



Canadian Association of Chiefs of Police (CACCP)

Aviation Security Committee (ASC)

Co-Chair: C/Supt. Rosemary Abbruzzese (RCMP)

Co-Chair: Ms. Jennifer Sullivan (Greater Toronto Airport Authority)

Annual Report 2014-15

August 2015

MANDATE

Make recommendations, advance and influence airport safety and aviation security through collaborative efforts.

ACCOMPLISHMENTS DURING 2014-15

During this reporting period, the CACP Aviation Security Committee (ASC) met on two occasions (Montreal, November 2014; and, Vancouver, May 2015).

The Committee continues to be an appropriate forum to share information and best practices relating to its mandate.

High-powered Laser Strikes on Aircraft

Over the course of the last two reporting years, knowledge, awareness and collaboration amongst Committee agencies in relation to high-powered laser strikes on aircraft have increased significantly. The main objective of this ASC priority is to reduce the number of instances of lasers being directed into the cockpits of aircraft through:

- open dialogue with stakeholders to develop new approaches;
- development of targeted communications and outreach activities to raise awareness of both the safety risks and the legal consequences; and,
- the implementation of a Universal Laser Strike Reporting Protocol.

Given there was relatively little work being done on the issue of laser strikes on aircraft, and the frequency had increased over the past several years, the Committee undertook to leverage its position as a multi-agency forum for law enforcement, policy makers, and key industry stakeholders to draw a greater awareness to the dangers associated to this activity. For example, the ASC served as a key audience and collaborator of Transport Canada (TC) when TC was developing and presenting its laser strike awareness strategy prior to public roll-out. The next focus will be to analyze feedback and expand the role for law enforcement in the protocol, as appropriate; as well, refine the procedures and protocol for law enforcement when responding to calls for service involving directed light sources at airports.

Active Shooter Framework

The Committee continued to promote the need for a standardized framework for law enforcement responses to an active shooter / assailant in an aerodrome. In support of this priority, Peel Regional Police has been working in concert with the Greater Toronto Airport Authority (GTAA) to develop a response framework for addressing the potential threat posed by an active assailant in an aerodrome. Many guiding principles could be applied nationally; however, this framework is specific to Toronto Pearson International Airport.

The ASC will continue to examine the issue, based on elements from the Peel Regional Police scheme. The primary goal is to develop a scalable national framework for addressing an active assailant in an aerodrome. Through coordination with all of the partners in the airport [e.g., CBSA, RCMP (In-Flight Security Officers; VIP personnel), police of jurisdiction, CATSA, airport authorities, private security and the tenants] an effective framework can be developed to provide guidance in operationalizing a response protocol.

PLANNED INITIATIVES FOR 2015-16

Pursuant to the mandate of the Committee, we will continue to identify threats to aviation security and lobby the CACP for action and leadership on issues, where appropriate.

The ASC will continue to monitor the use of Unmanned Aerial Vehicles / Unmanned Aerial Systems as it pertains to aviation security and safety, given the spike in popularity in the past several years.

The Committee will examine the top 23 risks and threats to aviation as identified by Transport Canada in the National Threat and Risk Context Statement with a goal of:

- a) validating/corroborating the list as priority items; and,
- b) examining key items from the list and briefing the larger CACP to ensure that law enforcement across the country is well informed on the potential threats in the aviation environment.

Through coordination with all of the partners in the airport, the ASC will continue to provide guidance in operationalizing a scalable response protocol for addressing the threat posed by an active assailant in an aerodrome.

ADDITIONAL INFORMATION

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 Transport Security Authority, Nav Canada and the CBSA.