Security management system in business aviation –
SMS or SSMS?

Belp, 13th September 2018

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15 April 2018
Kidnapping of Cabin Crew

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19 April 2018 – Sabotage

06 September 2018
Cyber attack

British Airways hacked, details of 380,000 bank cards stolen in cyber attack

17 August 2018 – Bomb threat

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10 August 2018 - *Theft*

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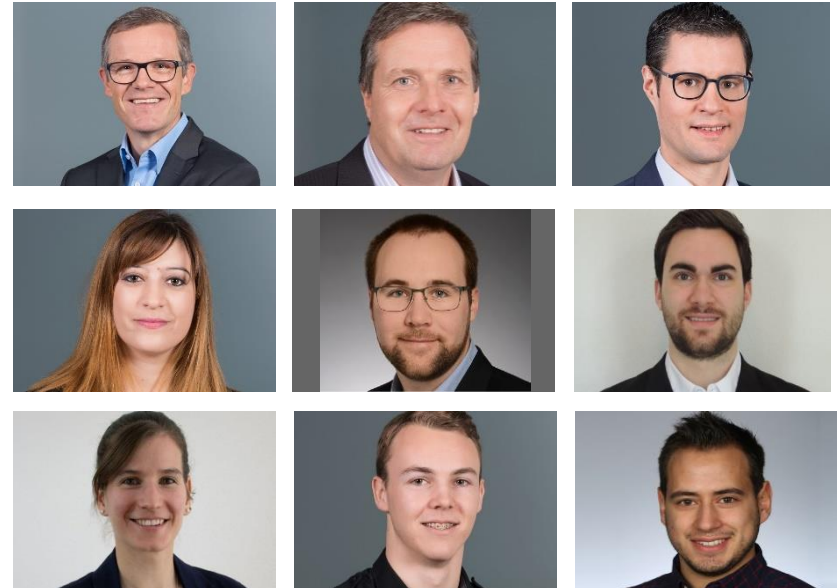care. train. prevent.

14 June 2018 - Sabotage

17 February 2014 – Insider threat

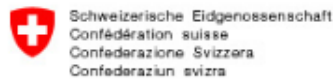# Introduction of 2assistU GmbH

Company

– Founded in 2011

– Managing Partner Roland Peer,
  Reto Gasser & Thomas Frischknecht

– Brugg, Switzerland

Offer

– Crisis management

– Aviation Security AVSEC

– Consulting and training in the field
  of aviation

We are proud to work for the following companies

Introduction Thomas Frischknecht

Work experience
– Managing Partner 2assistU GmbH
– CEO Belair Airlines Ltd
  (8 aircraft, 300 employees)
– 25 years in Aviation (Operation, Sales
  and Marketing)

Education
– Adult educator SVEB1
– Executive MBA University of Zurich
– Further training in crisis management
  and -communication
– Economic diploma (Eidg. dipl.)

Goals

- Learn about acts of unlawful interference and threats to civil aviation and prohibited articles

- Understand security legal framework (ICAO, European Commission, National)

- Enhance the combination of management systems (QMS, SMS, SeMS)

