IAC2403 Introduction to Security Risk and Crisis Management

Unit 1
Annex 17

Profile of Civil Aviation

Why aviation is growing

Before Covid-19

Rapid technological and engineering development

- Rapid growth
- Increasing commercialization of all assets and services
- Interdependence between human and technology
- Reactive development of security measures
- Sharing of skies and facilities by civil, military and general aviation
- Increasing affordability of air travel

After COVID-19 **The Covid-19** outbreak reduced the number of passengers at the world's airports by 10.2 billion.

- **World**

Full recovery to 2019 levels at the global level is forecast for **2024.**

Global passenger traffic is expected to improve significantly **in 2022** to reach **77%** of what it was in 2019, with traffic for 2022 totaling 7.1 billion.

The International Air Transport Association (IATA) said it expects the industry to post a "small" net profit of $4.7 billion in 2023, with more than 4 billion passengers set to take to the skies."

- **Africa**

- Africa recorded some significant gains in **2021** ending the year with a decline of **51.6%** compared to the 2019 level. The region is expected to continue to recover in **2022** despite the vaccination challenges it faces, reaching close to **72%** of its 2019 level by year end.

- Due to its dependence on international traffic, Africa will remain part of the highly impacted regions and is expected to make a full recovery to 2019 levels only in **mid- to late 2024**

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- **<u>Asia-Pacific</u>**

- The early momentum of the Asia-Pacific region was severely dampened in the second half of 2021 by a resurgence of COVID-19 and the re-establishment of travel restrictions in the region. The region ended the year **2021** at only **43.5%** of its 2019 level.

- While some countries in Asia-Pacific have reopened to vaccinated travelers, the international passenger market is not expected to see significant improvement before the second half of 2022.

- The region is expected to have the slowest recovery, reaching only **62%** of 2019 levels in **2022. Full year recovery** to 2019 levels is expected by the end of **2024** but could slip to 2025 if certain countries lag in lifting the remaining of their COVID-19 restrictions.

- **<u>Europe</u>**

- Even though the region saw significant improvement in the third and fourth quarters of 2021, **Europe** ended the year at **43.5% of its 2019 level.** However, the positive trend of the last quarters should carry over to **2022**, especially during the summer months, bringing the region to **78%** of its 2019 level by year end.

- Despite some risks of a slowdown during the fall and winter seasons, Europe's **full-year recovery** to 2019 levels is expected in **2024.**

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- **Latin America-Caribbean**

- The **Latin America-Caribbean** region recorded a strong second half of 2021, helped by a strong recovery of domestic passengers in country-markets like Mexico, bringing the region to end the year **2021** at **62.6%** of its 2019 level.

- The region is expected to continue seeing a positive uptick in **2022**. The increase in leisure travel is forecast to bring the region to **83%** by year end compared to 2019. **Full-year recovery** for the region is expected in **late 2023 or early 2024.**

LATIN AMERICA MAP

Latin America

Latin America is generally understood to consist of the entire continent of South America in addition to Mexico, Central America, and the islands of the Caribbean whose inhabitants speak a Romance language.

Brazil
Largest country in both South America & Latin America with 210+ million people

Bolivia
Varied terrain spanning Andes Mountains, the Atacama Desert & Amazon Basin rainforest

Argentina
Home to Lionel Messi, Buenos Aires, tango, steak, gauchos and fine wine

Columbia
Second largest capital city in South America and 2nd most biodiverse country in the world

- **The Middle East**

- The **Middle East** remained the most impacted region in 2021, despite some improvement in the second half **of 2021,** reaching only **41.6%** of its 2019 level by year end.

- The region's high dependence on international travel and connectivity, both of which are recovering much more slowly than domestic travel, will continue to impact its recovery **in 2022**. The region is expected to reach **67%** of 2019 levels by year end and **fully recover only in late 2024**

- **North America**

- Following a weak first quarter **in 2021,** performance in North America improved significantly, fueled by a fast-recovering US domestic market and a high overall vaccination rate, helping the region to end the year at **65.1%** of 2019 levels.

- The strong performance is expected to continue in **2022,** helping the region to outperform all other regions and reach **89%** of its 2019 level by year end. North America should be the first region to reach **full year recovery** to 2019 levels as early as in **2023**.

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- The airline industry is forecast to record total revenues of $779 billion in 2023, according to IATA, led primarily by a continued rebound in passenger demand.

- North America is set to lead the charge, posting the greatest profit, followed by Europe and the Middle East. Covid-19 restrictions in China, however, will continue to weigh on travel demand in the Asia-Pacific region, which, alongside Latin America, is forecast to record additional losses next year.

