Canadian Association of Chiefs of Police

Aviation Security Committee (ASC)
Interim Co-Chair: A/Commr. Marc Tardif (RCMP)
Interim Co-Chair: Dave Thomas (Ottawa International Airport Authority)

Annual Report
2013-14

August 2014

BACKGROUND

- In April 2014, the Aviation Security Committee (ASC) engaged in a Strategic Planning Session to refresh the Committee's priorities and focus our collaborative efforts on issues with tangible results that pose the greatest risk to aviation security and airport safety. The Committee agreed to revise the mandate statement:

  New Mandate Statement: Make recommendations, advance and influence airport safety and aviation security through collaborative efforts.

- Following the adoption of the new mandate statement, the Committee shifted its focus to amending the three (3) priorities of the ASC, which guide the Committee work, and draw the nexus between aviation security and airport safety:

  New ASC Priorities:
    1) Address threats to aviation security and airport safety;
    2) Strengthen coordination, collaboration and integration among airport safety and aviation security; and,
    3) Address the criminal exploitation of the vulnerabilities in the aviation transportation system.

- 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 (PS) Canada, Transport Canada, Canadian Air Transportation Safety Agency, Nav Canada and the Canada Border Services Agency.

HIGHLIGHTS OF 2013-14
- During this reporting period, the ASC met on two occasions (Ottawa, October 2013; and, Toronto, April 2014).

- The Committee continues to be an appropriate forum to share information and best practices relating to its mandate. Specifically, the ASC:
    ➢ Continued to promote the 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; and,
    ➢ Received briefings and, where possible, provided feedback on legislative and regulatory changes impacting aerodromes and the aviation security environment.

- As noted above, the ASC conducted a **strategic planning workshop** to refresh the Committee's priorities and work plan.
    ➢ These sessions typically occur every three (3) years, with the last planning session conducted in March 2011.

ACTIVITIES PLANNED FOR 2014-15

Four (4) action items were identified in the Strategic Planning Session's priority action planning exercise:

1) Active Shooter (Education and Response);
2) High-Powered Lasers;
3) Non-Passenger Screening (NPS) and Non-Passenger Screening Vehicles (NPSV); and,
4) Standardization of Enforcement / Best Practices in the Aviation Security Realm.

Two (2) common issues were identified that the Committee could address in the short-term:

1) **Active Shooter – Champions: The Greater Toronto Airport Authority and Peel Regional Police**: Examination of the Active Shooter scheme at Pearson International Airport. The goal is to develop a framework to be applied nationally outlining best practices and strategies to effectively address an active shooter situation in an aerodrome. The template will be a living document which is designed to be a framework for a nationally coordinated plan.

2) **High-Powered Lasers – Champion: RCMP**: The development of a Communications and Policy/Regulatory package to further the work on initiatives designed to curb high-powered laser attacks on an aircraft, in conjunction with PS Canada.

Background work will continue on the other two (2) issues (NPS/NPSV and Standardization of Enforcement / Best Practices in the aviation realm) over the next three (3) years.

- The Committee will engage in bi-monthly teleconferences between meetings, in order to effectively monitor the progress of the action items.

- 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.
  ➢ 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.

- 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.

- In 2013, the aviation threat assessment took on a broader study of the Canadian aviation system and includes two phases:

- Phase 1: A series of strategic assessment briefs on the Canadian aviation transportation system (two have been completed to date); and,
- Phase 2: 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 being finalized.