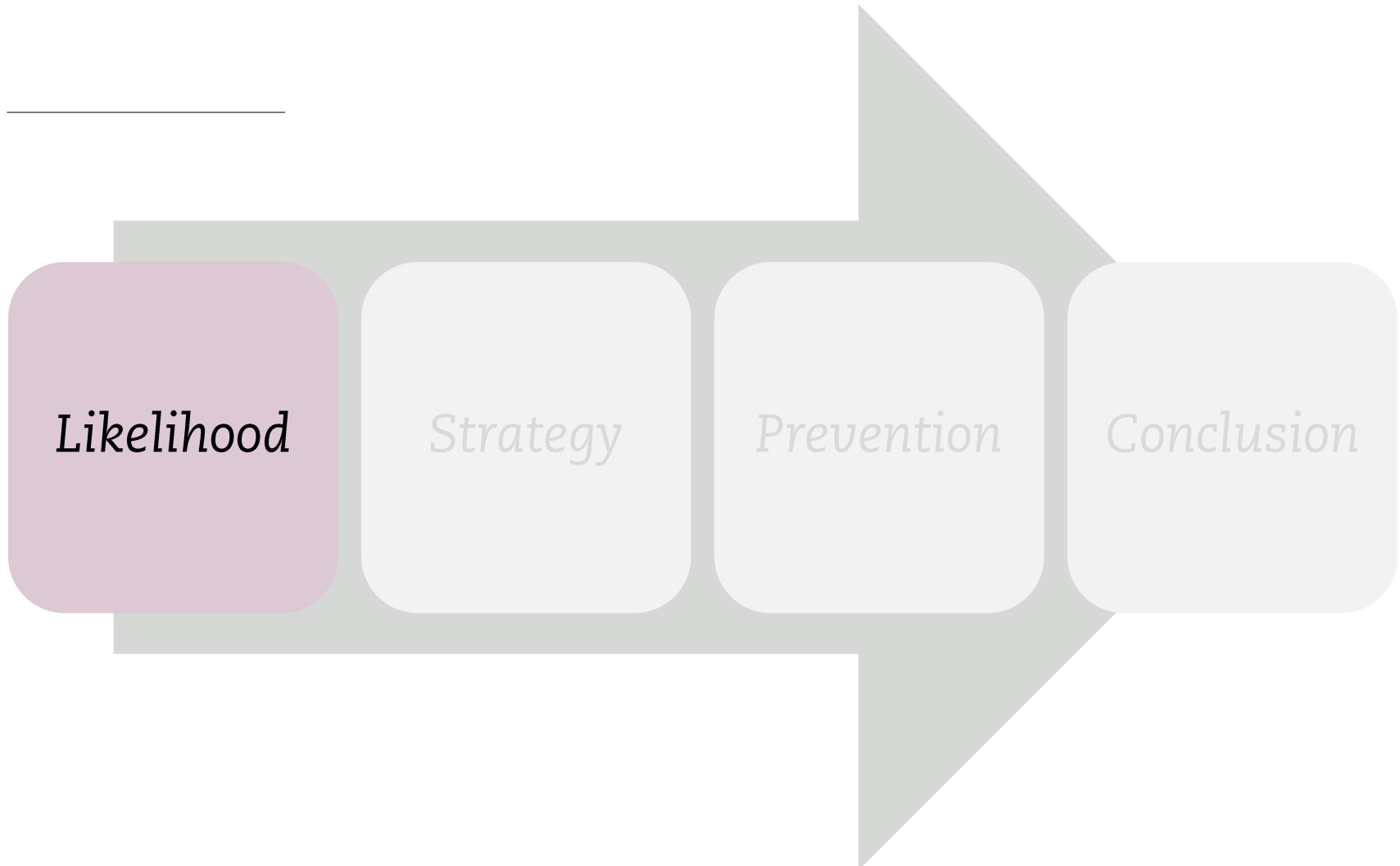- Get to know what elements are necessary for a threat & risk assessment

