



International Civil Aviation Organization

WORKING PAPER

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EXECUTIVE COMMITTEE

Agenda Item 15: Aviation Security Programme

INCREASING INTERNATIONAL COLLABORATION IN RESPONSE TO SECURITY THREATS AND INCIDENTS

(Presented by the United States)

EXECUTIVE SUMMARY

In times of crises, the Aviation Security Points of Contact (PoC) Network provides to States the mechanism needed to collaborate and through which critical information can be shared before, during, and after an aviation security incident. It is important that States have the ability to reach out to elements within an appropriate authority to share information that is critical to protecting the global aviation network and to harmonize responses to an immediate threat, if necessary. States should be encouraged to participate in this network and ensure that its own information is maintained and available for access by other States. This paper supports the continued development of a PoC network database comprised of key contacts for all Member States, and recommends that the Assembly urges all States to register with the PoC network and keep their information up to date

Action: The Assembly is invited to:

- urge all States, if they have not already done so, to register their respective PoC information on the existing restricted internet-based system;
- ensure that the point of contact network is updated and verified, ideally on an annual basis; and
- request that further exploration concerning the use and currency of the PoC information be undertaken..

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective B (<i>Enhance global civil aviation security</i>).
<i>Financial implications:</i>	No additional resources required:

1. INTRODUCTION

1.1 Terrorist networks remain focused on committing large-scale attacks and on inflicting mass casualties and major political, economic and psychological damage. The nature of international civil aviation, a 24/7 network of travel and trade activity, criss-crossing the globe and linking peoples, economies and lives offers terrorists targets which match these ambitions very well. In many parts of the world, international borders are only minutes away in flying time, placing a shared obligation on all States to set and monitor a rapid response capability for addressing aviation security threats.

2. DISCUSSION

2.1 As demonstrated by the liquid explosives threat of August 2006, a collective response by States to imminent threats is not only effective in countering the threat and protecting the global aviation network, but also provides to travelers and the aviation industry a set of security measures that are implemented globally.

2.2 Establishing, to the extent possible, universal standards for security is vital to practicing good security. As Mr. Giovanni Bisignani, CEO of IATA, stated in April 2007: "Hand in hand with safety is security. Global standards guide our work on safety. Security is still an uncoordinated costly mess. This reduces the effectiveness of our measures and frustrates our customers. ... We are much more secure than in 2001 but the system is far from seamless."

2.2 Figures show that of the 30 busiest international airports in the world (by 2006 passenger volume), 29 are located in countries which currently enforce limitations on liquids, aerosols and gels (LAGs) in passengers' accessible property. Based on the 2006 figures, this translates to 96.4% of travelers going through the 30 busiest airports being subjected to enhanced security measures for LAGs. Furthermore, these enhanced measures are to a great degree harmonized. The similar, if not identical, protocols being applied to many travelers at many locations result in greater consistency and minimize confusion for the aviation industry and the traveling public.

2.3 One avenue for expediting communications, enhancing collaboration, and harmonizing efforts and standards is the Aviation Security Points of Contact (PoC) Network. The benefits of such a network were clearly evidenced during the international response to the 2006 LAGs threat. Because of the presence and readiness of an aviation security PoC network between the United States and the United Kingdom, as well as with several other States, efforts to develop countermeasures to mitigate the immediate threat were quickly and efficiently communicated between States and new security protocols were able to be deployed overnight.

2.4 The objective of the PoC database is to provide a network of all States' international aviation security contacts, who are designated within the appropriate authority to send and receive communications at any time of day or night concerning imminent threat information, security requests of an urgent nature, and/or guidelines to support security requirements in the event of an imminent threat.

2.5 A first step in the development of a PoC network is for each ICAO Member State to designate an aviation security point of contact (this may be a person or organization) who can be contacted in emergency situations to initiate the relevant response. This network of contacts should be maintained through annual updates and may benefit from an annual peer testing process. Ideally, the point of contact should be an official who is available at all times, engaged in the threat assessment process, and close to the decision-making process for aviation security procedures.

2.6 Thus far, the Group of Eight (G8) and the Asia-Pacific Economic Cooperation (APEC) have endorsed and are establishing focused PoC networks to meet the needs of their respective members. A larger-scale PoC network serves to bring all ICAO States together under one network, allowing for even greater collaboration and harmonization.

2.7 The Aviation Security Points of Contact (PoC) Network is intended to be used only in the event of an urgent aviation security threat or an incident. However, in order to ensure the network is viable and operational, it is necessary for ICAO and its Member States to periodically update and verify the system. At a minimum, no more than one year should lapse between updates. It is strongly recommended that Member States carefully consider the longevity of the PoC they have selected for this network.

2.8 Furthermore, the names and contact numbers listed in the PoC database should be used only in situations requiring urgent action on the part of another State in order to protect or respond to an imminent threat against civil aviation that cannot be addressed in a routine manner or during usual business hours. States should provide adequate safeguards to restrict access to this document only to those persons within its organizations who require access in order to perform their duties. Members are also asked to be cautious and judicious when deciding to use these points of contact.

2.9 In a crisis, it would be impractical for a country faced with an event or threat to contact all Member States; in fact, it is not necessary or even prudent for all Member States to be involved. However, should there be a need to notify States with a direct and vested interest in the event, the network should prove effective. Additionally, once fully developed and operational, the network may provide a secure mechanism for notification to States and the exchange of information concerning security measures required by States under specific or heightened threat situations.

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