# SECURITY AWARENESS TRAINING

Federal Airports Authority of Nigeria

# INTRODUCTION

- By International Convention – the purpose of **security awareness training** is : to safeguard airport resources, employees and the travelling public against acts of unlawful interference.

- To sensitize employees in recognizing their role and duties with specific regard to maintaining the safety and security of airport operations in a comfortable environment.

- Familiarizing employees especially those applying for an airport pass (identification) with airport regulations and security procedures/ importance of a secured environment.

- At the conclusion of any training, learning should either be verified by asking questions or administering a test.

# OBJECTIVES

- Upon completion of this course, participants are expected to:
- Move safely around the airport
- Distinguish between restricted and non-restricted areas
- Appreciate necessity of recognizing suspicious activities around their environment
- Know the role of an airport security
- Develop skills in applying security procedures
- Know the safety rules and its compliance

# AVIATION SECURITY PRINCIPLES

Civil Aviation shall operate from a **safe** and **secure** environment

➤ **Develop** and implement **legislation** and **procedures** necessary to ensure a **safe** and **secure** environment

➤**Security measures** shall be **consistent** with **ICAO standards**

➤**Prosecute or extradite** persons who carry out acts of **unlawful interference**

# NATURE OF ATTACK

- **Sabotage of Aircraft**
- **Sabotage of Airports**
- **Hijacking of Aircraft on the ground or in flight**
- **Armed attacks on/off Airport facilities**
- **Terrorist attacks**
- **Misuse of Aircrafts against Civil Aviation**
- **Militia/Insurgency**
- **Outright Stealing/Touting**
- **Insider Threat**

# TYPES OF OFFENDERS

- **Mentally Challenged** persons
- **Persons** seeking **revenge**
- **Disgruntled ex-employees**
- **Employees**
- **Terrorists,** individuals and groups
- **Criminals and individual groups**

# REASONS FOR ATTACK

- **Strong Reaction** from government
- Very high visibility **or publicity**
- **Air carriers** are often **symbols of their state** and attack is against the country or government
- **To gain international** attention and  publicity for their cause
- **Greed**

# INDUSTRY COUNTER MEASURES

- LEGISLATIVE
- **TECHNICAL**
- **PHYSICAL**

**Basically ICAO** brought these **measures** to ensure the **safe** and **orderly** growth **of international civil aviation throughout the world**

# INDUSTRY COUNTER MEASURES

- **ANNEX 17 :** Details international **standards** and **recommende**d **practices** for safeguarding international civil aviation against acts **of unlawful interference**

# SIGNIFACANT ACTS OF UNLAWFUL INTERFERENCE/ICAO RESPONSE

- 1931- **Worlds' first hijacking in Peru**
- **1958- Hijacking of 2 Cubana Airlines DC 3S**
- **1963- Tokyo Convention signed**
- **1968- Actions at the ICAO Assembly**
- **1970- Sabotage of Swissair Airlines**
- **1970- Extraordinary Session of ICAO**
- **1970- The Hague Convention (Hijackings)**
- **1971- Study group ICAO Security manual**
- **1971 – Montreal Convention (Sabotage)**

# SIGNIFICANT ACTS OF UNLAWFUL INTERFERENCE/ICAO RESPONSE

- **1974**- Adoption of **Annex 17**
- **1985**- Annex 17 Revision, **AVSEC Panel formed**
- **1988**- Protocol Supplementary to Montreal Convention
- **1988**- Sabotage **PAN AM 103 LOCKERBIE**, Scotland
- 1991- Convention on the Marking of Plastic Explosives for the purpose of detection
- 2001- Events of 11 **Sept 2001, Civilian aircraft becomes weapons of mass destruction**

# SIGNIFICANT ACTS OF UNLAWFUL INTEERFERENCE/ICAO RESPONSE

- **2016** (22nd March), **Zeventem Airport in Brussels** hit by deadly explosives, about 34 people were killed and 278 injured.

- **2017** ( 22nd March) **London Terrorist attack** , about **3 people were while over 38 people from different** nationalities were  injured.