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Content

Likelihood

Strategy

Prevention

Conclusion

2**ASSIST**U

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Likelihood

Likelihood | Strategy | Prevention | Conclusion

Likelihood

Actor

Likelihood

Actor

Method

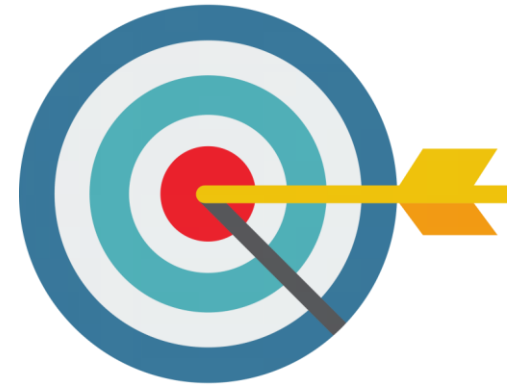Acts of unlawful interference
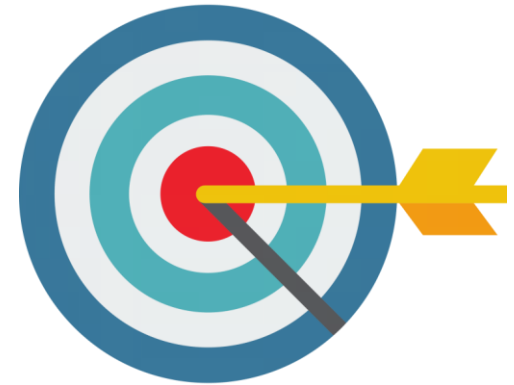
Likelihood
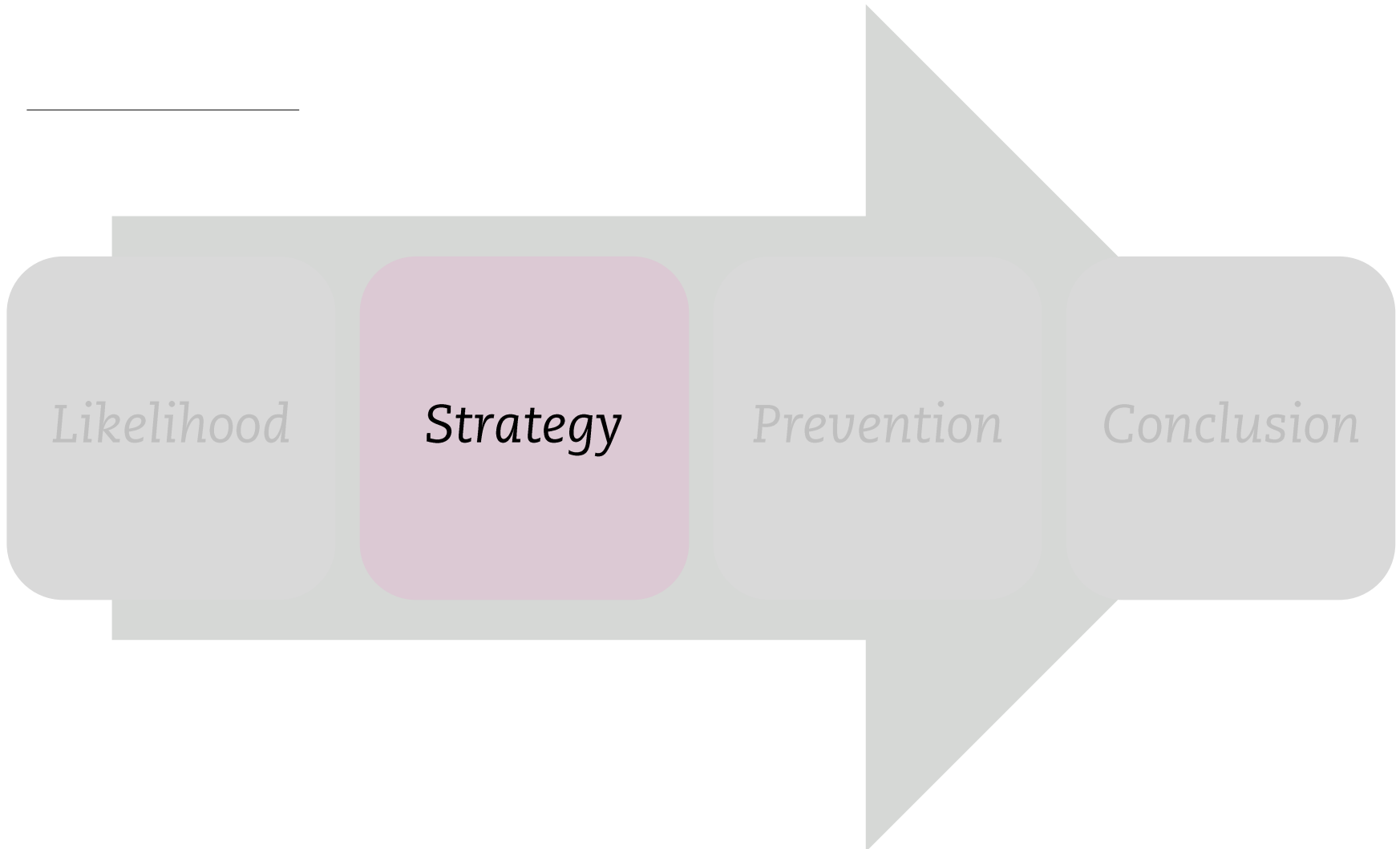
Actor

