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ECA statement on improved flight security on 'Foreign Air Carriers' (Part 129)

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Principles in addressing a new threat to aviation security:

- ✓ Maintain previous successful solutions
- ✓ Enhance screening on the ground (better equipment & staff, sealed areas)
- ✓ Additional security measures within the aircraft, but based on:
 - a balance between safety, security and finance
 - the principle of proportionality according to the threat
 - the principle of the Captain's authority

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How to apply new security measures?

- ✓ It must be considered that the ~~flight deck doors~~ constitute a means of escape (Safety), as well as an integral part of the crew communication setup (CRM).
- ✓ The locking of the flight deck doors should function in conjunction with a visual/video identification system (cockpit-located monitor)
- ✓ The captain should keep the full authority and responsibility for the operation of the door; it should be « lockable ».

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Immediate measures taken in Europe

- ✓ Cockpit access policy
- ✓ Reinforcement of cockpit doors
- ✓ Visits to the cockpit
- ✓ Sky marshals
- ✓ Procedural measures for cabin crew
- ✓ Cabin search procedures
- ✓ Review of security equipment within the aircraft

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Short/Medium term

- ✓ Cabin and Flight Crew training
- ✓ « Phase 2 » cockpit door reinforcements and installation of video surveillance system
- ✓ ICAO requirements and Part 129
- ✓ EU future legislation on security

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The need for a gradual response

- ✓ Part 129 makes permanent measures valid in a status of permanent maximum alert
- ✓ Part 129 fails to include European Operational differences (access to the cockpit and use of cockpit jump seats)
- ✓ In Europe, authorities are not funding the costs of new onboard security measures, they have to be funded by the airlines
- ✓ No indemnification of European pilots from the ICAO Annex 6 provisions (*commander's responsibility for the operation and the safety of the aeroplane and for the safety of all persons on board*)

Recommendations

- ✓ ECA calls on a more coordinated approach at EU – US and ICAO levels
- ✓ New onboard security measures do *not* need to be identical: it is the final result which is important
- ✓ The implementation should also include an evaluation of the threat, in a partnership between the governments, the airlines and other stakeholders
- ✓ Part 129 should include the views of foreign aviation stakeholders

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In the future...
More convergence and
coordination regarding
measures to be taken to
address common risks

Thank you

Capt. Odd Haugsbak

