facing the air transport sector, while at the same time eying a comprehensive approach to enhance aviation security and facilitation in the region through cooperation and collaboration among stakeholders; and

   d) agree on a conclusion seeking ICAO's assistance in developing guidelines for airspace risk and threat assessments.

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