International Civil Aviation Organization

The First Meeting of the APANPIRG ATM Sub-Group (ATM /SG/1)

Bangkok, Thailand, 20 – 24 May 2013

Agenda Item 9: Any other business (including Election of Officers)

ATS PROVIDER SECURITY REQUIREMENTS

(Presented by ICAO Asia and Pacific Office − Security)

SUMMARY

This paper presents information on Annex 17 Amendment 12 pertaining to Air traffic service providers.

This paper relates to −

Strategic Objectives:
  B: **Security** – *Enhance global civil aviation security*

Global Plan Initiatives:
Nil

1.   INTRODUCTION

1.1   Aviation security SARPs are contained in Annex 17 and have relevance to many other Annexes including, but not limited to, Annex 2, 6, 8, 9, 10, 11, 14 and 18. There are also connections with PANS Docs 9284 and 8168.

1.2   Annex 17 requires air traffic service provider to establish and implement appropriate security provisions to meet the requirement of the State's national civil aviation security programme.

2.   DISCUSSION

2.1   Annex 17 requires air traffic service providers to establish and implement appropriate security provisions to meet the requirement of the State's national civil aviation security programme.

2.2   The relevant Standard is:

Standard 3.5 Air traffic service providers -   Each Contracting State shall require air traffic service providers operating in that State to establish and implement appropriate security provisions to meet the requirements of the national civil aviation security programme of that State.

2.3   In its leadership role ICAO has drafted guidance to assist States to establish and implement the appropriate security provisions as required by Standard 3.5. An unedited advance version of the Air Traffic Management Security Manual (Document 9985) is currently available to States for convenience.

2.4   With input from India, Malaysia, Hong Kong, Indonesia and Singapore as the partner State, the Cooperative Aviation Security Programme-Asia Pacific (CASP-AP), has drafted the following.

- Text to be inserted into the CASP-AP Model National Civil Aviation Security Programme (NCASP) outlining the requirements as per Standard 3.5; and

- A CASP-AP National Air Traffic Service Provider Security Programme (CASP-AP ATS Security Programme) model/template. The model/template addresses the preservation of the air traffic management system and the use of the air traffic management system in the response to acts of unlawful interference.

2.5   The NCASP text will be included in the next version of the CASP-AP Model to be released to CASP-AP member States/Administrations in the coming months.

2.6   The draft CASP-AP ATS Programme will be provided to key stakeholders for comment in the coming months. The methodology and timeframe of the Programme's delivery to CASP-AP Member States/Administrations is yet to be determined.

2.7   States are encouraged to share information and best practice regarding their effort to comply with Standard 3.5. An example includes sharing of Air Traffic Service Provider Security Programs.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a)   note the information contained in this paper; and

b)   encourage States that already have security provisions in place for air traffic service providers to share information with other States.