# DEFINITION OF AVIATION SECURITY

- A combination of measures and human and material resources intended to safeguard civil aviation against acts of unlawful interference (Annex 17, 8th edition)

# ROLE OF AIRPORT SECURITY

- To ensure a safe and secure environment which depends on the ability of **force** members to:

- **Communicate**

- **Co-operate**

- Properly respond to a variety of **crisis and non-crisis situation**

- **Using interpersonal skills** in areas such as listening speaking and paying attention

# ROLE/RESPONSIBILITIES OF AIRPORT EMPLOYEE

- **As member of the airport security team we must ensure that the facility is** safe **and** secure

- The question now is what must I do?

- Must comply with written **security procedures**

- Observe airside/landside environment for **suspicious activity**

- Report immediately **any and all discrepancies** to your **supervisor** or an **aviation security officer**

# THREATS TO CIVIL AVIATION/HISTORICAL BACKGROUND

- **Threats** exists since the year of **commercial flights** in 1921

- **Significant interference increase in the 1960's**

- **ICAO** council develops specific annex on security issues pursuant to assembly resolutions adopted in 1974

# AIRPORT SECURITY ENVIRONMENT

- **The airport is divided into two areas:**
- Restricted area or airside e.g. **screening, tarmac, arrival** etc.
- Non-restricted or public area e.g. **car park, departure floor etc.**

# PERMITS

- **Cards/documentation issued to individuals seeking access into restricted areas.**

- In MMA, NAIA, PHIA, MAKIA & ENUGU it is called on-duty card (ODC).

- Colour code i.e. **yellow** – **tarmac**, **green** – arrival, **blue** – departure, **purple** – contractors, **red** – all area, **white** for concessionaires who stay at the landside.

# IDENTIFICATION CARD/PERMIT/ODC: OBLIGATIONS

- **Strictly personalized**
- **Must** be displayed conspicuously above the waist level
- **Must** not be swapped with someone else

# LOSS OF ODC/PERMIT CARD (STEPS TO TAKE)

- **Report** to your supervisor/management
- **Report** to the CII office of FAAN for documentation
- **Report** to the Police and swear an affidavit
- Police report
- **Re-apply** to the airport manager (attaching the affidavit for replacement).

# POWER OF APPREHENSION

- **Be vigilant** and apprehend any intruder that violates the use of ODC

- **Report to your supervisor/AVSEC** for further action

# PURPOSE OF ACCESS CONTROL

- To **prevent** act of **sabotage**
- To **prevent** **hijack** of an aircraft
- To **prevent** **unauthorized person(s)** from going into restricted areas
- To **allow** only **authorized person(s)** into restricted areas
- To **have** **smooth movement** of people
- To **prevent** **crime and illegal** entry

# MOVING ABOUT THE AIRPORT/COMPLYING WITH AIRPORT SAFETY RULES

- **THE DO'S**
- **Know** the boundaries b/w airside and landside
- **Know** the location of all airport building services and aircraft operating areas
- **Maintain** radio contacts with the airport ground operations controller (ATC) when moving in the vicinity of the taxi-ways.
- **Use vehicle hazard(Ambe**r) lights
- **Observe** airport speed limits and comply
- **Follow prescribed** vehicle routes/possession of airside driver's permit
- **Park your vehicle** at least 10 meters away from a parked aircraft unless it is a fuel bowser
- **You must wear a reflective** jacket whenever you are at the Tarmac

# THE DON'TS

- **When moving about the airport do not**:
- **Stand**, **walk**, move, **park** or **drive** to an aircraft when the red revolving light is on or the light below the aircraft is lit(i.e. it signifies that the engines are running or that start up, push back or towing is about to take place.
- Don't park vehicle at dangerous locations
- **Don't assume**. It is safe to cross a taxi-way or runway because it appears clear
- Don't **disobey** ground control or ATC movement instructions
- **Don't cross** a runway unless you have received clearance from ground control or ATC Tower.

# RECOGNIZING SUSPICIOUS BEHAVIOUR

- **Unknown person(s)** without an **appropriate permit** attempting to gain access to the restricted area.
- **Somebody carrying a parcel** and **moving aimlessly**
- **Circumstances not normal**
- **Detail record of events in control point log.**

# RECOGNITION OF EXPLOSIVE DEVICE AND OFFENSIVE WEAPONS

- When they are **disguised**
- **Dismantled**
- **Camouflaged**
- **Identify the places/methods of hiding them**

# CLASSIFIED INTO FOUR

- **Weapons:** articles primarily designed to **kill**, **injure**, to **immobilize** or to **incapacitate** e.g. hand guns, knives, etc.

