

Aviation Security: The Role of IFALPA and its Member Associations

BACKGROUND

Any attack on civil aviation constitutes a wilful hazard to the safety and security of passengers and crew. Therefore, the prevention of such attacks is one of the highest priorities of the Federation. Aviation security should be a multi-layered approach with an emphasis based on ground security. In-flight security should not be considered a substitute for comprehensive and effective ground security measures.

The safety and security of the aircraft and its occupants is the prime responsibility of the pilot-in-command, who should retain full authority over the operation of the aircraft at all times. The pilot-in-command has the final decision as to the adequacy of security measures provided for the flight. Articles 6, 7, and 8 of the Tokyo Convention provide a full description of the powers of the aircraft commander.

IFALPA recognises that the ultimate responsibility for the safeguarding of civil aviation from attacks rests with States, even if they contract other entities to provide aviation security measures, for example air carriers or independent security organisations.

THE ROLE OF IFALPA

IFALPA strongly supports international cooperation to combat attacks on civil aviation and actively contributes to the formulation, ratification, and implementation of International Conventions, Protocols, Resolutions, Statements, Standards, and Recommended Practices intended to achieve these aims.

The Federation also supports ICAO's efforts to encourage States to ratify and fulfil their obligations as signatories to these international instruments, and continuously works with other international organisations and aviation stakeholders towards the development and implementation of Aviation Security Programmes.

THE ROLE OF MEMBER ASSOCIATIONS

Member Associations should:

- Take all possible steps to ensure that their national Authority ratifies and implements International Conventions and Agreements on aviation security.
- Report to IFALPA any planned or active attack on civil aviation, and any known security threat, through the relevant IFALPA Regional structure (EVP, RVP).
- Report to IFALPA any area or airport where aviation security is believed to be inadequate, for further action by the IFALPA Security Committee and possible inclusion in IFALPA Annex 29.
- Keep in close contact with their Operators to assist with - and monitor - the implementation of appropriate security procedures, including all necessary precautions to protect crews against security threats, both during the operation and while on layover. An adequate flow of security-related information from the Operators to crews should be maintained to ensure a full understanding of security procedures.
- Form their own Security Group and send a representative to IFALPA Security Committee meetings. This Security Group should maintain a close cooperation with:
 - The national Authority responsible for Aviation Security.
 - National/local police/military/security organisations.
 - The local airport Authority, and be included in any airport security committee established in accordance with ICAO Annex 17, para. 3.2.3 to coordinate the implementation of security controls and procedures.
 - Any other aviation security stakeholder.

MAIN REFERENCE DOCUMENTS (Available on the IFALPA Hub)

Tokyo Convention 1963

Beijing Convention 2010

Montreal Protocol 2014

ICAO Annexes 9, 14, and 17

ICAO Doc 8973 – Security Manual