Method

Target

Acts of unlawful interference

LMOA

Likely method of attack

Strategy

Likelihood | **Strategy** | Prevention | Conclusion

Aim of AVSEC

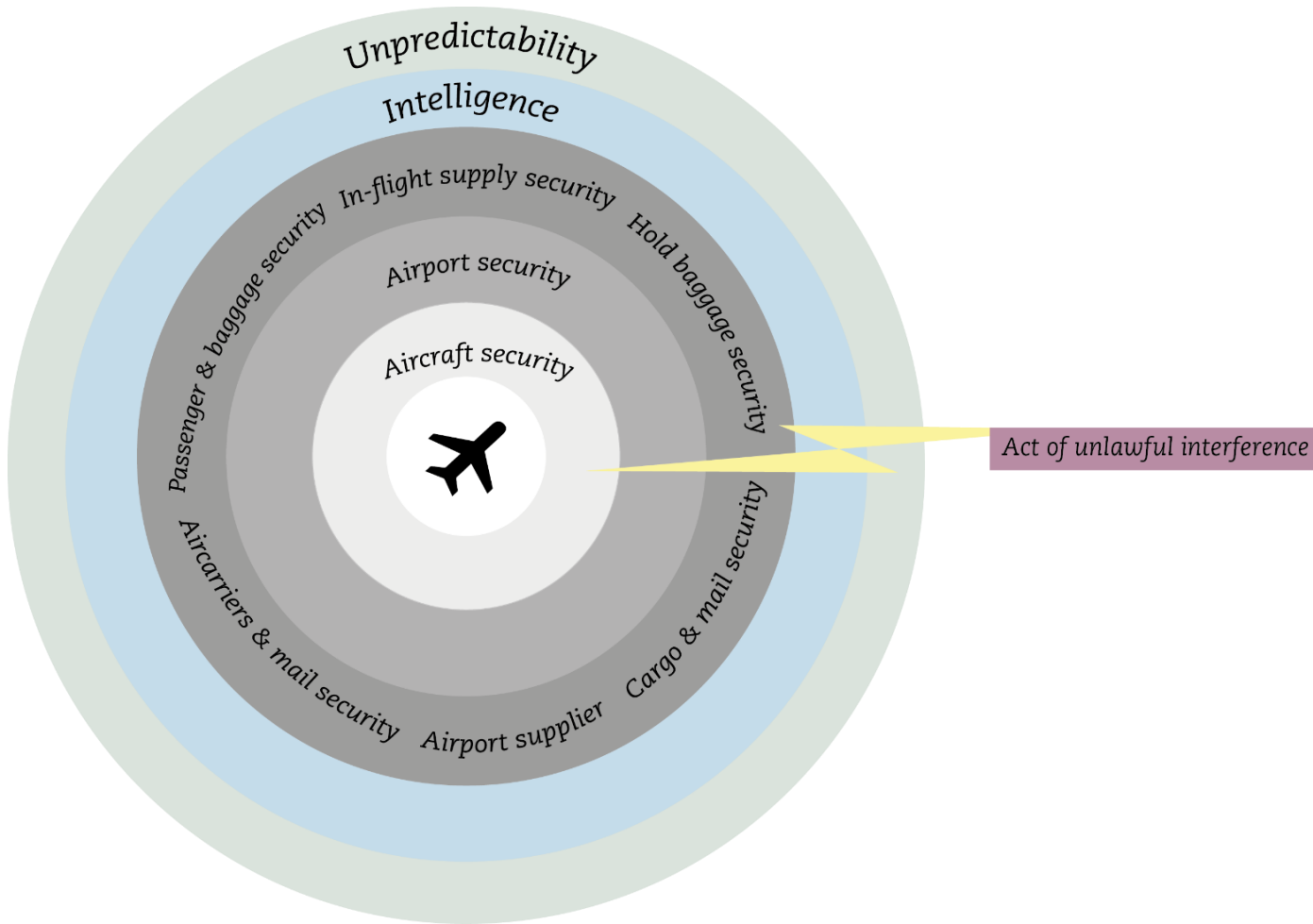
Safeguard passengers, crew, ground personnel and the general public

against acts of unlawful interference

Effective security

Multi-layer AVSEC concept

Authorities

Organizations

Hierarchy

ICAO
International Conventions on Aviation Security

ICAO
Annex 17
Security Manual Doc 8973 🔒

European Union
Regulation (EC) No. 300/2008
Commission Implementing Regulation (EC) No. 2015/1998
Commission Implementing Decision 🔒

