

## **IBAC Technical Report Summary**

**Subject: Aviation Security**

**Meeting: ICAO Aviation Security Panel Meeting / 17, March 29 – April 1 2005**

**IBAC File: Security**

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Summary:

The 17th meeting of the ICAO Aviation Security Panel (AVSECP/17) was held at the ICAO headquarters in Montreal March 29 to April 1. As an accredited observer of AVSECP, IBAC was represented and had submitted one Working Paper in advance of the meeting. Although there were a number of agenda items such as a review of acts of unlawful interference over the past year and the status of the ICAO Aviation Security Audit Programme, the most important item on the agenda was the final review of a proposed amendment of Annex 17 for security (Amendment #11). There was considerable controversy regarding the changes proposed to Annex 17 such that it took essentially the complete week to reach agreement. A list of the most significant issues is attached. Other agenda items were cancelled.

Over the past three years IBAC had submitted a number of Papers targeted at repairing deficiencies in the current Annex. Most of these corrections were inserted into previous versions of the Amendment 11 draft document following presentations made by IBAC. Only a couple of very significant problems remained going into the final meeting. Some others that were incorporated into the draft remained fragile as they did not have full support from the Panel. The most significant problems were provisions for 100% screening of passengers, carry on baggage and hold baggage for all commercial aircraft operations, including small on demand charter aircraft. Although the proposal by IBAC to fix the problem had been accepted last year, the Rule Drafting Committee had objected to the provision and had not incorporated it. This item became very controversial at AVSECP/17 but IBAC had excellent support from the delegate from Switzerland, as well as from Brazil, Australia, New Zealand and Saudi Arabia. The final result was a reversion to the proposal made by IBAC last year.

Implication for Business Aviation:

The proposed new Annex 17 has essentially all of the problems with the current SARP removed. There are a few new provisions impacting business aviation such as a Recommended Practice for States to require operators of aircraft with a mass greater than 5,700 kgs to have a written security programme. In the case of commercial operations (including on-demand charter) all operators are required to have a written security program. This differs from some State regulations such as the US 12,500 Rule. EC 2320 is still in question as the EU rep was not sure if the requirement for "Air Carrier" security programs includes small aircraft. There is no definition in 2320 for an air carrier.

The definition for corporate aviation is now drafted into an ICAO Annex.

Decisions Required:

No Decisions are required as the outcome was positive. However, IBAC Member Associations should continue to monitor State security regulations to determine deviations from the global standard. Proposals made by Associations to State security authorities should be in line with

ICAO provisions. Proposals to be made for Annex 6 Part II will reflect agreement made for Annex 17.

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#### Attachment

##### Annex 17 Amendment 11 Changes.

Definition for Corporate Aviation added per IBAC proposal.

Definition for General Aviation added.

Proposed definition for commercial on-demand charter removed.

Definition for Security Restricted Area changed per IBAC suggestion. It now is aimed at commercial air terminals when the threat indicates a need.

A number of other definition changes were made that have marginal impact on B/A.

The problematic new section dealing with on-demand charter screening security threat analysis was removed.

New section requiring written security programs to be established for general aviation aircraft over 5,700 kgs was changed to a recommended practice.

A similar change to a recommended practice was made to the aerial work security program requirements.

Provision for a Security Restricted Area changed to make it apply only where the threat warrants.

The offending provision applicable to screening of all commercial passengers including those on small air taxi aircraft was changed to require screening only when a Security Restricted Area has been established.

A similar change was made for hold baggage.

A proposal made to insert a recommended practice for Security Programme Zones was not accepted.

Very controversial provisions for standards for In-Flight Security Officers (read Sky Marshals) was accepted, although the standard does not place any obligation on a State to use IFSOs.

A number of changes throughout the document were made to ensure that most of the provisions applied to commercial aircraft rather than all aircraft.

Many changes to reinsert reference to international operations made through out.

Extensive other changes were made through the document that will have no significant impact on general aviation. These largely impact security authorities and their organizations and communication amongst States.