

Symposium on Air Travel Security

24 June 2002, Brussels

Speech by

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SYMPOSIUM ON AIR TRAVEL SECURITY

(Brussels, Belgium, 24 June 2002)

1. In reviewing the history of the aviation community's struggle against terrorist acts in the past years, one key word which comes to mind is the word cooperation. Nothing perhaps activates cooperation like a universally shared sense of danger. The threat of terrorism, that spares no country, is indeed a universal one. Terrorism, aside from endangering or taking innocent human lives, has a serious negative effect on international relations and jeopardizes the integrity and security of States.
2. The terrorist acts committed on 11 September 2001 in the United States confirm that the struggle against such phenomena is a continuing process. These acts were the first time that civil aircraft were misused as weapons of destruction, thus presenting a significant new threat to civil aviation and civilization, demanding an immediate and sustained response. The response of the international community to these terrorist acts was indeed swift and unanimous. Consequently, States have urgently taken steps to intensify work aimed at preventing and eliminating acts of terrorism. The 33rd Session of the ICAO Assembly held in Montreal from 25 September to 5 October 2001 agreed to accord aviation security the highest priority in the work programme of the Organization.
3. The Assembly unanimously adopted Resolution A33-1, Declaration on misuse of civil aircraft as weapons of destruction and other terrorist acts involving civil aviation.
4. The Resolution strongly condemns such terrorist acts as contrary to elementary considerations of humanity, norms of conduct of society and as violations of international law. Furthermore, the Resolution urges all Contracting States to ensure that civil aviation is not used for any purpose inconsistent with the aims of the Convention on International Civil Aviation, and to hold accountable and punish severely those who misuse civil aircraft as weapons of destruction, including those responsible for planning and organizing such acts or aiding, supporting or harbouring the perpetrators. It also urges all Contracting States to strengthen cooperation in order to assist in the investigation of such acts and in the apprehension and prosecution of those responsible and to ensure that those who participated in these terrorist acts, whatever the nature of their participation, find no safe heaven anywhere. With regard to preventive measures, States are urged to intensify their efforts in order to achieve the full implementation and enforcement of the multilateral conventions on aviation security, as well as of ICAO Standards and Recommended Practices and Procedures relating to aviation security, to monitor such implementation, and to take within their territories appropriate additional security measures commensurate to the level of threat in order to prevent and eradicate terrorist acts involving civil aviation.
5. Among other related Resolutions adopted by the 33rd Assembly was A33-2, which is a consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference. As is normally the case at ICAO Assemblies, a review of policies was undertaken related to international legal

instruments for the suppression of acts of unlawful interference with civil aviation, technical security measures, action of States with respect to unlawful seizure of aircraft in progress, assistance to States in the implementation of technical measures for the protection of international civil aviation, and cooperation with international organizations in the field of aviation security.

- Finally, the Assembly adopted Resolution A33-20, on a coordinated approach in providing assistance in the field of aviation war risk insurance. The Resolution urges Contracting States to work together to develop a more enduring and coordinated approach to the important problem of providing assistance to airline operators and to other service providers in the field of aviation war risk insurance.
6. As directed by the Assembly, ICAO on its part took urgent steps and, as an interim solution, proposed additional enhanced security measures in addition to the already planned changes to Annex 17. The amendment was adopted by Council on 7 December 2001 and will be applicable from 1 July 2002. The enhancements include:
- Applicability of Annex 17 provisions to domestic flights
 - Sharing among States of threat information, to the extent possible
 - Joint response by States to acts of unlawful interference
 - Additional measures related to passengers and their baggage
 - Additional measures related to cargo, mail and other goods
 - Background checks, training and certification of screeners
 - Access control relating to air crew and airport personnel
 - Inflight security personnel and protection of the cockpit
7. Pursuant to Resolution A33-1, the Council convened at ICAO Headquarters in Montreal a High-Level, Ministerial Conference on Aviation Security on 19 and 20 February 2002.
8. Objectives of the Conference were to prevent, combat and eradicate acts of terrorism involving civil aviation. A further goal was to strengthen ICAO's role in the adoption of security-related Standards and Recommended Practices and procedures, and in the audit of their implementation. Ensuring availability of necessary financial means for urgent action by ICAO in the field of aviation security was also included in the agenda. The Conference endorsed a global strategy for strengthening aviation security worldwide, adopted a number of conclusions and recommendations, and issued a public declaration.
9. In the Declaration, the Conference voiced its commitment to a number of concrete actions, among which were to:
- achieve full implementation of the multilateral conventions on aviation security and the ICAO Standards and Recommended Practices and Procedures for Air Navigation Services, as well as ICAO Assembly Resolutions and Council Decisions relating to aviation security and safety
 - apply within national territories appropriate additional aviation security measures to meet the level of threat
 - foster international cooperation in the field of aviation security and harmonize the implementation of security measures

- ensure that security measures are implemented in a most cost effective way in order to avoid undue burden on civil aviation
- restore public confidence in air travel and revitalize the air transport industry.

