State Aviation Security Plan

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United Kingdom Overseas Territories

Anguilla
Ascension Island
Bermuda
British Virgin Islands
Cayman Islands
Falkland Islands
Montserrat
St. Helena
Turks and Caicos Islands

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REVISIONS

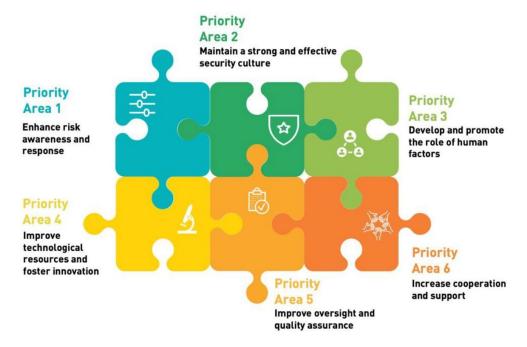| Issue No.		Subject
1.0	Entire	First issue

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INTRODUCTION

Air transport plays a significant role in the global economy. Secure air transport contributes to the enhancement of connectivity in trade and tourism and strengthens political and cultural links amongst States.

Aviation promotes global economic growth and is a critical enabler for economic progress and development in the United Kingdom (UK) Overseas Territories.

Security incidents significantly impact the travelling public, particularly when they lead to injury or loss of life. These incidents also undermine confidence in air travel and disrupt both (ICAO) travel and trade.

The second edition of the International Civil Aviation Organisation Global Aviation Security Plan, contains six global priority areas for the improvement of aviation security.

Priority Area 1 — Enhance risk awareness and response

Priority Area 2 — Maintain a strong and effective security culture

Priority Area 3 — Develop and promote the role of human factors

Priority Area 4 — Improve technological resources and foster innovation

Priority Area 5 — Improve oversight and quality assurance

Priority Area 6 — Increase cooperation and support

This State Aviation Security Plan describes the initiatives that will be implemented in the UK Overseas Territories, in support of ICAO's overarching aspirational goals.

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Chief Executive Officer
Air Safety Support International Ltd

7 November 2024
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Date

PRIORITY 1 – ENHANCING RISK AWARENESS AND RESPONSE

Developing policies and establishing measures that are effective, proportionate and sustainable by identifying, understanding and managing risk as an essential element.

Using risk assessments to help ensure that efforts are targeted in the right areas, where they can have the highest impact, and that emerging risks are anticipated.

Current status

Each Territory's Governor has formed a National Civil Aviation Security Committee (NCASC), responsible for advising on the measures needed to address threats to civil aviation operations and facilities. The committee is also tasked with developing and maintaining a National Civil Aviation Security risk register.

In support of the risk assessment process, NCASC's are provided with aviation threat information issued by the UK Department for Transport and the Joint Terrorism Analysis Centre and with relevant crime information provided by local Police and Border Control agencies.

Threat and risk assessment information is used by Air Safety Support International (ASSI) to guide changes to security measures.

Initiative 1.1 – Improved risk register format

Some NCASCs have found the existing risk register format difficult to use, with the result that risk registers do not always provide a clear, believable, and understandable picture of the security risks faced at a location.

➢ Research will be undertaken into alternative risk assessment models, and work will be undertaken with NCASCs to develop an easier to use and more informative risk register format.

Initiative 1.2 – Risk assessment training

Security risk assessment training has recently been provided to all Security Managers.

➢ Once the new security risk register format has been developed, a risk assessment training module will be developed and made available to NCASCs and industry, through face-to-face and web-based initiatives.

Initiative 1.3 – Insider threat

➢ NCASCs will be assisted in assessment of the insider threat risk.

Initiative 1.4 – Collaboration with US Authorities

There is close co-operation with the United States (US) Transport Security Administration (TSA) on compliance activities in the Caribbean region and in Bermuda. There is, however, no formal mechanism in place to share threat information.

➢ Work will be undertaken to improve the sharing of threat information with US Authorities.

PRIORITY 2 – MAINTAINING AND STRENGTHENING AN EFFECTIVE SECURITY CULTURE

Establishing an appreciation of positive security behaviours amongst staff.

Security is seen as a core value, with all staff thinking and acting in more security-conscious ways.

