General Aviation Security

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Civil Aviation Safety in Poland

By Sylwia Książek, M.A.

Abstract: *The article describes the level of safety of civil aviation in Poland based on the Safety Management System (SMS) which has become a standard in the airline industry worldwide. This system is recognized by the Joint Planning and Development Office (JPDO), the International Civil Aviation Organization (ICAO), the National Civil Aviation Authority (CAA), and service providers as the next step in the development of aviation safety. The article also identifies the tools that will be used to preserve this level of safety while making continuous improvements. The article further presents tools in the fight against air terrorism, a fight which starts on the ground and is carried out with the help of personnel and technical security measures at airports in Poland.*

> *"Poland devotes special attention to issues introduced by SMS for aviation organizations."*

Maintaining an adequate level of security for highly developed critical infrastructure is a priority for every country. The smallest attempt to damage or destroy any of the elements of a nation's critical infra-structure may cause the loss of life and health to many people and the destabilization of the proper functioning of a county. The increasing popularity of using air transport by the civilian population requires appropriate action in order to build and modernize the appropriate level of national and international security.

Civil aviation is an integral part of a nation's critical infrastructure. It plays an important role in the worldwide free movement of people and goods. The unexpected increase in threats from terrorist actions have resulted in the activities aimed at building a modern Safety Management System and protection against acts of unlawful interference. Let us look at the changes introduced in Poland in accordance with the ICAO's Standards and Recommended Practices (SARPs) for the management of aviation safety and security.

Poland devotes special attention to issues introduced by SMS for aviation organizations. Activities examined include the organizational structure, responsibilities,

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procedures, and the security processes and rules implemented as policies at each airport. Some airports in Poland have already implemented these policies, policies involving security monitoring and continuous process improvement. Other airports in Poland are at the initial implementation stage for these or similar policies.

As the planning and implementation of SMS is a complex process, its successful implementation requires the full commitment of all persons having an impact on safety at the airport. SMS is one of the most important management functions developed for aviation organizations and integrates the management of operational and technical management, including both financial and human resources management. Safety management—broadly speaking—identifies and analyzes risks, assesses risks, and takes action to remove or reduce risk. The SMS is a collection of actions focused on preventing aviation accidents and incidents. These actions taken for safety and security are driven by actionable intelligence developed from various sources of information and available data on potential hazards. This intelligence is analyzed and preventive steps are taken. The purpose behind using intelligence in SMS is to reduce the risk to as low a level as is reasonably achievable; that is, to an acceptable level.

As part of the SMS for airports in Poland, external reports and reports written internally by the airport staff are collected on the different types of safety and security events. Quite often, reports from different employees relate to the same event. A year's worth of operations results in hundreds of such reports. All are recorded in a computer database. The airports in Poland use this database on operational and security events frequently. Each airport's own database also contains other useful information including radio communications, images of the radar screens for both primary and secondary radar returns, as well as the telephone calls made concerning both air and ground operations. Airports may also record and save for later use the images from closed-circuit television (CCTV) systems, access control system operations (recording the opening and closing of doors in the operating system), and calls to and from headquarters and selected mobile telephones, as well as almost all of the technical equipment in the passenger terminal operating system—sometimes known as a Building Management System, or BMS.

An important document for an aviation safety management organization is the State Safety Program (SSP). This document defines the policies and objectives of the

nation in terms of safety, defines the risk to be managed, and helps to keep national safety. Risk management is carried out with the constant supervision of the national civil aviation authorities with the assistance of the functioning SMS in aviation organizations.

It is important that the SSP take into account the unique situation of the country and respect its internal provisions, safety politics, and available instruments, provided that the country maintains an acceptable level of safety. We should remember that the State Safety Program in Poland is at the development stage, not the implementation stage. Some initial projects are still in development, including a gap analysis of safety and security programs and the preparation of the preliminary draft for the State Security Safety Implementation Plan—made possible by legislative changes to polish law. However, Poland is still at the beginning of the road leading to the standardization and harmonization of its national law with international standards. Poland must clearly identify the responsibilities that balance the interests of our society and its ever-increasing expectations for security with the optimal use of the available funds to do so.

As already mentioned, safety management includes all activities of the airport—operations, airport asset protection, financial, and human resources. Airport security, as a part of airport rescue, is one of the functions of the airport. Acts of unlawful interference generate very high security risk. Therefore, protection against unlawful interference is an important part of a safety management system.

In recent years, civil aviation has undergone tremendous technological change, part of which has been necessary to meet the needs of increased air traffic. However, we must also consider that aviation is developing dynamically in other areas as well, areas such information systems, general knowledge, and—unfortunately—the wide

Poland and Civil Aviation

Poland is approximately 312 thousand square kilometers or slightly smaller than the U.S. State of New Mexico. Poland is home to 126 airports: 87 airports with paved runways and 39 airports with unpaved runways. Poland also has 6 heliports.

Source and Map Credit:
2013 C.I.A. World Factbook

availability of different types of weapons and forms of attack. All of these conditions combine to create an environment favorable for the development of aviation terrorism.