Country 🔒
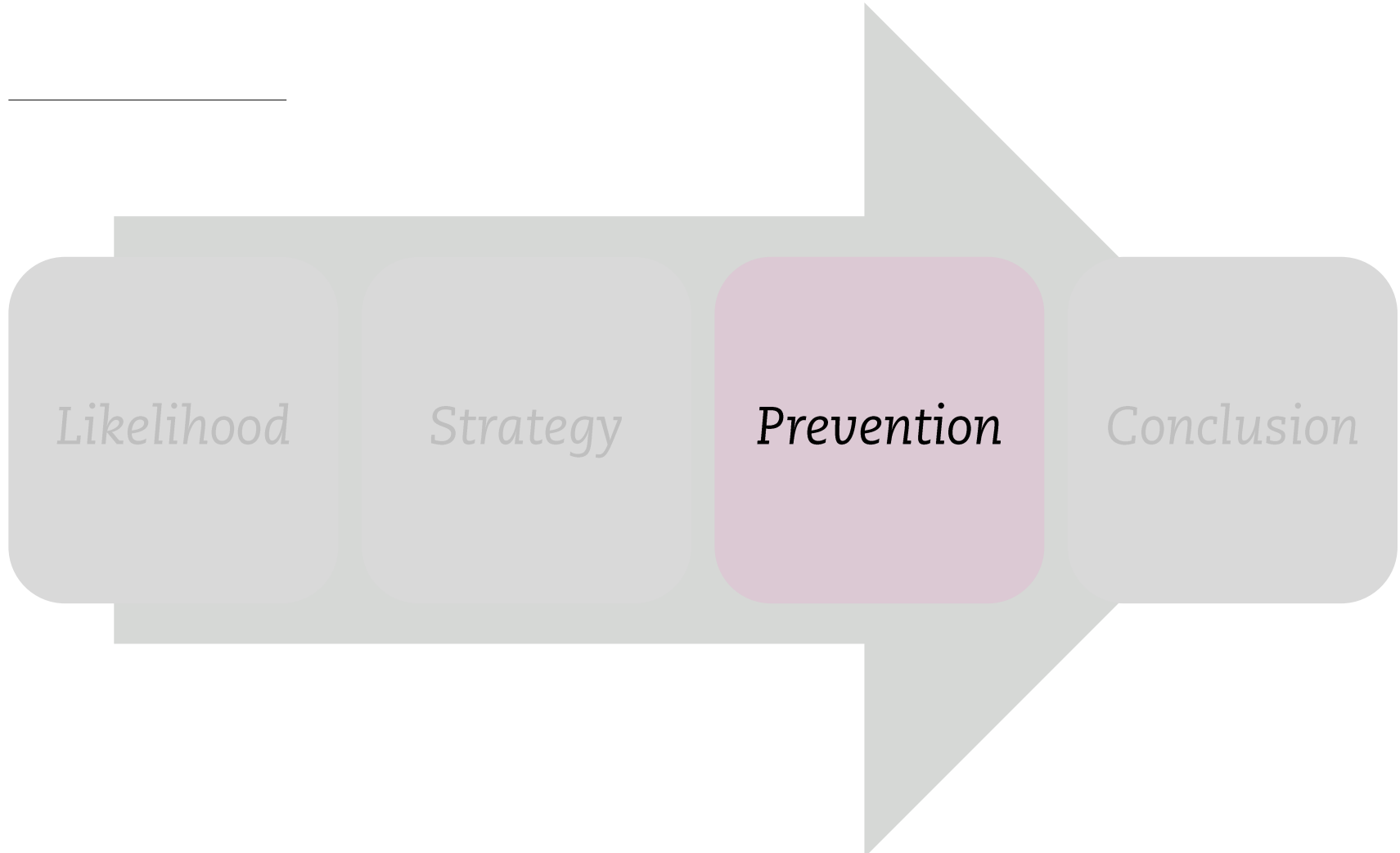National Civil Aviation Security Program (NASP / NCASP)
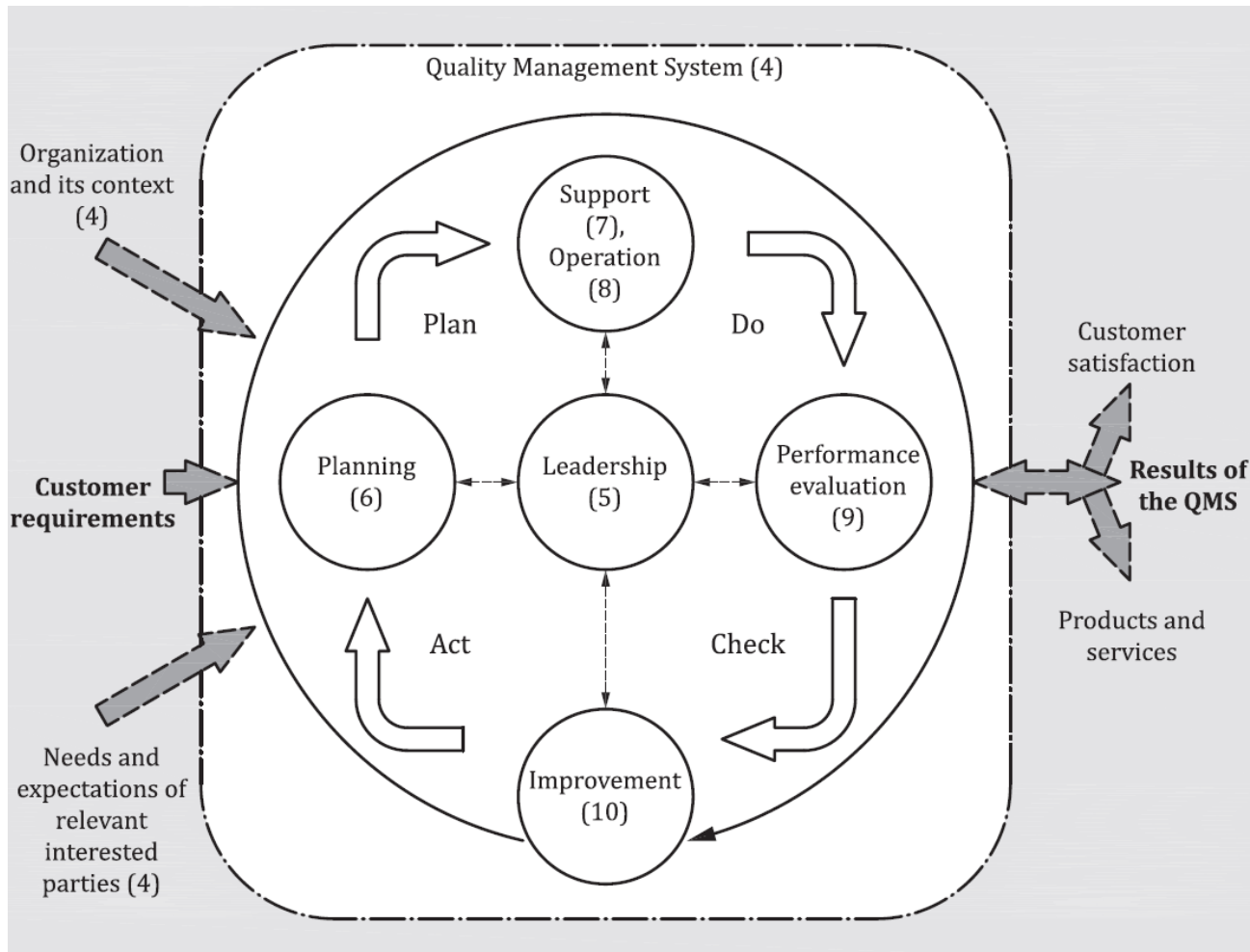National Civil Aviation Security Quality Control Program (NASQCP)

