



ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 12: Aviation Security – Policy

INTEGRATED RISK MANAGEMENT (IRM) APPROACH – SECURITY CULTURE

(Presented by Argentina, Qatar, Switzerland, the United Arab Emirates and the International Air Transport Association)

EXECUTIVE SUMMARY

This paper presents the need to rapidly undertake concrete actions for establishing clear, harmonized and holistic security taxonomies, timely and practical tools for effectively reporting aviation security incidents, as well as for promoting security culture, or just culture, to personnel of all entities involved in aviation security system or working in the civil aviation environment.

These actions contribute to the ICAO Global Aviation Security Plan (GASeP), the effective implementation of new provisions in Annex 17, as well as the rapid rectification of the gaps and vulnerabilities identified as promulgated by the United Nations Security Council Resolution 2309 (2016).

Action: The Assembly is invited to:

- a) Request that ICAO promote and assist in the rapid development of an extensive and inclusive security taxonomy, as well as information sharing processes, to be used by all States and stakeholders; and
- b) Request States and encourage all industry stakeholders to review and update national requirements and syllabus of existing initial and recurrent security awareness training programs to include incident reporting awareness and processes and familiarize themselves with other equivalent tools already developed by States and the Industry.

<i>Strategic Objectives:</i>	This working paper relates to the <i>Security and Facilitation</i> Strategic Objective.
<i>Financial implications:</i>	Minimum
<i>References:</i>	AVSECP/30 Yellow Cover Report

¹ Submitted by IATA in English, Arabic, Chinese, French, Russian and Spanish.

1. DISCUSSION

1.1 During the Thirtieth Meeting of the AVSEC Panel held in May 2019, ICAO Secretariat, the International Air Transport Association (IATA), the United Arab Emirates (UAE) and other delegations presented different Working Papers stressing the need for the development of a harmonized, user-friendly and comprehensive security incident/occurrence reporting system that could be used by all stakeholders in all States. Practical and timely identification and reporting of security incidents and preparatory acts by all personnel of all entities working in the civil aviation environment is vital to revealing potential vulnerabilities at their earliest stage. The sharing of information about threats, risks, and vulnerabilities is highlighted in United Nations Security Council Resolution 2309 (2016), as well as in Annex 17 Standard 3.1.4 (Amendment 16) and is essential for effective security risk assessments conducted by operators.

1.2 The Sub-Group on Aviation Security Incidents Reporting of the Task Force on Aviation Safety Data and Aviation Security Incident Reporting, chaired by the UAE, was established in order to further assist the ICAO Secretariat in designing and developing a security incident reporting mechanism, as a voluntary tool, for use by States and industry. An online repository developed by the Secretariat for States with existing incident reporting mechanisms would further contribute with best practices for consideration by the Task Force Sub-Group. The UAE shared its reporting systems accordingly.

1.3 IATA shared its current safety and security taxonomy with over 200 member airlines, ECAC and ICAO States. The IATA Safety Incident Taxonomy (ISIT) was developed with global industry participation, to create a comprehensive safety and security taxonomy that can be applied across the aviation industry. IATA will actively participate in the new sub-group of a task force of the AVSEC Panel established to support States, and the Industry, in regard to Annex 17 Standard 3.4.7 c) and Standard 5.1.6.

1.4 The need to promote security incident reporting via awareness training for all personnel working at all airports was also mentioned. The IATA Operational Safety Audit (IOSA) program, and its IOSA Standard Manual (ISM) contain many security (SEC) provisions as part of the Security Management System (SeMS). In January 2018, the very same security provisions were included in the IATA Airport Handling Manual (AHM). Some of these provisions require aircraft operators, and their subcontractors such as Ground Service Providers, to:

- a) develop operational reporting systems that encourage and facilitate personnel to report security incident and threats (SEC 1.12.1),*
- b) ensure that operational personnel complete security awareness training that, inter alia, permits such personnel to contribute to the prevention of acts of sabotage and other forms of unlawful interference (SEC 2.1.8), and*
- c) require initial and recurrent training (SEC 2.1.2) with recurrent security training not less than once every 36 months (SEC 2.1.4).*

1.5 In this context, the co-signers of the present working paper strongly support the draft Amendment 17 to Annex 17, and the AVSEC Panel recommendation to the Council emphasizing the need to rapidly review and update national requirements and syllabus of existing initial and recurrent security awareness training programs to include incident reporting awareness and processes. Some States and the Industry have developed tools that can be used by all States and stakeholders if needed. IATA's tools are available on the [IATA SeMS](#) webpage.