



HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)

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Agenda Item 6: Ensuring the sustainability of aviation security measures – equivalence

SUPERVISION AND CONTROL OF AIRPORT SECURITY MEASURES: THE CHOICE OF OUTSOURCING MEASURES

(Presented by France)

1. THE FRENCH MODEL FOR ORGANISING SECURITY: THE CHOICE OF OUTSOURCING

1.1 In the late 1990s, the French State chose to outsource airport security measures, in particular to ensure their sustainability. The airport operator was henceforth responsible for applying the security measures imposed by regulations, implementing them directly or calling upon specialized private providers. This transfer of competencies came at the same time as the necessary professionalization of the job of airport security staff, which took place through the creation of specific legislation and the creation of a status which allowed for the recognition and the development of the profession (recruitment, training and certification processes, uniform representing the function, etc.).

1.2 This strategy led the appropriate authority for aviation security to set up a specific organization responsible for coordinating, supervising and monitoring the implementation of security measures.

2. THE APPROPRIATE AUTHORITY, A VITAL ACTOR TO CONTROL SUPERVISION

2.1 In France, the ministry with responsibility for Transport is the appropriate authority in air security matters in the sense of European regulations (EC Regulation 300/2008). Attached to this Ministry, the Directorate-General for Civil Aviation (DGAC) coordinates the different administrations involved, prepares and implements State policies, and ensures their implantation by the different actors and operators of air transport.

2.2 Within the DGAC, the Civil Aviation Safety Directorate (DSAC, *Direction de la sécurité de l'aviation civile*) is the authority for the supervision of civil aviation security. As an actor in itself, it leads compliance monitoring activities conducted by the different services (audits, inspections and tests), in addition to its own controls. It therefore coordinates the action of the different competent State services involved in controlling application of security measures implemented by private staff, either the Air Transport Gendarmerie (GTA, *Gendarmerie des transports aériens*), linked to the DGAC, the border police (PAF, *Police aux frontières*) of the ministry of the Interior, or, more occasionally, customs.

¹ English version provided by France

2.3 Responsible for quality control of the application of regulations within the DGAC, the DSAC, an operational directorate with regional levels, works in close cooperation with the Directorate for Air Transport (DTA), a directorate with a sovereign role of defining policy in terms of security, producing regulations and doctrine and drawing up French positions regarding European (EU, ECAC) and multilateral (ICAO) plans.

3. POLICE SERVICES SPECIALIZED IN CIVIL AVIATION SECURITY

3.1 The two services specialized in carrying out missions linked to airport activities – the GTA and the PAF – are full branches of the National Gendarmerie on the one hand and of the National Police on the other. Originating from general police services (criminal police, administrative police, public order), they have had to adapt in order to fulfil the specific missions linked to the airport world, particularly regarding air security and private economic actors responsible for its implementation.

3.2 In the main airports where the services of both the PAF and the GTA are present, the general field of jurisdiction of the GTA is the airside area, apart from the areas dedicated to passenger boarding (screening posts, boarding areas, airbridge, etc.), which come under the jurisdiction of the PAF.

4. THE SINGULAR POSITION OF THE GTA, A POLICE SERVICE AT THE DISPOSITION OF THE DGAC

4.1 The GTA is a security force with military status under the ministry of the Interior. Its singularity stems from the fact that it is placed for employment under the Director-General of French Civil Aviation. This special status creates close ties between the two entities and a synergy unique within the French administration.

4.2 This position plays an essential role in the process of supervision and control conducted via the DSAC. It facilitates exchanges and has contributed to promoting the modernization of the GTA, particularly through the adaptation of the training of its personnel, by creating different curricula addressing the levels of expertise sought (auditors, inspectors, controllers), thanks to the support of ENAC, the French aviation-oriented university and ICAO aviation security training center, in order to address the constant and complex evolution of security regulations.

5. CONCLUSION

5.1 The choice of outsourcing the implementation of security measures was only made possible because the appropriate authority has put into place monitoring activities that were not only effective but also efficient in terms of coordinating the services involved in airport security. Providing the DGAC with an internal security force with general competence, the Air Transport Gendarmerie, was in these terms an option which could be of interest to other Contracting States.