



*International Civil Aviation Organization*

**Aviation Security and Facilitation Plan Development Group**

**Third Meeting (SECFAL PDG/3)**

*(Kuwait, 8 – 10 May 2018)*

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**Agenda Item 3: Draft ACAC/MID SECFAL Plan**

**QUICK-WINS RECOMMENDATION FOR MID STATE-INDUSTRY  
COLLABORATION AND COORDINATION**

*(Presented by IATA)*

**SUMMARY**

This paper emphasizes the importance of **collaboration and coordination** between the relevant stakeholders across the SECFAL **supply-chain**, prioritization of the **GASeP**, and placing **equal emphasis** on enhancing both of **Security and of Facilitation**, through modernizing the **regulatory framework** that allows best use of the existing **technologies**.

Action by the meeting is at paragraph 3.

**1. INTRODUCTION**

1.1 Unlike most other industries; the aviation industry has a unique challenge of securing and facilitating the movement of travellers and goods, while focusing on its core business of air transportation. And to add to that challenge the security threats and risks are evolving rapidly and constantly. The threats of yesterday are not the same of today, and most certainly, the evolving risks of today will be shaping new ones tomorrow! Landside, insider, and cyber threats are evolving as we speak and the industry's counter-measures need to evolve fast, and continue evolving.

1.2 While aviation security and facilitation is a “team game” where coordination, collaboration, and information sharing across the entire air transportation supply chain are essential necessities, the industry still struggles with some States taking an excessively confidential approach when planning and executing security measures, without meaningful consultation with the industry partners. While the confidentiality is key in aviation security work, it does not and should not prevent coordination, collaboration, and information sharing, whether between States or between States and the industry partners.

1.3 Another Challenge the aviation industry has to deal with is striking the essential balance between strengthening security measures and allowing a seamless and enjoyable travel experience! With few exceptions, the security culture in MID region States does not place enough or equal emphasis in the facilitation area as it does in the security area. Service orientation and focus on the customer experience is a key component in all SECFAL strategies and programs, and a cultural shift into that direction is needed in MID region.

1.4 In line with measures related to landside, the increasing threats posed by the attacks on queues and crowds on landside before the first security controls, Facilitation is considered one of the key mitigations of the risks related to the landside vulnerabilities.

1.5 In addition, SECFAL culture in the MID region is in need for more discipline of execution. While we do have good security measures in some locations in the region, there exist some concerning deviations in the executional side, with no effective Security Management Systems (SeMS) in place in many location in the regions.

1.5.1 An example of having good measures but with deficiencies in execution would be what's noted by USAP in the GAsEP para 1.3.1 d (inadequate access control measures to Security Restricted Areas "SRAs"; deficiencies in the implementation of airport personnel identification and vehicle pass system).

1.6 SECFAL capacity building is -and will continue to be- a major focus area in the MID region. States and all stakeholders should have more collaboration in developing the skills and competencies of SECFAL personnel in the region. ICAO MID SECFAL plan should allow the opportunity to plan and execute intra and extra regional initiatives based on mutual support, sharing experience, and even fund-raising.

1.7 While capacity building is a priority in the MID region, it is imperative for the regional SECFAL endeavor to take advantage of the existing technological advancements, which not only compliments the human resources, and rather enhances both of the security and facilitation.

1.8 Having a modernized regulatory framework is a prerequisite of having modernized SECFAL programs that make best use of existing technological advancements, include effective SeMS, and facilitate coordination, collaboration, and information sharing.

## **2. DISCUSSION**

2.1 The Regional Ministerial Conference on Aviation Security in Africa and the Middle East held in Sharm El Sheikh, Egypt, from 22 to 24 August 2017, is a major milestone in our region's endeavor towards collaboration and coordination amongst AVSEC stakeholders.

2.1.1 While the aviation security is the States responsibility, IATA and its member airlines are fully committed to work with the ICAO and its member States on fulfilling Conference's theme of "*GAsEP: the Roadmap to Foster Aviation Security in Africa and the Middle East*", and translate it into an effective, practical, and feasible plan for the region.

