



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A32-WP/106  
EX/47  
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English, French &  
Spanish only

## ASSEMBLY - 32ND SESSION

### EXECUTIVE COMMITTEE

- Agenda Item 16.1:** Development of an up-to-date consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference
- Agenda Item 16.2:** Mechanism for financial technical and material assistance to States with regard to aviation security

### AVIATION SECURITY

(Presented by Airports Council International)

#### SUMMARY

Aviation security considerations are so critical to the functioning of the global civil air transport system that they must be incorporated into every phase of airport decision making, beginning with the design of airport facilities and continuing in the daily operations of the airport.

ACI supports ICAO's policies on aviation security and welcomes ICAO's efforts to enhance the implementation of Annex 17 worldwide. Contracting States have the ultimate responsibility for safeguarding civil aviation from acts of unlawful interference.

1. ICAO statistics since 1970 list over one thousand acts of unlawful interference resulting in over 3,000 deaths and 2,500 injuries. There has not been a single year during that period without a casualty, and no year in which there were fewer than 10 incidents of unlawful interference. In addition to these incidents, a number of potentially tragic situations were avoided when plots to bomb aircraft were foiled. Contracting States, airports, and airlines have had to adapt to the prospect that the threat to civil aviation is permanent. Political and economic instability in many areas of the world and the access by criminal elements and ideologically motivated groups to sophisticated weapons will continue to threaten civil aviation. Another trend brought out

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by the ICAO statistics is the number of aircraft seizures perpetrated without weapons or explosives. This underscores the need for airports to have effective profiling systems in place in addition to sophisticated detection equipment. Under these circumstances, the case for heightened levels of vigilance has never been stronger.

2. ACI has consistently argued that security considerations be fully integrated into every element of airport operators' decision-making, from the initial conception and design of new airport facilities to the day to day operational decisions on both the management of the physical plant and on the hiring and monitoring of personnel who have access to secure areas. As airport communication systems continue to develop, it is essential that integration reflect the needs of security functions for dedicated lines and protected software. Cyberspace crime, and the resulting chaos it could bring to aviation, is being factored into airport emergency and contingency planning worldwide.

3. ACI has been concerned that new trends in airport ownership, particularly the injection of more private capital into airports and the management of many airports as business enterprises, and the emphasis on bottom-line financial results should not distract operators from the imperative of maintaining security at high levels of vigilance. Specifically, ACI has, in its policies and in AVSEC conferences, emphasized that security is unique among airport services in that the costs of a security incident can be catastrophic for the airport, the airlines and the region. Good security is not only essential for public safety, but also makes good business sense for everyone.

4. Aviation security is the responsibility of the State, which should therefore bear the associated costs. If States insist upon recovering the costs of providing security at airports, these costs should be recovered in accordance with ICAO Council Statements to Contracting States on Charges for Airports and Air Navigation Services (Doc. 9082).

5. Changes in the structure of global airline operations, particularly the trend toward more codesharing and other collaborative arrangements between airlines, have also been of concern to ACI in terms of their security implications. At ICAO's AVSEC Panel in September 1997, ACI underscored the possibility of "threat transfer" between partners in codesharing arrangements, particularly when the partners were governed by differing national regulations and subject to differing levels of security controls. ACI believes that full transparency and prompt notification about codeshare flights to Contracting States' law enforcement agencies and to airport operators is essential to maintaining appropriate levels of security for such flights.

6. ACI has always advocated the universal and consistent implementation by Contracting States of the provisions of Annex 17 in accordance with ICAO's policies on aviation security. It appreciates the efforts of the ICAO Council to enhance the implementation of Annex 17 through the continuation of the ICAO Mechanism for financial, technical and material assistance to States to the end of 2001 proposed in A32-WP/5. ACI will continue to cooperate in ICAO security training seminars funded by the Mechanism by making airport experts available for these events to the extent possible.

**ACTION BY THE ASSEMBLY**

7. The Assembly is invited to:
- a) reaffirm the crucial importance to the global air transport system of the consistent and universal application of the provisions of Annex 17;
  - b) take appropriate steps to improve compliance by Contracting States and endorse the continuation of the Mechanism proposed in A32-WP/5;
  - c) agree that ICAO explore further the security implications of airline codesharing and other collaborative arrangements; and
  - d) note ACI's commitment to support ICAO's aviation security training initiatives.

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