THIRD AFI SECURITY FACILITATION SYMPOSIUM

Malabo, Equatorial Guinea, 27June 2016

SESSION 2:   **Aviation Security Threat and Risk Assessments – Supporting African Capability**

(Presented by IATA)

EXECUTIVE SUMMARY

At the Ministerial Conference on Aviation Security and Facilitation in Africa (Namibia 2016) IATA presented a paper outlining the organizations' scope of activities for 2016 focused on a risk based approach towards aviation security.

The revised draft of aviation security and facilitation targets for Africa, accepted at that Conference, recognized the need for African States to establish security risk assessment processes at the earliest opportunity.

In this paper IATA shares its perspective on the process of risk assessment in aviation security and offers to facilitate a threat and risk workshop in collaboration with ICAO / AFCAC.

Proposed actions are in paragraph x.

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1.   **INTRODUCTION**

1.1   At the Ministerial Conference on Aviation Security and Facilitation in Africa (Namibia 2016), IATA presented a paper outlining the organizations' scope of activities for 2016 focused on a risk-based approach towards aviation security.

1.2   The Conference concluded and accepted within the list of objectives that:
- *"Security risk management processes and crisis response procedures are established in all States by the end of 2020";*
- *"All States take appropriate actions to develop their ability to conduct risk assessments to protect civil aviation against the use of MANPADS in terrorist attacks risks associated with conflict zones by the end of 2023(…)".*

2.   **DEVELOPMENTS**

2.1.   IATA continues to promote the development of the Security Management System (SeMS) which allows entities to identify, prioritize and systematically mitigate security risks in the course of their operations. Continuous risk assessment process constitutes an essential element of SeMS and supports a risk-based approach towards aviation security.

2.2.   In order to encourage a systematic use of SeMS principles and promote security culture, IATA continuously reinforces SeMS related standards within its auditing programs IOSA and ISAGO, and cooperates with the appropriate authorities to demonstrate and promote the value of the security audits contained within these programs.

2.3.   Currently IATA is engaged in developing and further refining an effective methodology designed to better support, evaluate, review, manage, audit and record aviation security risk assessments. The methodology, accompanying tools and supportive text is closely aligned with and supportive of ICAO Aviation Security Manual Doc 8973 (Appendix 37) in respect of Risk Assessment practices.

2.4.   Although the basic principles of risk assessments are widely known – and the suggestion that they are conducted and periodically reviewed is articulated in many regulatory standards and recommended practices - supportive tools and commentary on how to actually create and maintain such assessments are often not freely available to those who would wish to become Risk Assessment practitioners.

2.5.   IATA perceives *threat* as a combination of two components – intent and capability - and where possible both of them should be considered as part of any Risk Assessment. *Vulnerability*, *Consequence* and *Mitigation* should also be analysed and considered and documented as part of a structured Risk Assessment program. Mitigation itself should also be considered from two angles – i.e. the documented security policies and mitigation practices in place – and the degree to which they are effectively implemented and practiced in a timely and consistent manner.

2.6.   The ultimate outcome is the *Residual Risk* - that element of risk that remains after existing mitigation factors have been taken into account.

2.7.   This methodology is considered appropriate for aviation security risks, allowing for a sensible and balanced approach that is designed to highlight and hopefully address residual risks in an effective, proportionate, timely and cost effective manner.

2.8.   IATA has also undertaken a survey of its member airlines to assess the degree to which additional measures in aviation security are implemented in 56 Sub-Saharan African airports. The survey covers areas of cargo, departing passengers, transfer passenger, hold bag, transfer hold bag, perimeter, staff screening, aircraft protection and illegal activities/organized crime.   It revealed that airlines have implemented additional security measures in almost all airports (55 out of 56).   Main areas of concern are cargo, departing passenger, hold bag, staff

screening, aircraft protection and illegal activities in at least 69% of airports. Levels of vulnerabilities are assessed as high at 17 locations while high potential of improvement is identified at 21 locations.

2.9.   IATA believes robust, timely, documented and evidenced based Risk Assessments will greatly assist stakeholders in better appreciating and responding to potential threats. IATA also believes the consistent application of a clear and transparent Risk Assessment methodology will better enable practitioners to identify, target and deploy resources and personnel in an increasingly effective, proportionate and efficient fashion.

3.   PROPOSED ACTIONS:

3.1.   IATA invites States and stakeholders to engage in further discussion and cooperation in the development of risk assessment processes and supporting tools to aid risk assessment practitioners better address existing and emerging threats to aviation security.

3.2.   Any development of the aviation security measures should take into account the risk assessment process considering the outlined methodology.

3.3.   To this end, IATA is willing to organise and deliver, in collaboration with ICAO and AFCAC, a Regional two-day workshop on Aviation Security Risk Assessments.

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