

IBAC Technical Report Summary

Subject: Aviation Security

Meeting: ICAO Aviation Security Panel Meeting / 18, September 11 – 15, 2006

IBAC File: Security

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Summary:

The 18th meeting of the ICAO Aviation Security Panel (AVSECP/18) was held at the ICAO headquarters in Montreal September 11 – 15, 2006. As an accredited observer of AVSECP, IBAC was represented and participated in the meeting. Ray Rohr, IBAC Standards Manager attended the full meeting and Peter Ingleton, Director, ICAO Liaison and Doug Carr, NAA Vice-President Regulatory Affairs each attended a portion on the meeting.

Although there were a number of agenda* items such as:

- Developments in aviation security since AVSECP/17,
- Implementation of Annex 17,
- Report on Universal Security Audit Program, and
- Guidance material and training programme,

a significant portion of the meeting was devoted to issues related to the planned plot against civil aircraft over the North Atlantic. While the discussion related to that item were interesting, there was not a direct implication for business aviation.

In the discussion of the other there were several issues identified that have a potential impact on business aviation. Of special interest was the preamble to the new Prohibited items list. As it was presented the Prohibited Items list could easily be construed as to apply to all aircraft. The issue was raised by the IBAC representative and it was agreed that the wording must be modified.

Another item of significance was the wording related to "strayed aircraft" that is contained in State Letter AN 13/1.8-06/56 which proposes security related amendments to a number of annexes. After discussion it was agreed that in this case the only recourse was to organize a concerted response voicing the business aviation communities concern with the proposed wording. Peter Ingleton is undertaking that task.

There was also discussion on the concept that had been proposed to extend the Security Restricted Area to include facilities such as air traffic control towers and control centers, fuel farms, etc. While there was almost universal agreement that such facilities may require enhanced security but to include them in a Security Restricted Area was not appropriate, the idea remained on the list of items for further study.

The meeting also updated their Security Strategic Objectives**.

Implication for Business Aviation:

Several of the issues discussed at the AVSECP have a potential for significant impact on business aviation and as such must be carefully monitored on an ongoing basis.

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.

*see appendix a.

**see appendix b.

Appendix A

AGENDA FOR THE EIGHTEENTH MEETING OF THE AVIATION SECURITY PANEL

Agenda Item 1: Developments in aviation security since AVSECP/17

The panel will be briefed on Council's decisions relating to:

- Aviation Security Coordinated Assistance and Development Strategy;
- implementation of the ICAO Aviation Security Plan of Action; and
- acts of unlawful interference for 2005.

Agenda Item 2: Planned terrorist plot against civil aircraft over the North Atlantic

The panel will be invited to study this new threat with the highest priority, to address in particular the threat posed by liquids, gels and aerosols, and to consider the full range of available information in order to advise the Council on necessary action to protect the security of civil aviation. Any measures recommended should be sustainable and practical. The Panel should also take into account the desirability of developing guidance to assist Contracting States with implementation. The Panel should report back to the Committee on Unlawful Interference and the Council so that the Council may take a decision on the subject during the 179th Session.

Agenda Item 3: Implementation of Annex 17

The panel will be invited to consider:

- report on the status of compliance with Amendment 11 to Annex 17, as notified by States in response to State letter AS 8/2.1-05/101 Confidential, dated 30 November 2005, regarding notification of any disapproval and notification of differences;
- screening of diplomatic pouches;
- definition of "In-Flight Security Officer (IFSO)";
- security for catering as specified in Standard 4.6.5;
- expansion of the definitions of "aircraft security search" to include "stowaways"; and
- definition of "security restricted area" to include air traffic control tower and other air navigation facilities, such as power and fuel plants.

Agenda Item 4: Report on the Universal Security Audit Programme (USAP)

The panel will be informed of:

- progress made since AVSECP/17 in the implementation of the Universal Security Audit Programme; and
- Council direction regarding the evolution of the programme beyond 2007.

Agenda Item 5: Guidance material and training programme

The panel will be apprised of actions being taken in relation to the development and publishing of the Security Manual and guidance material including the *Manual on the Establishment and Management of a State's Aviation Security Oversight System*.

Agenda Item 6: Other business

SECURITY STRATEGIC OBJECTIVES

Security Strategic Objective No. 1 — Screening of hold baggage

To conduct studies on the comprehensive screening of hold baggage, the examination of technical and other means by which this can be carried out effectively, the examination of issues arising from implementation, and the objective of harmonized detection specifications.

Security Strategic Objective No. 2 — Screening of passengers and cabin baggage

To improve the screening of passengers and cabin baggage, especially with a view to improving detection rates, and screeners' performances, to identify new technologies and possible automation processes in order to detect prohibited articles in cabin baggage and on passengers.

Security Strategic Objective No. 3 — Security controls of cargo, mail, courier and express parcels

To improve security controls with respect to cargo, mail, courier and express parcels in particular through the implementation of Standard 4.6.4.

Security Strategic Objective No. 4 — Access control at airports and air navigation facilities

To improve the control of access to the security restricted areas of airports and other vulnerable areas essential to air navigation, whether on or off airports, and including a combination of the measures to ensure effective security control of persons, goods and vehicles entering the airside. Harmonization of background checks specifications implementation should be studied. The possibilities of Biometrics as an access control tools should be investigated.

Security Strategic Objective No. 5 — Human factors

To monitor, apply and measure human factor elements which will enhance the implementation of security measures and procedures, particularly when developing training, competencies and certification requirements according to Standards 3.1.6, 3.4.2 and 3.4.3 of Annex 17.

Security Strategic Objective No. 6 — Applicability of Annex 17 to all operations

To consider the applicability of the Standards and Recommended Practices contained in Annex 17 to all passenger and cargo operations.

Security Strategic Objective No. 7 — One-stop security concept

To monitor the development of the one-stop security concept and promote the conclusions of new multilateral one-stop security arrangements between States, in order to avoid duplication of security measures wherever practicable.

Security Strategic Objective No. 8 — Risk management

To develop the concept of a risk management based approach to aviation security, which would apply security measures according to the level of assessed threat.

Security Strategic Objective No. 9 — New and emerging forms of threat

To examine, on an on-going basis, all types of new and emerging forms of targeting civil aviation, such as the assembly airside of innovative improvised explosive devices, which may include a liquid, gel or aerosol explosive element, and to seek appropriate countermeasures to such threats.

Security Strategic Objective No. 10 — Monitoring of continuing threats

To monitor on an on-going basis the full range of threats targeting civil aviation such as misuse of civil aircraft as weapons of destruction and to continuously seek appropriate countermeasures to such threats.

Security Strategic Objective No. 11 — Unruly passengers

To continue the security and legal aspects related to unruly passengers including promotion of ICAO guidance material in this regard.

Security Strategic Objective No. 12 — General aviation and aerial work operations

To develop appropriate security measures and procedures applicable to general aviation and aerial work operations.

Security Strategic Objective No. 13 — Dangerous goods

To examine on an on-going basis the security aspect of the transport of dangerous goods.

Security Strategic Objective No. 14 — Certification of all security personnel

To examine, in accordance with the new Strategic Objectives of ICAO for 2005-2010 relating to aviation security (B-7), the feasibility of the certification of all security personnel.

Security Strategic Objective No. 15 — Security Management

To develop the concept of Security Management Systems as a framework for the organization and management of aviation security resources, arrangements and measures to optimize their efficiency and effectiveness.