10. The Conference endorsed the establishment of a comprehensive ICAO *Aviation Security Plan of Action* for strengthening aviation security worldwide, including:

- identification, analysis and development of an effective global response to new and emerging threats, integrating timely measures to be taken in specific fields including airports, aircraft and air traffic control systems.
- strengthening of the security-related provisions in the Annexes to the *Convention on International Civil Aviation*, using expedited procedures where warranted and subject to overall safety considerations, notably in the first instance to provide for protection of the flight deck;
- regular, mandatory, systematic and harmonized aviation security audits to evaluate security in place in all Contracting States at national level and, on a sample basis, at airport level for each State, under the ICAO Aviation Security Mechanism. Presently, the Council is considering the framework for introducing these security audits based on proven and successful concepts of audit programmes such as those already developed by the ICAO Universal Safety Oversight Programme, the European Civil Aviation Conference, the United States Federal Aviation Administration and Transportation Security Administration, and other States. The objective of the audit is to further enhance aviation security by identifying potential deficiencies in each State and providing suitable recommendations for their improvement or resolution. The implementation of the Aviation Security Audit Programme will commence in early 2003;
- close coordination and coherence with audit programmes at the regional and sub-regional level;
- processing of the results by ICAO in a way which reconciles confidentiality and transparency; and
- a follow-up programme for assistance, with rectification of identified deficiencies.

Furthermore, the Conference gave the ICAO actions the necessary political support. It also provided a good vehicle and opportunity for participants to gain much broader understanding of global implementation difficulties, as well as a greater appreciation of the nature, scope and character of the threat facing civil aviation.

11. Shortly after the Ministerial Conference, the Council adopted Amendment 27 to Annex 6, Part I – Operation of Aircraft, International Commercial Air Transport, which will be applicable on 28 November 2002.

Security standards include:

- Discreet means of communication required in all aeroplanes equipped with a flight crew compartment door
- By 1 November 2003, aeroplanes heavier than 45 500 KG or seating more than 60 passengers shall be provided with an approved flight crew compartment door

- The flight crew compartment door to be kept locked except for access by authorized persons, and for the area immediately outside the door to be monitored
 - The search procedure checklist to include inspection of aeroplanes for concealed weapons, explosives or other dangerous devices; and
 - Minimum specifications for crew training programmes
12. On 27 May 2002 the Council approved in principle the establishment of a voluntary, affordable and non-cancelable global war risk insurance scheme. The global scheme is envisaged to provide third-party aviation war risk insurance coverage for airline operators and other parties involved in civil aviation, through a non-profit insurance entity to be set up, backed by State guarantees. The objectives of the global scheme are:
- to allow air transport operations to continue under reasonable conditions
 - to spread the aviation war risk and related risks (including hijacking, sabotage and other unlawful interference) among the parties including all participating States involved
 - to provide adequate insurance coverage in the short- and medium-term while allowing the private insurance markets to come back gradually into this market.

In a recent State Letter, ICAO has invited all Contracting States to participate in this global scheme and has sought expressions of intent to participate, to be received by 19 July 2002.

13. In the context of new and emerging forms of threat to civil aviation, ICAO is continuing its efforts to identify and analyze such threats with the objective of:
- Assisting in the development of security measures; and
 - Actively collaborating with other associated agencies.
14. ICAO will continue to work on the introduction of new or strengthening of existing security-related provisions contained in Annex 17 and in documents such as Annex 1, Personnel Licensing, Annex 8, Airworthiness, Annex 11, Air Traffic Services, Annex 14, Aerodromes and Annex 18, Safe Transport of Dangerous Goods by Air.
15. Because of the global dimension of aviation, it is essential that all parties work together for the common cause of safer and more secure air transport. International cooperation is one of the cornerstones in this endeavour which by the very nature of the issues will require solidarity among Contracting States, international organizations, air carriers and airports within each State, and among all technical and training experts, as well as law enforcement agencies, whose task is that of civil aviation security.