Entity security program 🔒

Prevention

Likelihood   Strategy   **Prevention**   Conclusion

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Quality Management System (QMS)

Quality Management System (4)

Organization and its context (4)

Customer requirements

Needs and expectations of relevant interested parties (4)

Support (7), Operation (8)

Plan

Do

Planning (6)

Leadership (5)

Performance evaluation (9)

Act

Check

Improvement (10)

Customer satisfaction

Results of the QMS

Products and services

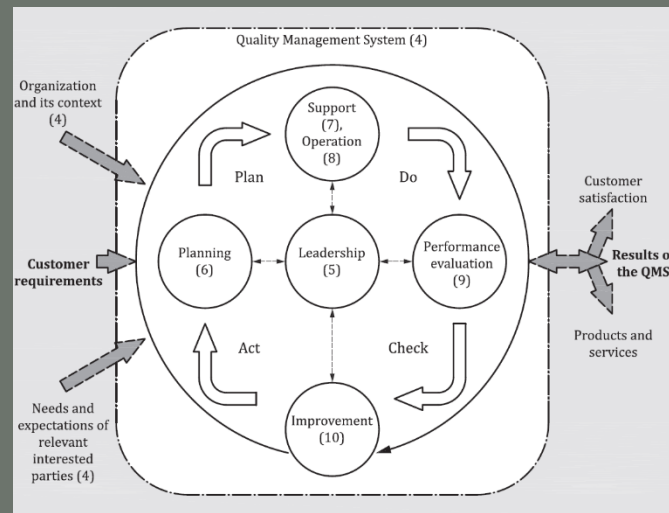ISO 9001:2015

Safety Management System (SMS)