- **Dangerous Articles**: items used to **threaten the safety** of **passenger**s or aircraft e.g. starter pistols, toy guns, etc.

- **Explosives**: items that can be **triggered to explode** e.g. bombs, plastic explosives, dynamite etc.

- **Dangerous substances**: these are **acids, corrosives** and **radioactive** substance.

# EMERGENCY SITUATION

- **In case of emergency contact the following through radios or telephone**

- Security supervisor

- Security control centre (base station radio room)

- **Emergency control centre**

- Air traffic control tower (ATC)

- **Apron ground operations controller**

- Local **Police** control centre

# MAJOR THREATS TO SECURITY

- **Unlawful seizure** of aircraft (i.e. hijacking or skyjacking)
- **Sabotage of aircraft** i.e. planting a bomb or rendering the aircraft unserviceable
- **Off airport attacks** – planting an explosive in an airline office in town
- **Sabotage of airport** – setting an airport ablaze
- **Terrorist attacks** – the 9/11 attack on the twin towers in USA killing about 3, 000 people. And most recently the London terrorist attack on 22$^{nd}$ of March 2017 killing about 3 people and over 40 people from different nationalities injured.

# HANDLING A SUSPECT ITEM

- Do not **touch**
- Do not **smell**
- Do not **unscrew**
- **Do not lift**
- **Do not cut strings**
- **Report to your supervisor**
- Your **superviso**r will then call the EOD (explosive ordinance department or the appropriate department)

# TEAM APPROACH

- Security not only at the airport is **everyone's business**

- **Be thorough**

- **Stay motivated**

- Share information because everyone is a stake holder

- Be **involved** and don't stand aloof

- Be a **watch dog**.

# IMPORTANCE OF TEAM APPROACH

- Essential to an **effective security program**
- Employees become **active participants** in the security programme
- Employees must have a **basic understanding of security procedures**
- It **brings result**

# PROFILING

- Scientific method of <span style="color:red">analyzing people's behavior</span>

- Helps to identify **potential threat** before the crime is committed.

- Through Base lining: (avoid Observational errors that leads to error in Judgment)

- Behaviors that cause suspicion ( Fear factor, signs of Nervousness, signs of Agitation, Evasion activity ie avoiding eye contact)

- Resolution Conversation ie interviewing (looking at inconsistencies)

# SCREENING OF PASSENGERS

- **Security system** starts at the **period of purchase of ticket**

- **Trained observance** of people to identify potential offenders (profiling)

- Persons/cabin baggage when **screened properly goes a long way in preventing** weapons from being carried  on board the aircraft

- **Access control** must be **well manne**d

# OTHER AREAS WHERE PROHIBITED ITEMS MAY ENTER INTO THE AIRCRAFT AREA

- Passengers and **cabin baggage**
- **Crew** and cabin baggage
- All other baggage
- **Cargo** and mail
- **Ground personnel**
- Aircraft **stores/catering**
- **vehicles**

# COUNTER MEASURES

- Baggage left **unattended/abandoned** should be reported to the **EOD** and destroyed afterwards

- **Do not transport** the baggage of **passengers who are not on board the aircraft** unless the baggage **separated** from the passengers is **subjected** to other security **control measures**.

# AVOID TAILGATING

- **TAILGATING** IS ONE OF THE MOST **COMMON AND INNOCENT BREACHES PERPETUATED** BY OFFICERS/STAFF MANNING ACCESS POINTS.

- **ALLOWING** EX-EMPLOYEES/FRIENDS/RELATIVES AND VISITORS INTO RESTRICTED AREA WITHOUT **APPROPRIATE BADGE**

# ROLE OF HUMAN FACTORS

- **Positive approach** to work **enhances job performance**

- **Negative approach** decreases effectiveness and can lead to **safety mishaps/security breaches**

- **Boredom** – can be deadly

# ROLE REVERSAL

- **Ask** questions on how you can **improve what we do together**

- **Be curious** and **discuss it with others you come in contact with during your tour of duty**

# PREPARE FOR DISASTER

- **Think** of various problem situations
- What are your **individual** responsibilities
- What will you be doing during **such scenarios**
- **What can I do better and how**?
- **Find ways of doing it better**
- **Examine** your **daily routine**
- Look for **safety violations** and **make a list**
- **Remember** security is **everybody's business**