2.2 Taking advantage of the current regional collaboration momentum, there is an opportunity to establish consultation, coordination, and information sharing between regional States under ICAO umbrella and channel, with positives incentives in place for States contributions.

2.3 State-Industry information sharing is essential element for any collaborative security plan. The status of State-Industry information sharing in MID region is almost limited to Advanced Passenger Information (API) requirement, which is a very good initiative that IATA and its members continue to support, but limiting the regional information-sharing endeavor to API alone has two issues; it's one-way sharing (i.e. industry to States) and it's not enough!

2.3.1 With the regional security challenges, we urge ICAO and the States to expand the information sharing initiatives to cover other critical aspects, such as conflict zones, ad-hoc crisis management, emergency amendments, and regular coordination and collaboration channels and mechanisms.

2.3.2 In this regard, IATA and its member airlines are fully committed to work with ICAO and its member States on mapping the two-way information sharing needs and establishing the mechanisms and channels required for effective sharing.

2.4 In line with the context of paragraph 2.3; establishing new –and reviving existing- *Airport Security Committees* in MID airports as a coordination role explained in Annex 17 standard 3.2.3, in particular for the implementation of security controls and procedures as specified in the airport security program, this will be a quick-win and a huge step into the right direction.

2.4.1 Most of the existing committees do not comply with the main standards and recommendations of Annex 17, and do not effectively function as outlined in Appendix 13 or Doc 8973 guidelines.

2.4.2 IATA and its member airlines invite States to work on this important quick-win and assure them of the industry full support and cooperation.

2.5 The same invitation included in paragraph 2.4 equally applies to the establishment or reviving *Airport Facilitation Committees* in MID airport locations.

2.6 IATA and its member airlines urge the States to adopt risk-based security approach that allows implementing more effective security measures through focused and adjustable application, which reduces the negative impact of bottle-necks in the case of one-size-fits all application.

2.7 In both security and facilitation areas; IATA and its member airlines urge the States to take advantage of the existing technological advancements and innovative solutions that not only enhance the security, and also allows seamless and enjoyable travel experience for our customers.

2.7.1 Over the past few years IATA SECFAL initiatives deployment had been progressing well in some MID airport locations, such as; Smart Security (a joint initiative with ACI), Mobile Boarding Pass, Home Printed Bag Tag, Electronic Bag Tag, and we do have new initiatives pilots currently in progress in region such as One ID (a joint initiative with ACI), however, while the industry is ready with these advanced initiatives, we still have MID airport locations that are lagging behind without a real justification or tangible obstacles.

2.8 Taking advantage of the proven merits of both of the risk-based approach and the existing technological advancements cannot be achieved without a modernized regulatory framework that enables and supports it. IATA and its member airlines urge the States to develop their regulatory framework to keep up with the aviation industry's constant and rapid evolvement and to meet the customer needs and preferences that are increasingly shifting towards having more self-service and more control on the way they are served.

2.9 Having *Security Management System (SeMS)* is an essential aspect of security management, including accountabilities, responsibility assignment, risk assessment, improved communication, and continuous improvement. It enables building effective aviation security measures through a standardized structure. Hence, IATA issued its first edition of SeMS Manual in November 2017, and is more than willing to support States and all industry partners in their SeMS development endeavor.

2.10 Based on above, the meeting is invited to agree on the following Recommendations:

1. *Prioritize and expedite the work on regional SECFAL Plan with the inclusion of the industry and all stakeholders from conceptualization to implementation phases.*
2. *While working on the long-term plans, to also work on quick-wins, such as:*
  - *Airport Security Committees and Airport Facilitation Committees.*
  - *Establishing effective State-State and State-Industry information sharing mechanisms and channels.*
3. *Placing equal emphasis on Facilitation as placed on Security.*
4. *Work on modernizing the regulatory framework allowing the use of risk-based approach and taking advantage of existing technological advancement and innovative solutions.*

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the content of this working paper; and
- b) agree to the Recommendations in para. 2.10.