

ICAO MINISTERIAL CONFERENCE ON AVIATION SECURITY (AVSEC)

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Agenda Item 1: Industry and Consumer Impact

SECURITY MEASURES DIFFERENTIATION FOR COMMERCIAL AIR TRANSPORTATION AND GENERAL AVIATION/AERIAL WORK OPERATIONS

(Presented by the International Council of Aircraft Owner and Pilot Associations)

INFORMATION PAPER

Summary

General aviation and aerial work operations present a different set and magnitude of security risks compared to those of commercial air transportation. This should be recognized by specifying separate security requirements for general aviation and aerial work operations in ICAO standards and recommended practices.

1. Background

1.1 General aviation and aerial work (GA/AW) operations form the foundation of the world's air transportation system. Airline pilots are created through its training, critical care is provided to the populace through emergency medical service aircraft and business aviation supports national and international commerce; GA/AW forms an essential and significant force in the world of air transportation. The more than 600,000 pilots and 300,000 aircraft engaged in general aviation and aerial work operations throughout the world comprise a majority of aviation operations; they contribute significantly to national and international economies. Their needs must be accommodated when planning and operating the aviation infrastructure.

1.2 Amendment 10 to ICAO Annex 17, *Security*, incorporates a number of changes that respond to Assembly Resolution A33-1, in turn generated by the September 11, 2001 terrorist attacks on the United States. In general, these changes strengthen Annex 17 and provide increased guidance to member States. Unfortunately, this Annex makes no distinction between commercial air transport and GA/AW work operations.

2. Discussion

2.1 Annex 17 was apparently designed for scheduled commercial air transport operations. While its objectives cite concerns for the protection of international civil aviation most of the operative portions of the document speak to airline issues: "aircraft operators providing service," "unauthorized persons entering flight crew compartments" and "hold baggage." Certainly, the general principles outlined in the majority of the document are applicable to general aviation and aerial work operations (GA/AW), but specific measures provided are designed to accommodate air carrier operations.

2.2 This lack of specificity may lead States to impose uniform security restrictions and regulations on all forms of civil air transportation. This would prove to be financially and administratively difficult for GA/AW operations, as Annex 17 is now configured. Commercial air transport requirements for security personnel, baggage and passenger screening devices and airport ramp access restrictions would either severely restrict the flow of GA/AW traffic or prove prohibitively expensive.

2.3 Other ICAO Annexes recognize the differences between commercial air transportation and GA/AW through a variety of means:

- a) Annex 6, *Operation of Aircraft*, is divided into three separate parts – *International Commercial Air Transport – Aeroplanes*, *International General Aviation – Aeroplanes* and *International Operations – Helicopters*.
- b) Annex 9, *Facilitation*, provides recommended practices for general aviation operations, such as parking and servicing.
- c) Annex 1, *Personnel Licencing*, provides a natural division among various pilot licenses and medical certification levels.

Similar distinctions are possible within Annex 17 and/or Annex 6, Part II (Annex 6, Part I, Chapter 13 currently provides security guidance for commercial air transport).

2.4 States are now working with national GA/AW organizations to ensure the security of the public and safety of passengers and aircrew members in these times of increased transportation threat awareness; the distinction between commercial air service and GA/AW operations has been realized and separate security regulations are being devised. This is a rapidly evolving process in countries with significant numbers of GA/AW operations, but occurring more slowly in States with fewer such operations. It is important that guidance be provided that recognizes the different threat levels confronting and operational controls over these two very different types of international civil air transportation.

3 Conclusion

3.1 GA/AW operations are sufficiently different from commercial air transport operations to warrant separate security guidance in ICAO SARPs.

4 Action

4.1 Provide security guidance for GA/AW operations, based on assessed risk, in Annexes 17 and 6, Part II. This guidance should address:

- Airport security areas for GA/AW
- Passenger and baggage screening requirements
- Measures for protecting GA/AW aircraft and their contents
- Responsible parties, i.e., the pilot-in-command should be responsible for GA/AW operations instead of “operators,” as now specified.

4.2 IAOPA will be pleased to assist in drafting these new standards and recommended practices.