Given that terrorism in the air begins on the ground, the requirement exists to create an adequate level of security at airports. In an ideal world we could simply say, "If we manage to prevent terrorists or dangerous good from getting onboard an aircraft, then any additional safety procedures—including safety procedures that contribute to aircraft security—are not necessary."[1] This is not so. Therefore, the Council Framework Decision of the European Union (EU) is one of the tools used by the EU in the fight against terrorism. The creation of a common legal framework for all Member States, in particular the development of a harmonized definition of terrorist offenses, contributed to developing and expanding the EU's policy in the fight against terrorism while respecting fundamental rights. Poland focuses on maintaining and improving the level of safety in its civil aviation Airport Security Program, launched against acts of unlawful interference and based on the Decree of the Council of Ministers of 19 June 2007. The National Civil Aviation Security Program is a document enforcing safety rules and fundamental protections required at each airport. The Program's activities are described as protection services, functions of persons, institutions, and agencies operating at the airport, and external entities in an emergency against an act of unlawful interference. Acts of unlawful interference are activities that threaten the safety of civil aviation, of which the most important are listed below:

- Destruction of an aircraft during its use,
- Forced intrusion onto the aircraft on the ground at the airport or into the cockpit in the air,
- Carriage of a weapon or other dangerous device or material into an airport area for criminal purposes,
- Use of the aircraft during its operation in order to cause death, serious injury, or damage to people, property, or the environment,
- Capture of aircraft with crew and passengers aboard, or without them, in order to use the aircraft as a tool of a terrorist attack from the air,
- Destruction or damage to the aircraft or ground support equipment or disruption of their operation or use in order to commit violence against the person operating the device, when it results in a significant disruption of air traffic or safety of civil aviation, and
- Providing false information concerning a danger to an aircraft in flight or on the ground, as well as passengers, crew, ground staff, or the general public, at the airport or aviation facility.

The National Civil Aviation Security Program also includes procedures for airport security, methods of controlling the security of passengers and baggage, and rules for the security of aircraft on the apron, and more. The Agenda for Protection provides for the separation between security-restricted areas and common areas, establishes the introduction of identity cards which are valid for admission and entry to the secured areas within the airport, and sets out a list of items that are prohibited from being carried

in both hand luggage and checked baggage. The Agenda also describes the procedures to be followed in emergency situations with the principles of information about such events, taking into account the mode of cooperation and coordination between the operational services and airport security services.

Personnel and technical security measures at the airport are important to the protection of aviation infrastructure. Each plays key roles in shaping and maintaining the overall system of civil aviation safety. The chairman of airport security has important roles to play, including Airport Security Service, Police, Border Guard, Internal Security Agency, and the Customs Service. According to the Act of 3 July 2002—Aviation Law and Subsequent Amendments Thereto—the Airport Security Border Guard takes over the role for overseeing the safety of passengers, aircraft, and employees. However, according to the Act of 6 April 1990, the Police at the airport's police station specialize in operational intelligence activities, patrol, and intervention. These officers are also involved in combating acts of terrorism. Moreover, they are responsible for preventing acts of subversion and sabotage.

The creation of an adequate system of airport security also requires the use of specialized technology through which it is possible to detect dangerous tools and materials. Therefore, conducting inspections at airports are carried out by high-quality devices—defined in the provisions relating to domestic and international aviation law. These security inspections are carried out using various detectors designed to screen luggage for metals, explosives, radioactive materials, and pyrotechnic materials.[2]

Ensuring an adequate level of safety and security requires a system of governance that has only recently been put in place for civil aviation in Poland. Poland has paid particular attention to issues related to implementing a nation-wide SMS that is affiliated with State Safety Program. Thanks to the ICAO SARPs and rules of behavior, Poland gradually continues to create an appropriate level of civil aviation safety. Contributing organizations in this regard are Poland's Office of Civil Aviation[3], the Polish Air Navigation Services Agency[4], the State Commission on Aircraft Accident Investigation[5], and supporting airports. Having already implemented many of the principles and methods of activities in the area of safety management in Poland, it is only a matter of time before the airport system in Poland fully implements and effectively maintains and monitors a nation-wide safety management that is acceptable by international standards in civil aviation.

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[1] The motto of the First Science Conference in Poland 'Security at airports and seaports', 15-16 September 2011. At the School of Polish Air Force in Deblin.

[2] Online Newsletter Center for the Study of Terrorism: Protection of Airspace and Airports, No. 7, 2012.

[3] The Civil Aviation Authority (CAA) conducts public activity based on the fundamental assumptions that enable secure, efficient, and professional implementation challenges associated with control over civil aviation. These activities are crucial services and designed to meet the needs of all airport users in the wider level of security, www.ulc.gov.pl.

[4] Polish Air Navigation Services Agency (PANSA) manages the flow of air traffic in Poland and has oversight of air traffic and directs staff members responsible for briefing the crews. Moreover, its objective is to catch up to competing firms that specialize in these types of activities in the world, www.pansa.pl.

[5] State Commission on Aircraft Accident Research deals with investigating accidents in the field of aviation which determines the circumstances and events which took place, as well as recommending appropriate measures to avoid similar situations in the future.