Current status

Existing security and training requirements contain some, but not all, of the elements necessary to implement an effective Security Management System (SeMS) and, through that, to promote an effective security culture.

Initiative 2.1 – Building on existing requirements

➢ Instead of creating separate requirements for SeMS and security culture, the existing requirements will be reviewed and enhanced to incorporate them.

Initiative 2.2 – Security campaigns

➢ A range of security campaign materials will be designed and made available, in support of improving the security awareness of airport workers and members of the public.

Initiative 2.3 – Security awareness training for all airport workers

➢ Requirements will be introduced to ensure that all airport workers, including Landside workers, receive security awareness training.

Initiative 2.4 – Promotion of security reporting

➢ The availability of existing security reporting systems will be promoted to all airports users, including the public.

PRIORITY 3 – DEVELOPING AND PROMOTING THE ROLE OF HUMAN FACTORS

Investing in people. Integrating human factors principles into aviation security policies and operational measures.

Recognizing aviation security roles, including the required skills and competencies necessary, as a profession, which is essential for the effective performance and sustainability of civil aviation.

Current status

ASSI currently relies on work undertaken by the UK Department for Transport, on human factors, to inform its approach to regulation.

Some initiatives have been undertaken to raise the professional status of aviation security, including:

- Licensing of Security Managers
- Provision of 2-yearly refresher training for Security Managers
- Formal approval of Security Training Organisations
- Provision of 2-yearly refresher training for Security Instructors

Initiative 3.1 – Human factors assessment

➢ An assessment will be undertaken, at each airport, of human factors in the workplace and working environment.

Initiative 3.2 – Human factors training

➢ Human factors training will be made available to ASSI Aviation Security personnel, and to all Security Managers.

Initiative 3.2 – Promotion of advanced security training

➢ Advanced Aviation Security training for Security Managers will be actively promoted and encouraged.

PRIORITY 4 – IMPROVING TECHNOLOGICAL RESOURCES AND FOSTERING INNOVATION

Promoting better technological solutions and innovative techniques that can provide the tools for enhancing aviation security effectiveness while ensuring operational efficiency and the integration of human factors principles.

Current status

In respective of the development of new technologies and innovation, ASSI relies on work undertaken by the UK Department for Transport (DfT), European Civil Aviation Conference (ECAC) and the US TSA.

To date, the regulatory approach has been to incentivise the removal of older screening technologies in favour of more advanced equipment. Current regulations include provision to permit the use of alternative and innovative techniques if deemed suitable.

Initiative 4.1 – Encouraging deployment of better technology

➢ Deployment of affordable, better technology will continue to be incentivised.

Initiative 4.2 – Keeping abreast of new developments

➢ One member of the ASSI AvSec team will be nominated as a subject matter expert and tasked with keeping abreast of technological developments.

PRIORITY 5 – IMPROVING OVERSIGHT AND QUALITY ASSURANCE

Establishing and maintaining effective quality control and oversight processes nationally and locally, which are critical in delivering sustainable and effective aviation security.

Current status

The existing quality assurance processes are well developed in respect of remote and on-site inspections and audits. Compliance activities are determined according to a defined risk assessment process.

Initiative 5.1 – Vulnerability surveys

➢ A methodology will be developed for the conduct of vulnerability surveys.

Initiative 5.2 – Increased security testing

➢ The security testing programme will continue to be developed in respect of the type and quantity of tests being carried out.
➢ Requirements for entities to conduct structured, internal security testing programmes will be developed.

PRIORITY 6 – INCREASING COOPERATION AND SUPPORT

Integrating effective collaboration and capacity-building between and within States, including relevant stakeholders and industry, to enable the achievement of key security outcomes more effectively and efficiently.

Current status

Co-operation with the US TSA is strong, but resource constraints have negatively affected liaison and collaboration with ICAO Regional Offices on aviation security issues. Additionally, cooperation between Territories remains limited.

Initiative 6.1 – Improving co-operation with ICAO

➢ Measures will be put in place to strengthen co-operation and sharing of information with ICAO Regional Offices.

Initiative 6.2 – Improving co-operation between Territories

➢ Territories will be encouraged to share security information and experience through a programme of on-line webinars.

Initiative 6.3 – Supporting one-stop security

➢ Requests to implement one-stop security arrangements with other States will be supported, subject to UK Department for Transport approval.