

Amendment 11 to ICAO Annex 17

1. Purpose

This Paper highlights the salient changes introduced by the Amendment 11 to the ICAO Annex 17.

2. Background

In response to the comments of the Vice Chairman of the Committee on Unlawful Interference made in September 2002 that the commencement of ICAO's security audit programme had necessitated a further review of Annex 17, the ICAO Aviation Security Panel set up a Working Group to draft proposals for Amendment 11.

The Working Group eventually came up with a draft version of the Amendment 11 and tabled it at the seventeenth meeting of the AVSEC Panel. The proposed Amendment was accepted and circulated to the States for comments in June 2005. In November 2005 ICAO notified that the Amendment 11 had been adopted and will become applicable on 1 July 2006.

2. Contents of the Amendment

The amendment undertook a thorough review of Annex 17 provisions in order to further clarify the wording of existing Standards and Recommended Practices (SARPs) to facilitate both their common interpretation by Contracting States and their ease of auditing under the ICAO Universal Security Audit Programme (USAP), as well as to ensure that the measures in Annex 17 are commensurate with the level of threat. The proposed amendment involves the following:

- a) Definitions
- b) applicability of Annex 17
- c) reinforcement of national civil aviation security control programmes provisions
- d) General aviation and aerial work
- e) One-stop security concept for passengers and baggage
- f) Risk assessment concept
- g) Security for all-cargo operations
- h) In-Flight Security Officers (IFSOs)

The salient amendments are listed below.

2.1 Definitions

For clarity purpose, the Amendment provides additional definitions to the terms in the Annex 17. The salient additions are definitions on :

- i) *Aerial work*
- ii) *Aircraft security search*
- iii) *Certification*
- iv) *Commercial air transport operation*
- v) *Corporate Aviation*
- vi) *Disruptive passenger*
- vii) *General Aviation Operation*
- viii) *Security Audit*
- ix) *Security Inspection*
- x) *Security Restricted Area*
- xi) *Security Survey*
- xii) *Security Test*

2.2 Contents

Apart from re-grouping the paragraphs in Annex 17 to re-organise the security measures in a more systematic manner to spell out the security measures for respective areas such as airport operations, aircraft operators, security measures on access controls, hold baggage, passengers and their cabin baggage and cargo etc., the Amendment introduces new Standards and Recommended Practices (SARPs). Of them the significant additions are:

- a) Recommended Practice 2.4.5

Sharing the results of the security audits and corrective actions

- b) Recommended Practice 3.1.7

Contracting States should ensure trainers and training programmes meet standards defined by appropriate authority.

c) Recommended Practice 3.3.2

Contracting State should ensure that entities conducting general aviation operations with aircraft of take-off mass >5,700 kg establish, implement and maintained an aircraft operator security programme.

d) Recommended Practice 3.3.3

Contracting State should ensure that entities conducting aerial work operations establish, implement and maintained an aircraft operator security programme.

e) Standard 3.4.7

Contracting State shall ensure that :

- i) the personnel carrying out security audits, tests, surveys and inspections are trained to appropriate standards
- ii) the personnel carrying out security audits, tests, surveys and inspections are afforded the necessary authority
- iii) supplement the national quality control programme by establishing a confidential reporting system for analyzing security information from sources such as passengers, crew, ground personnel etc.
- iv) establish a process to record and analyze the results of the national quality control programme

f) Standard 4.2.6

Contracting State shall ensure that a proportion of persons other than passengers who are accessing to the airside and their items carried are screened. This provision was a Recommendation in the previous Annex and is upgraded to a Standard.

g) Standard 4.4.2

Contracting State shall ensure that *transfer passengers of commercial transport operations and their cabin baggage* are screened, unless it has established a validation process and continuously implement procedures, in collaboration with the other Contracting State where appropriate, to ensure that such passengers and their cabin baggage have been screened to an appropriate level at the point of origin and subsequently protected from unauthorized interference from the point

of screening at the originating airport to the departing aircraft at the transfer airport.

h) Standard 4.5.2

Contracting State shall ensure that *transfer hold baggage* is screened prior to being loaded into an aircraft engaged in commercial air transport operations, unless it has established a validation process and continuously implement procedures, in collaboration with the other Contracting State where appropriate, to ensure that such hold baggage has been screened to an appropriate level at the point of origin and subsequently protected from unauthorized interference from the point of screening at the originating airport to the departing aircraft at the transfer airport.

i) Standard 4.6.3

Contracting States shall establish a process for approval of regulated agents.

j) Recommended Practice 4.6.6

Application of security controls on cargo and mail for transportation in all-cargo aircraft subject to risk assessment.

k) Standard 4.7.7

Contracting States shall ensure that their In-flight Security Officers are government personnel who are specially selected and trained. The deployment of such officers shall be co-ordinated with concerned States and kept strictly confidential.

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