



**SECOND HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS/2)**

**Montréal, 29 to 30 November 2018**

**Agenda Item 2: Future Approaches to Managing Aviation Security Risks**

**PATHWAY TO COLLABORATION, PARTNERSHIP,  
AND ENHANCED AVIATION SECURITY**

(Presented by the International Air Transport Association)

**SUMMARY**

The paper presents a new initiative by the International Air Transport Association (IATA) in the establishment of a multilateral stakeholder platform when responding to near real-time emerging aviation security threats. The multilateral platform enables information sharing among States and Industry that enhances risk awareness, suggests responses and increased levels of cooperation in the promotion of effective security systems. These objectives are aligned with the key priorities of the ICAO Global Aviation Security Plan (GASeP). Additionally, the new ICAO Annex 17 Amendment 16 Standard 3.1.4 promoting information sharing for improved operator risk assessments, thus a greater opportunity for risk-based and Security Management Systems (SeMS) approaches to emerging threats within the Industry.

Action by the High-level Conference on Aviation Security is in paragraph 3.

**1. INTRODUCTION**

1.1 The objectives of the Security Summits are to promote the on-going sharing of risk information on specific emerging threats, and the prerequisite to ensure no new or additional safety and/or security risks are introduced to the system because of new measures of a unilateral basis. These discussions are facilitated by the Chair of the IATA Security Group Emerging Threat Task Force (ETTF).

1.2 IATA organized the 2nd Security Summit on 16 August 2018, at its Montréal Headquarters, with participants from airlines, airports, regulators, industry associations and ICAO. The format of these Security Summits was aimed to facilitate open discussions from all regions, amongst five representative airlines, five representative airports, five representative authorities, and relevant associations/organizations. The first Security Summit took place in Washington, DC in May 2017 to discuss the impact of the new Portable Electronic Devices (PEDs) restrictions imposed on airlines, where a number of alternative measures were ultimately presented to key regulators.

1.3 The second Security Summit discussed the impact of the risk-level change to Chemical, Biological, and Radioactive (CBR), commonly referred to as “powders”, and the subsequent measures imposed by some States in response. Furthermore, the Summit discussed the potential negative effect on the safety of flight, particularly when considering the effectiveness of on-ground preventative actions and mitigation measures in case of a CBR threat on board an aircraft in flight.

1.4 Risks derived from PEDs and CBR were identified in the ICAO Aviation Security Global Risk Context Statement (ICAO Doc 10108), and discussed at ICAO AVSEC Panel meetings. There was limited international consensus on the dissemination of a harmonised approach to enhanced measures on the ground. Thus IATA established the Security Summit platform in response.

## 2. CURRENT AND FUTURE APPROACHES

2.1 The first two Security Summits were proactive in nature designed to fill a perceived collaboration gap within existing State to Industry coordination activities. The need to discuss “behind closed doors” specific threats against the Industry with all potential entities concerned became obvious, as well as the need to exchange ideas on the different strategic, operational, and tactical impact of different measures announced or imposed on the industry.

2.2 The level of collaboration between States and Industry has improved considerably in the time between the PEDs and CBR threats. From the outset the Summits recognized there was a fundamental need to agree on a regulatory approach to emerging threats, that has the appropriate level of consultation and involvement of industry organizations and States affected. In addition, this would support the objectives of the GASeP by proactively working to close vulnerabilities in primary measures in strategic anticipation to avoid a patchwork of additional measures during high-threat circumstances.

2.3 In order to enhance collaboration, IATA will continue to proactively engage States and convene new Security Summits when new mitigation strategies are required to address emerging or imminent threats. IATA shall also aim to be more proactive with the organization of annual Security Summits to counter the on-going operational impact of threats, response measures and discuss the best emergency and alternative solutions of all known and potential future aviation security risks.

2.4 The need to ensure on-going resilience of the aviation security systems, and maintain the highest public confidence in the aviation industry is a paramount objective.

## 3. ACTION BY THE HIGH-LEVEL CONFERENCE

3.1 The High-level Conference on Aviation Security is invited to:

- a) note and encourage IATA’s initiative with the organization of Security Summits;
- b) encourage States and Industry stakeholders to fully comply with the new ICAO Annex 17, Amendment 16 provisions on information sharing, risk assessments, and incident reporting, and to further develop Annex 17 to promote appropriate consultation when responding to emerging threats;
- c) urge States and Industry stakeholders to implement appropriate screening methods at primary passenger central (and transfer) screening checkpoints to address all known and perceived threats to civil aviation as confirmed by the ICAO Aviation Security Global Risk Statement, (ICAO Doc 10108, September 2018); and
- d) encourage States and Industry stakeholders to fully implement risk-based measures promoted by the Security Management Systems (SeMS) approach.