

# Raising the bar, lowering the burden

## Latest IATA resolution on aviation security calls on governments to engage with the industry at an early stage in an open dialogue

Long queues, angry passengers, and an unplanned cost mounting to millions of dollars. This nightmare scenario would have been airlines' reality had the restriction on electronic devices been extended to all airports worldwide. Aviation is not only the safest and most secure means of transportation, it is also passengers' preferred option for medium and long distance travelling. As airlines operate in a highly competitive marketplace, making the journey for passengers as smooth, comfortable and attractive as possible is essential in an industry where the players are trying to differentiate themselves from their competitors. Where airlines around the globe - and regardless of business models - do avoid differentiation is in the uncompromising commitment to both security and safety. The former is particularly interesting in the sense that if states are commonly viewed as being responsible for guaranteeing a tough and reliable security regime to allow operations, airlines (and airports) are ultimately the ones deploying all possible means to make this a reality.

### Closer collaboration and partnership

Every day, an air transport workforce of 9 million people supports over 100,000 commercial flights carrying safely nearly 11 million passengers to their destination. This can only materialize if all concerned stakeholders come together and work around the clock to have flights depart and arrive on time, and provide the best service in a safe and secure manner. Implementing global standards and a coordinat-



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ed approach among all in the value chain is the sine qua non condition to make it happen. This collaboration and coordination is not only needed amongst industry stakeholders (airlines with other airlines, airports, travel agents, and airlines and airports with air navigation service providers). When it comes to security, Governments and airlines must develop a close relationship. If we at IATA recognize that aviation security is the responsibility of governments, we also believe that success when confronting an immediate security threat or vulnerability can only be achieved through a closer collaboration and partnership with the entire industry.

Civil aviation security is based on intelligence, and threat information is the responsibility of states. If states have to act promptly to cope with immediate threats, airlines have a vital role when implementing any prescribed security measures. In this context, during their last General Assembly in June, IATA member airlines unanimously agreed to a resolution which reaffirms their commitment towards security

and safety, and strongly supports the UN Security Council Resolution 2309 (adopted on September 22nd 2016) on the threat posed by terrorists to civil aviation. This resolution calls, among other things, on governments to engage with the industry at an early stage in an

open dialogue to ensure that feasible and effective measures are developed and implemented. It also includes sharing relevant risk information to ensure maximum protection for passengers, all the while provoking



For the time being, the US and



Annoying, but now at most airports well-rehearsed: the passenger control.



Image: Fraport AG Fototeam Stefan Rebscher

There is a need for further engagement with authorities, airports and airlines to ensure realistic and effective implementation, guaranteeing as much as possible the equivalence of existing security measures, and more importantly, that measures are at all time risk-based oriented and proportionate to the threat.

### To strengthen the ties with industry stakeholders, governments and regulators

Numerous challenges lie ahead of us. Besides the active sharing of information, the application of global standards or looking towards a risk-based security approach, other milestones are yet to be reached. Indeed, terrorists

are continuously looking for new ways to commit unlawful acts. Insider threats and cyber-related attacks imply a real threat for airlines, and these need to be further addressed urgently. Report-

minimal disruption. Furthermore, it calls on governments to work with one another, in addition to with airlines, airports and other stakeholders to develop effective, long term measures that effectively counter threats to aviation and the industry as a whole.

### Implementation of initiatives

The resolution recognizes the industry's role in implementing additional measures, while ensuring the safe and secure continuity of operations. Through this resolution, the industry commits to supporting the security and facilitation of civil aviation through the implementation of initiatives such as Smart Security, Passenger Name Record, and Advance Passenger Information advocacy actions.

The resolution was agreed in the interval when the portable electronic ban had been imposed by the US and the UK without prior consultation or coordination with the industry, and with no consideration given to alternative measures.

Today, fortunately, the situation is not as bad as we would have imagined a few months back. Nevertheless, in the case of the United States, airlines are extremely concerned

by the operational impact and costs of implementing more stringent measures. The security measures include, but are not limited to

- Enhancing overall passenger screening
- Conducting heightened screening of personal electronic devices
- Increasing security protocols around aircraft and in passenger areas
- Deploying advanced technology, expanding canine screening,

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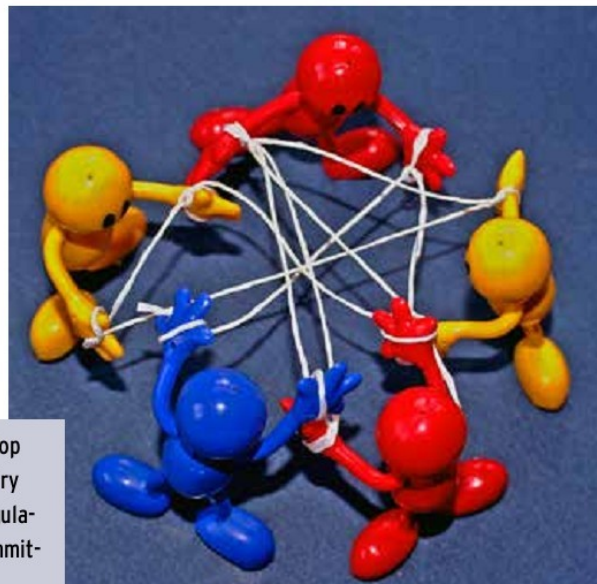


Image: Stephanie Hofschlaeger/pixelio.de

ing occurrences and sharing best practice will make the difference.

It is extremely important that we continue to develop and strengthen our ties with industry stakeholders, governments and regulators to deliver on our unnegotiable commitment towards security. These trust-based partnerships, along with a common vision when continuing to tackle security and defuse terrorist threats, is crucial for the sustainability of air transportation. They are also the base to create the necessary environment to accommodate the develop-

and establishing additional preclearance locations. Some of these measures will be very complicated to comply with in their current form and respecting the given deadlines.

ment of an industry that will witness a substantial growth in the next two decades, as experts forecast that passenger numbers will double over this period.