- "Passenger demand is expected to reach 85.5% of 2019 levels over the course of 2023 ... with 4.2 billion travelers expected to fly

AN ATTRACTIVE TARGET

- High profile, commercial value and prestigious

- High passenger traffic travels

- Incident will force government actions/interventions

- Limited risk to the terrorist

- Inflict high economic and financial damages
- Attract media attention

Other Developments Contributing

- Industry is expanding and re-inventing itself
- More passengers traveling
- More airlines
- More airports
- More Air Cargo
- Different Airlines hubs
- Bigger Aircraft

Airplane hijacking is also known as skyjacking.

The first reported case of such hijacking occurred in Peru in 1931.

The first aerial hijacking in Asia occurred in 1948 on a flight bound from Macau to Hong Kong; all 25 people aboard were killed when the airplane crashed into the Pacific Ocean.

During the next decade about 15 airplanes were hijacked, and in 1958–67 the number of such incidents increased dramatically to about 50.

The first aerial hijacking within the [United States](#) occurred on May 1, 1961, when a commercial airliner en route from Miami to [Key West](#), Florida, was forced to detour to [Cuba](#).

By the end of 1961, four airplanes had been hijacked to Cuba, and many of the airplanes subsequently hijacked in the United States and elsewhere in the [Western Hemisphere](#) were flown to Cuba by either homesick Cubans or politically motivated leftists.

Some of these hijackings were financially motivated, with the hijackers calling for huge ransom payments in exchange for ensuring the safety of the passengers and crew, though few were successful.

A more dangerous and destructive spate of hijackings occurred in Europe and the Middle East from 1968 onward.

Between 1968 and 1970 alone there were nearly 200 hijackings. The participants often were politically motivated Palestinians or other Arabs who commandeered airplanes while in flight and threatened harm to the passengers and crew unless certain of their comrades were released from jail in Israel or some other location.

 Some of these hijackers also held the passengers and crew captive and demanded large ransom payments from the hostages' governments.

The climax of this new form of terrorism occurred in September 1970, when an 11-day sequence of hijackings resulted in 300 passengers being held hostage for a week and the destruction of four jet aircraft (on the ground) worth a total of $50 million.

Middle Eastern and leftist hijackers abducted, confined, and even occasionally murdered individuals traveling on airplanes that were diverted from scheduled routes.

The most important legislative function performed by ICAO is the formulation and adoption of Standards and Recommended Practices (SARPs) for international civil aviation.

These are incorporated into the 19 technical annexes to the Convention on International Civil Aviation, known as the Chicago Convention.

Importance to the future of civil aviation and to prevent and suppress all acts of unlawful interference against civil aviation throughout the world.

SARPs for international aviation security were first adopted by the ICAO Council in March 1974, and designated as Annex 17 to the Chicago Convention.

Annex 17 has been adopted in six languages – Arabic, Chinese, English, French, Russian and Spanish.

Security - Safeguarding International Civil Aviation Against Acts of Unlawful Interference

This manual provides the standard procedures and guidance for the Civil Aviation Industry, on **how to safeguard the industry against acts of unlawful interference.**

The manual offers a guide to assist each contracting state in the implementation of their own national Civil Aviation Security Programme in accordance with ICAO[1].

The manual is composed of five chapters with the first offering definitions on terms used throughout the manual.

Chapter 4 Preventive Security Measures

4.1 **Objective** - Each contracting state should have measures in place, preventing unlawful interference occurring on or off the aircraft.

4.2 Measures Relating To Access Control.

4.2.1 Access to airside at airports is controlled to prevent against unauthorized entry.

4.2.2 Each contracting state shall ensure that security restricted areas are implemented at airports based on security risk assessments.

4.2.3 Contracting state shall ensure identification systems are in place to safeguard security restricted areas at airports.

4.2.4 Security checks are done on airport personnel who require entry into security restricted areas.

4.2.5 Movement of vehicles and personnel in security restricted areas should be supervised.

4.2.6 Apart from traveling passengers others gaining access to security restricted areas should be screened.

4.2.7 **Recommendation**-Identity documents should be reliable and on an international basis for aircraft crew.

4.2.8 Checks specific to 4.2.4 should be done on a regular basis.

4.3 Measures Relating To Aircraft.

4.3.1 Aircraft security checks or searches will be carried out based on risk assessment or upon procedure.

4.3.2 The correct measures are used to ensure traveling passengers don't leave any item on-board the aircraft after disembarking.