1. Safety policy and objectives

   1.1   Management commitment
   1.2   Safety accountability and responsibilities
   1.3   Appointment of key safety personnel
   1.4   Coordination of emergency response planning
   1.5   SMS documentation

2. Safety risk management

   2.1   Hazard identification
   2.2   Safety risk assessment and mitigation

3. Safety assurance

   3.1   Safety performance monitoring and measurement
   3.2   The management of change
   3.3   Continuous improvement of the SMS

4. Safety promotion

   4.1   Training and education
   4.2   Safety communication

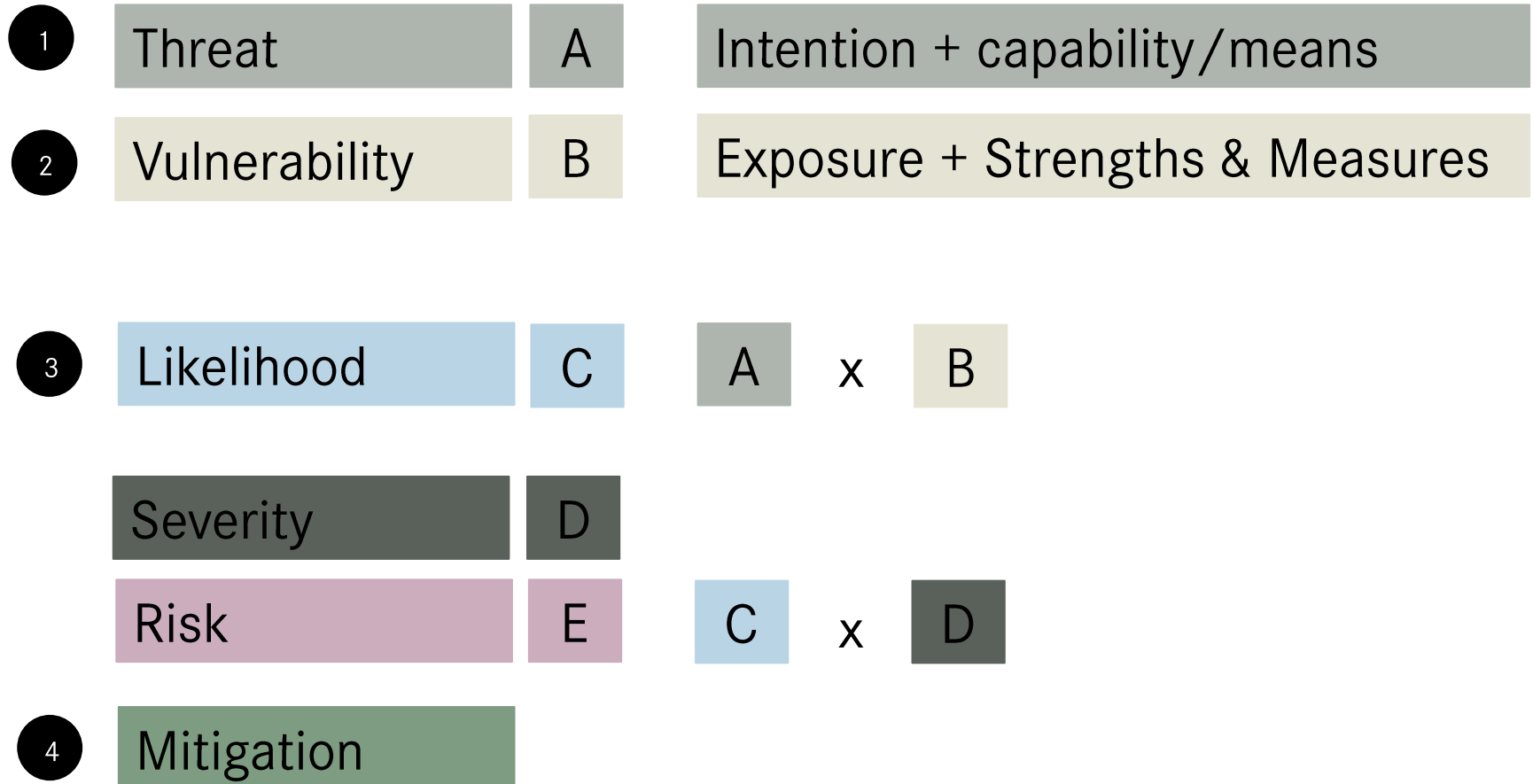ICAO Annex 19