# VIOLATIONS TO CIVIL AVIATION/OVERVIEW OF TERRORISM

- **Sabotage**: an act of deliberate, intended to cause malicious or wanton destruction of property, endangering or resulting in unlawful interference with international civil aviation and its facilities.
- **Subversion:** an action, plan or activity intended to undermine or overthrow a government or other institution of aviation industry from carrying out its statutory duties
- **Espionage:** activity of spying, the use of spying or spies to gather secret information.
- **Pilferage:** to steal small items of little value, especially habitually.
- **Illegal Duties**: doing something that is illegitimate  or in contravention of the law

# HIJACKERS VERSUS SABOTEURS

- **Hijackers: - claim responsibility**
- **Negotiate**
- **Have demand**
- **Saboteurs: do not claim responsibility**
- **Do not negotiate**
- **Do not voice demand**

# PASSENGER SOLICITING

- **Attempting to lure somebody into participating in illegal or immoral acts.**

- **Touts:** soliciting for passengers for financial gain or gratification

# LEGAL INSTRUMENTS

- **International Documentation**: Annex 17 – Aviation Security, Document **8973** – Security Manual

- International, National & Local Regulations Airport Programmes

- **National Legislation**: **Civil Aviation Act (CAA) 2006**, sections 55 to 61

- Create the offenders mentioned in convention

- **Section 31 provide** for the **DG to make regulations**

- **REGULATION**: Nigeria – **Civil Aviation Regulation**

- **ADDITIONAL REGULATION**: **FAAN Act, 2004**

- **FAAN Bye- Laws 2005**

- **Nigeria International Airport** (Restricted Areas)

- **Essential Services** (General) **Regulations, 2006**

# SECURITY PROGRAMMES

- **National Civil Aviation Security Programme (NCASP)**
- **Airport Security Programme (ASP)**
- **Airport Operators Security Programme (AOSP)**
- **National Civil Aviation Security Training Programme (NCASTP)**
- **National AVSEC Quality Control Programme (NQCP)**
- **Cargo Security Programme**
- **Airport Tenants & Facility Operators (TRA Concept)**

# NATIONAL CIVIL AVIATION SECURITY PROGRAMME (NCASP)

Standard 3.1.2 of Annex 17 Standard and Recommended practices states that

" Each contracting state shall designate and specify to ICAO an appropriate authority within its administration to be responsible for the development, implementation and maintenance of the National civil Aviation Security programme."

# ANNEX 17  ICAO STANDARD AND RECOMMENDED PRACTICES

Standard 3.1.4 states  that

"Each contracting state shall require the appropriate authority to  define and allocate tasks and coordinate activities between the departments, agencies and other  organizations of the state, Airport, Aircraft operators and other  entities concerned with or responsible for the implementation of various aspects of the National Civil Aviation Security Programme"

# OBJECTIVES OF AIRPORT SECURITY PROGRAMME (ASP)

To ensure that Aviation Security measures and responsibilities are **clearly defined and understood** by those who need to implement them. It should clarify and detail all measures that are required to be implemented at the Airport to meet the requirements of National Civil Aviation Security Programme

# ROLES/RESPONSIBILITIES OF STAKEHOLDERS AT THE AIRPORTS

The roles/ responsibilities of Airport stake-holders are clearly spelt out in Airport security programmes of every Airport.

Every stake holder has a part to play in the implementation of various aspect of the NCASP.

However, the Aviation Security under the leadership of the Airport Chief of Security coordinates all Aviation security policies, procedures and preventive measures applied at the Airport to ensure that the work of the security department progresses smoothly and efficiently.

# STAKE HOLDERS AT THE AIRPORTS

- Policing Authority (NPF)
- Department of State Services (DSS)
- Military Airport Commandant (Nigeria Army/Nigeria Air force)
- Nigeria Customs Service (NCS)
- Nigeria Immigration Service (NIS)
- Nigerian Drug Law Enforcement Agency(NDLEA)
- Nigerian Agricultural Quarantine Service (NAQS)
- Federal Road Safety Corps (FRSC)
- Nigeria Security and Civil Defence Corps(NSCDC)

# STAKE HOLDERS AT THE AIRPORT

- Nigeria Security and Civil Defence Corps (NSCDC)
- Port Health Services (under the Federal Ministry of Health)
- Aircraft Operators

# QUESTIONS ?/summary

# THANK YOU