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Canadian Association of Chiefs of Police

Aviation Security Committee (ASC)

Chair: Supt. Joe Oliver, RCMP

Annual Report 2012-13

August 2013

BACKGROUND

- The Aviation Security Committee (ASC) is mandated to make recommendations, influence and advance aviation security through collective leadership.
- The Committee's work is guided by three strategic priorities:
 - Addressing threats to aviation security;
 - Strengthening coordination, collaboration and integration amongst aviation security partners; and
 - Addressing criminal exploitation of the aviation transportation system through progressive policing.
- Recognizing that aviation security is a shared responsibility, the ASC membership consists of representation from municipal, provincial and federal police services; Canadian airport authorities; airline security; and federal departments and agencies including Public Safety Canada, Transport Canada, Canadian Security Intelligence Service and the Canada Border Services Agency.
- In March 2011, the ASC developed a multi-year work plan and identified the following initiatives in support of its strategic priorities:
 - Establish protocols to enhance information sharing within the airport environment,
 - Develop recommendations in response to the threat posed by laser strikes on aircraft and prohibited weapons in the airport environment.
 - Develop recommendations in relation to non-passenger screening practices to combat internal conspiracies, organized crime and would be terrorist activities.
 - Research and share best practices in relation to airport policing.
 - Establish policing standards for Canadian airports and establish a national training program.

HIGHLIGHTS OF 2012-13

- During this reporting period, the ASC met on three occasions (Ottawa, October 2012; Toronto, February 2013; Ottawa, June 2013) and continued to make progress against its strategic work plan.
- The Committee continued to be an appropriate forum to share information and best practices relating to its mandate. Specifically, the ASC:
 - Continued to promote the newly developed on-line Airport Policing Course which is available on the CPKN and the RCMP's Saba Learning Management System.
 - Exchanged best practices on aviation security and public safety matters.
 - Received briefings on national and aviation security threats.

- Received briefings and, where possible, provided feedback on legislative and regulatory changes impacting aerodromes and the aviation security environment.

ACTIVITIES PLANNED FOR 2013-14

- Work with federal partners including Public Safety Canada and Health Canada, to identify options to address the increasing threat to public safety and security posed by **high-powered lasers**.
 - Class 3(b) and 4 lasers present a significant threat to public safety.
 - The frequency of incidents that compromise public safety in Canada is growing.
 - Current legislation is cumbersome and circumstances frequently prevent the police from securing the evidence necessary to seize devices and pursue prosecutions.
- Building on the standard operating procedures established by Peel Regional Police and Richmond RCMP, work with NAV CANADA and other stakeholders to develop an **operational response protocol to laser strike incidents on aircraft**.
 - Shining a laser into the cockpit of an aircraft is a serious safety risk and violates federal law. High-powered lasers can completely incapacitate pilots during flight.
- Complete a **threat assessment** on the criminal exploitation of the Canadian aviation system.
 - In 2007, a strategic assessment of criminal activity and organized crime infiltration at Canada's Class 1 Airports was completed. Since then, a number of measures have been implemented to address the key findings of the assessment.
 - The 2013 aviation threat assessment will take on a broader study of the Canadian aviation system and include two phases:
 - Phase one: A series of strategic assessment briefs on the Canadian aviation transportation system
 - Phase two: A series of outcome initiatives
- Improve **information sharing** between aviation security partners.
 - Aviation security and emergency management in the airport environment involves numerous partners and stakeholders including police, border guards, airport screeners, airline security and airport operators.
 - Information sharing is governed by a complex web of legislation, regulations and organizational policies.
 - A draft information sharing matrix – aimed at demystifying this complex web – is currently undergoing a legal review.
- Increase law enforcement participation in the **Multi-Agency Advisory Committees (MAACs)** which are mandate by Transport Canada.

- Airport authorities are required to establish a MAAC, comprised on law enforcement and security agencies present at airports, to share information related to threats and vulnerabilities for the purposes of carrying out an informed security/risk assessment.
- Conduct a **strategic planning workshop** to refresh the Committee's priorities and work plan.
 - The last planning session was conducted in March 2011. A planning workshop is being planned for February/March 2014.