4.3.3 During flight unauthorized persons must not enter the crew compartment.

4.3.4 Subject to 4.3.1 the aircraft should be protected from interference from the time of search till takeoff.

4.3.5 **Recommendation**- Each contracting state shall ensure security controls are in place to safeguard the aircraft and restricted area against unlawful interference.
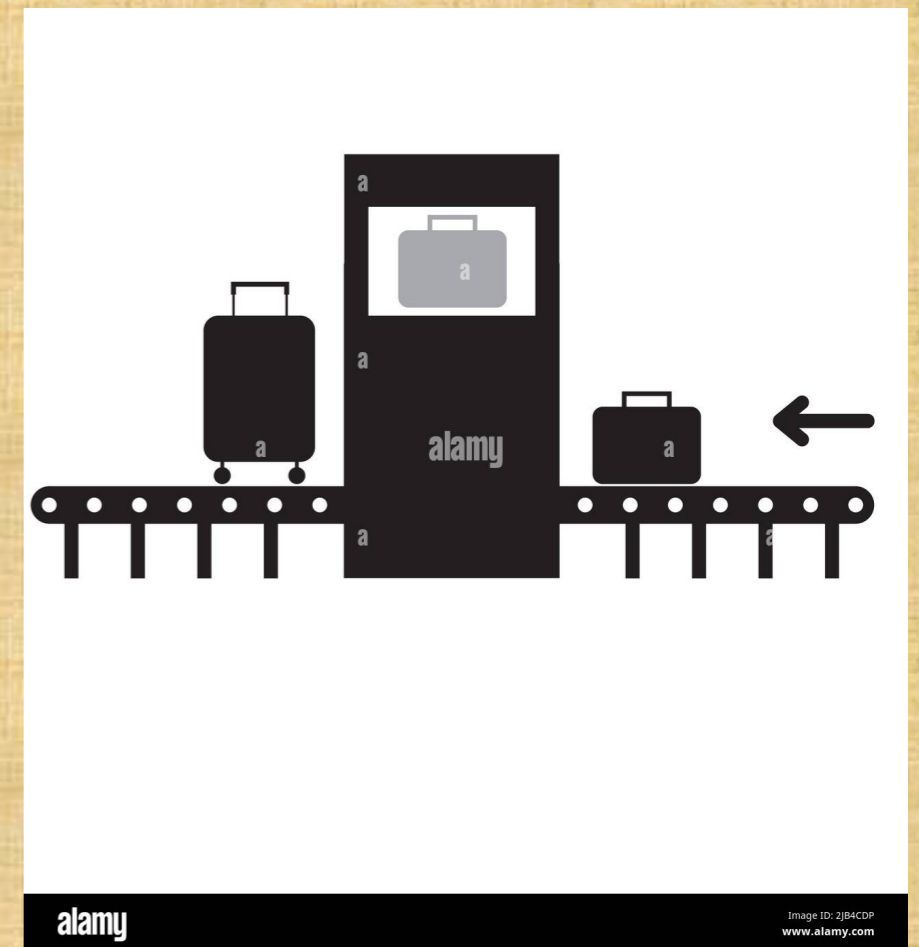
4.4 Measures Relating To Passengers & Their Cabin Luggage

4.4.1-4.4.2 Passengers and their cabin baggage are to be screened before boarding.

4.4.3 Passengers and baggage screened should be protected from unauthorized interference.

4.4.4 Transit passengers and their cabin luggage should be protected against unlawful interference.

4.5 Measures Relating To Hold Luggage

4.5.1 Luggage is to be screened prior to being loaded onto the aircraft.

4.5.2 Hold luggage to be carried onto the aircraft should be protected against interference.

4.5.3 Luggage must no go on-board the aircraft unidentified.

4.5.4 Hold luggage must be screened before being loaded onto the aircraft.

4.5.5 Only individually identified luggage which has undergone screening is to go on-board the aircraft.

4.5.6 **Recommendation**- Each contracting state shall have procedures in place to deal with unidentified luggage.

4.6 Measures Relating To Special Categories Of Passengers.

4.6.1 Development of procedures should be in place, specifying how to deal with the carrying of disruptive passengers who may be subject to judicial or administrative proceedings.

4.6.2 Measures, procedures, should be included in the written security programme specifying 4.6.1

4.6.3 In the case of 4.6.1 the pilot should be notified that such a passenger is on-board the aircraft.

4.6.4 Special authorization is required for law enforcement officers who wish carry their weapons on-board.

4.6.5 Each contracting state shall consider requests from other states in regards to whether to allow for travel of armed personnel.

4.6.6 The carrying of weapons on-board an aircraft will only be allowed if its not loaded and stored in a manner satisfactory to the security personnel.

4.6.7 Contracting states that decide to have security officers on-board must ensure they are government personnel and are properly trained.

4.6.8 Pilot-in-command should be notified of any armed passenger on-board with their seat allocation as well.