

IAC2403 Introduction to Security Risk and Crisis Management

Unit 1

Threats to Civil Aviation & Annex

17



KEY TERMS

- Afford, affordable, affordability = able to pay
- Intervention= happening between two times or between other events or activities
- **Inflict = to force someone to experience something very unpleasant**
- Hostages =
- Devices
- Sabotage
- Trafficking = arms/drugs trafficking
- **Smuggling = to take something quickly for yourself,**
- Assassination = the murder
- **Suicide = attempt/commit suicide**
- contracting state
- Disembark
- Armed passenger
- Frighten
- **Extortion = forceful methods**



Profile of Civil Aviation

Why aviation is growing

- Rapid technological and engineering development
- Rapid growth
- Increasing commercialization of all assets and services
- Interdependence between human and technology
- Reactive development of security measures
- Sharing of skies and facilities by civil, military and general aviation
- Increasing affordability of air travel

An Attractive target

- High profile, commercial value and prestigious
- High passenger traffic travels
- Incident will force government actions/interventions
- Limited risk to the terrorist
- Inflict high economic and financial damages
- Attract media attention



Other Developments Contributing

- Industry is expanding and re-inventing itself
- More passengers traveling
- More airlines
- More airports
- More Air Cargo
- Different Airlines hubs
- Bigger Aircraft

Threats can be direct and indirect

Types of **Direct** Threats

- Bomb/Improvised Explosive Devices (IED)
- Hijacks
- Seizure of Hostages
- Armed Attacks
- Sabotage
- Insider Threat
- Extortion



Threats can be direct and indirect

Types of **Direct** Threats

- Violent Protest (affecting aviation facility)
- Missile Attacks
- Lone Wolf Attacks (Brussels Airport Attacks)
- Suicide Attacks
- Large Scale Attacks (Karachi Airport Attack in 2014)
- Cyber Attacks



Threats can be direct and indirect

Types of **Indirect** Threats

- Drugs, Flora and Fauna trafficking
- Smuggling (currency)
- In-flight violence
- Workplace violence

Motives of Terrorist Groups

- Gain publicity
- Gain release of political prisoners or other terrorists
- Change government policy
- Undermine or discredit authorities
- Target individuals for assassination
- Frighten public or disrupt normal life
- Obtain money

Methodologies

- Hijacking
- Sabotage
- Suicide Bombers
- Aircraft
- Cyber Terrorism

Annex 17



The most important legislative function performed by ICAO is the formulation and adoption of **Standards and Recommended Practices (SARPs)** for international civil aviation.

These are incorporated into the 19 technical annexes to the Convention on International Civil Aviation, known as the Chicago Convention.

Importance to the future of civil aviation and to prevent and suppress all acts of unlawful interference against civil aviation throughout the world.

SARPs : First adopted by the ICAO Council in March 1974, and designated as Annex 17 to the Chicago Convention.

Annex 17 has been adopted in **6** languages – Arabic, Chinese, English, French, Russian and Spanish.

Security - Safeguarding International Civil Aviation Against Acts of Unlawful Interference

This manual provides

- standard procedures and guidance for the Civil Aviation Industry, on how to safeguard the industry against acts of unlawful interference.
- offers a guide to assist each contracting state in the implementation of their own national Civil Aviation Security Programme in accordance with ICAO
- The manual is composed of 5 chapters.

Chapter 4 Preventive Security Measures

4.1 Objective - Each contracting state should have measures in place, preventing unlawful interference occurring on or off the aircraft.

4.2 Measures Relating To Access Control.

4.2.1 Access to airside at airports is controlled to prevent against unauthorized entry.

4.2.2 Each contracting state shall ensure that security restricted areas are implemented at airports based on security risk assessments.

4.2.3 Contracting state shall ensure identification systems are in place to safeguard security restricted areas at airports.

4.2.4 Security checks are done on airport personnel who require entry into security restricted areas.

4.2.5 Movement of vehicles and personnel in security restricted areas should be supervised.

4.2.6 Apart from traveling passengers others gaining access to security restricted areas should be screened.

4.2.7 **Recommendation**-Identity documents should be reliable and on an international basis for aircraft crew.

4.2.8 Checks specific to 4.2.4 should be done on a regular basis.

4.3 Measures Relating To Aircraft.

4.3.1 Aircraft security checks or searches will be carried out based on risk assessment or upon procedure.

4.3.2 The correct measures are used to ensure traveling passengers don't leave any item on-board the aircraft after disembarking.

4.3.3 During flight unauthorized persons must not enter the crew compartment.

4.3.4 Subject to 4.3.1 the aircraft should be protected from interference from the time of search till takeoff.

4.3.5 **Recommendation-** Each contracting state shall ensure security controls are in place to safeguard the aircraft and restricted area against unlawful interference.

4.4 Measures Relating To **Passengers & Their Cabin Luggage**

4.4.1-4.4.2 Passengers and their cabin baggage are to be **screened** before boarding.

4.4.3 Passengers and baggage screened should be protected from unauthorized interference.

4.4.4 Transit passengers and their cabin luggage should be protected against unlawful interference.

4.5 Measures Relating To Hold Luggage

4.5.1 Luggage is to be screened prior to being loaded onto the aircraft.

4.5.2 Hold luggage to be carried onto the aircraft should be protected against interference.

4.5.3 Luggage must not go on-board the aircraft unidentified.

4.5.4 Hold luggage must be screened before being loaded onto the aircraft.

4.5.5 Only individually identified luggage which has undergone screening is to go on-board the aircraft.

4.5.6 **Recommendation-** Each contracting state shall have procedures in place to deal with unidentified luggage.

4.6 Measures Relating To Special Categories Of Passengers.

4.6.1 Development of procedures should be in place, specifying how to deal with the carrying of disruptive passengers who may be subject to judicial or administrative proceedings.

4.6.2 Measures, procedures, should be included in the written security programme specifying 4.6.1

4.6.3 In the case of 4.6.1 the pilot should be notified that such a passenger is on-board the aircraft.

4.6.4 Special authorization is required for law enforcement officers who wish carry their weapons on-board.

4.6.5 Each contracting state shall consider requests from other states in regards to whether to allow for travel of armed personnel.

4.6.6 The carrying of weapons on-board an aircraft will only be allowed if its not loaded and stored in a manner satisfactory to the security personnel.

4.6.7 Contracting states that decide to have security officers on-board must ensure they are government personnel and are properly trained.

4.6.8 Pilot-in-command should be notified of any armed passenger on-board with their seat allocation as well.

