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## **APEC Initiative on Reducing the Threat of MANPADS to Aviation Security**

Purpose: Consideration  
Submitted by: SOM Chair  
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**17<sup>th</sup> APEC Ministerial Meeting**  
**Busan, Korea**  
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## **APEC Initiative on Reducing the Threat of MANPADS to Aviation Security**

### **Proposal:**

Relevant APEC economies agree to conduct one MANPADS assessment of a major international airport by the end of 2006 using the MANPADS vulnerability (MVA) assessment guide established by the International Civil Aviation Organization (ICAO) or similar international guidelines.

### **Background:**

APEC Ministers committed to develop measures consistent with relevant international organizations to prevent terrorists from obtaining and using MANPADS to attack civilian aviation. To fulfill this commitment APEC needs to address one of the most important elements in assessing the risk to civil aviation posed by MANPADS, a MANPADS vulnerability assessment at all significant airports, with selection being based on the domestic profile, criticality, or other factors as defined by the member economy. The assessment should identify the risk at each airport, and the recommended countermeasures that should be taken to deter a potential attack. As with all aviation security, the approach should be based on the principle of risk management. A key judgment to be made is whether the terrorist threat to aviation within the economy requires that permanent MANPADS countermeasures be deployed at all airports within an economy or whether there are some airports at which a mix of permanent and contingent arrangements (or contingent arrangements alone) would represent an appropriate response.

Successful mitigation of potential MANPADS attacks is difficult but not impossible and depends upon close cooperation and coordination among ground resources, operators, flight crew and air traffic services. Communication between these groups is the critical component for proper identification of vulnerabilities and defense against an actual threat.

From the terrorists' perspective, civil aircraft are accessible and predictable due to the limited number of approach and departure corridors; they are therefore most vulnerable during take-off or landing. Not only is the aircraft close to the ground and moving relatively slowly, it is following a predictable flight path dictated by air traffic control procedures. In addition, during the landing phase, due to lower engine setting requirements, the engine power generates a much higher thermal signature associated with lower speed, resulting also in minimal manoeuvrability. Aircraft noise limitations at larger metropolitan areas additionally restrict and provide an easier target for MANPADS attacks.

Technical measures may not always be deemed practicable to ensure safety and security of commercial aircraft. It is therefore of paramount importance that the threat is identified and deterred on the ground before a MANPADS attack occurs. New aviation security guidance material for conducting MANPADS vulnerability assessments at airports is now available for use by relevant economies on the ICAO secure website for MANPADS. APEC members are encouraged to seek access to the secure website and begin a systematic review of MANPADS vulnerabilities at airports. In addition to mitigating the MANPADS threat, the assessments and resulting countermeasures, when implemented, are likely to lead to the identification of

possible enhanced protection of civil aircraft from other threats, such as other acts of terrorism.

*To access the ICAO MANPADS Secure Website go to the address: <https://icaosec.icao.int>. Click on New User and when prompted enter the group name MANPADS and click OK. A new account request form will be displayed. Fill in all required information and click the Submit Request button. A username and password will be emailed to you once processed. Return to the website address, click the Login button, and use the information provided in the email to login. Access to the information on the website is based on individual login and password combinations provided by ICAO headquarters.*