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ASSEMBLY — 33RD SESSION

EXECUTIVE COMMITTEE

Agenda Item 13: Aviation security

AIRLINE SECURITY

(Presented by International Air Transport Association)

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 airline and airport operations. IATA fully supports ICAO's recent revisions to Annex 17 to meet the constantly changing global aviation security situation as well as the work ongoing to promote harmonized implementation of these provisions globally. IATA has adopted a strategy to work toward these goals and which it feels is complementary to the activities of ICAO.

Action by the Assembly is in paragraph 2.

1. BACKGROUND

1.1 Terrorism has again used air transport. In past instances, air transport has been a surrogate target of states. It has now become an unwilling instrument of terrorist action against innocent civilians. This clearly underlines the overriding responsibility of states to ensure effective security. In addition to a regulatory, intelligence and policing role, states must also recognize their responsibility for funding security measures for all sectors of the community.

1.2 Terrorism is global. Security measures at all international airports must be harmonized to meet or exceed the provisions of Annex 17. IATA encourages ICAO activities aimed at the practical implementation of Annex 17 security standards in all countries, and with the objective of securing harmonization on a global basis. To assist in promoting the implementation of Annex 17, IATA will continue its extensive co-operation with ICAO, recently formalized in a Letter of Understanding on Aviation Security Matters, signed in April, 2001.

1.3 The effective application of security measures requires regulatory oversight by states. The ICAO Universal Safety Oversight Program has proven its effectiveness in strengthening national regulatory functions in the field of aviation safety. IATA strongly supports the application of the ICAO Oversight Program to Security and Annex 17 implementation. IATA will increase resources in our Intensified Aviation Security Survey Programme which we believe complements ICAO's efforts to develop a Universal Security Oversight Program.

1.4 Airlines recognize they have a critical role to play in assisting states to safeguard civil aviation. Two areas should be highlighted. Firstly, the rapid exchange of security information between State agencies and the airlines and airport operators, on a worldwide basis is crucial if international terrorism is to be successfully combated.

1.5 Secondly, that the most effective way to develop and implement aviation security measures is through full consultation between industry and government. This is true in both the normal rulemaking process as well as in crisis situations when urgent, emergency provisions are implemented. Participation by industry facilitates a proper understanding of the means of compliance, and also ensures that measures are implemented in the most operationally sound manner possible. This in turn enhances the effectiveness of such measures.

1.6 Security measures must be applied efficiently. IATA supports the growing momentum for one-stop security agreements, which permit passengers originating in signatory countries to complete their journey without the need for re-screening at transit and destination airports. These kinds of arrangements, particularly when implemented on a multi-lateral basis, will enhance security by permitting a more efficient and effective deployment of aviation security resources. IATA supports the eventual expansion of one-stop security arrangements to cover air cargo as well.

1.7 IATA believes that governments and operators should jointly consider the role of technology to address the new security threats to civil aviation. These could be applied to the ways in which passengers are processed by airlines, airports and immigration and customs authorities. IATA strongly supports the work already underway in the ICAO's Technical Advisory Group on Machine Readable Travel Documents and its New Technologies Working Group. The IATA Simplifying Passenger Travel (SPT) initiative has determined that the use of a machine- readable biometric identification would increase security as there would be greater certainty about the identity of individual travellers. Additionally it could significantly reduce the number of people with which airlines and control authorities need to have direct contact and allow resources to be targeted elsewhere.

1.8 IATA has developed a strategy to address the issues resulting from the recent tragic events as well as ensuring that the airline industry retains a proactive stance on aviation security issues into the future. Elements of this strategy, which we believe complements the work of ICAO, include:

- Enhancing information dissemination by expanding data sources, providing analysis, web enhancement and speeding up the transfer of information to appropriate parties. IATA and ICAO are already co-operating on this issue with a project to develop a web-based database to track aviation security incidents which would be accessible to authorized ICAO Contracting States and IATA Member Airlines.

- Develop IATA positions on: weaponry and combat training for flight crew and flight attendants; installing electronic aids such as CCTV within or external to aircraft and overcome known resistance regarding the protection of such additional data including data from flight data recorders, cockpit voice recorders, etc.; sky marshals and their weaponry permitted on board aircraft and locking or otherwise of cockpit doors and associated crew procedures.
- Establish an IATA crisis management capability, including Security, in order to provide necessary assistance to the airlines in case of accidents, incidents, etc.
- Review and update as necessary, the IATA Security Manual, and make it mandatory for IATA airlines.
- Expand inter-disciplinary work with regard to security problems involving unruly passengers, inadmissible passengers, stowaways, drug smuggling, new technology and losses of industry assets resulting from criminal activity.
- Broaden the IATA security training courses, including greater emphasis on cargo.
- Review safety management system processes for application to security management.

2. ACTION BY THE ASSEMBLY

2.1 The Assembly is invited to:

- a) reaffirm its commitment to promote the implementation of Annex 17 Standards and Recommended Practices world-wide and to strongly urge harmonization on a global basis.
- b) promote consultation with industry by Contracting States on matters relating to the drafting and implementation of aviation security measures;
- c) request that the Council commit to the concept of one-stop security for passengers, baggage with eventual inclusion of air cargo;
- d) direct the ICAO to continue to work with the international bodies in aviation on measures to enhance aviation security;
- e) agree to the application of the ICAO Universal Oversight Program to aviation security;
- f) request that the Council continue its support to the ICAO Technical Advisory Group on Machine Readable Travel Documents and the Simplifying Passenger Travel (SPT) initiative and urge the Council to give high priority in its work plan for the next three years to the work of these groups; and
- g) agree that all Contracting States should consider the use of biometrics, based on harmonized world-wide standards, in the travel documents that they issue.