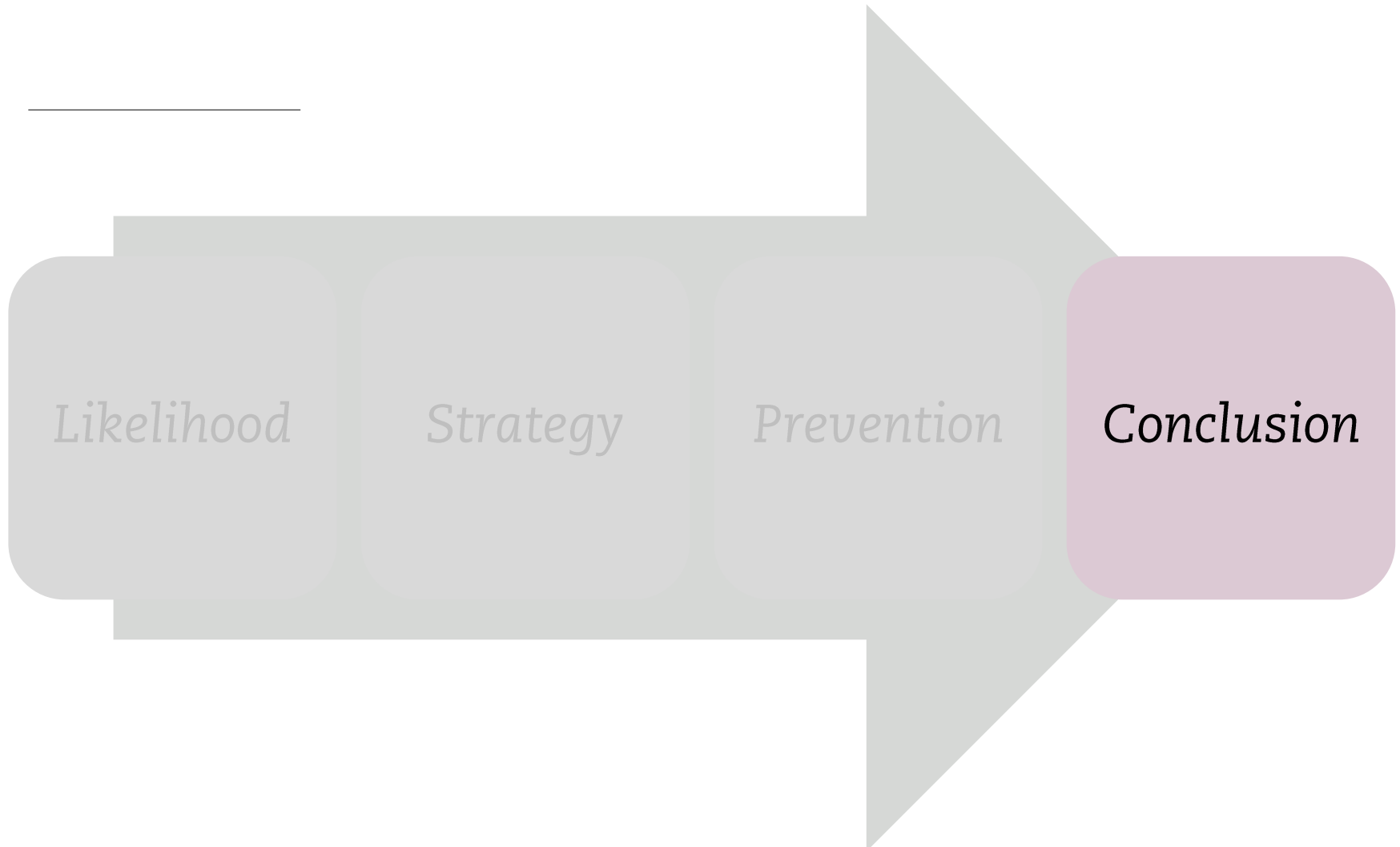# Security Management System (SeMS)

Framework for an SeMS (CAA UK)

The Management System SSeQMS (including QMS, SMS, SeMS …)

Threat & risk management

1	Threat	A	Intention + capability/means
2	Vulnerability	B	Exposure + Strengths & Measures
3	Likelihood	C	A x B
	Severity	D	
	Risk	E	C x D
4	Mitigation		

Conclusion

Likelihood   Strategy   Prevention   *Conclusion*

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There is more than 9/11

Equal treatment

Combine the management system

Set priorities

Recruitment → Training → Quality Control

Security measures
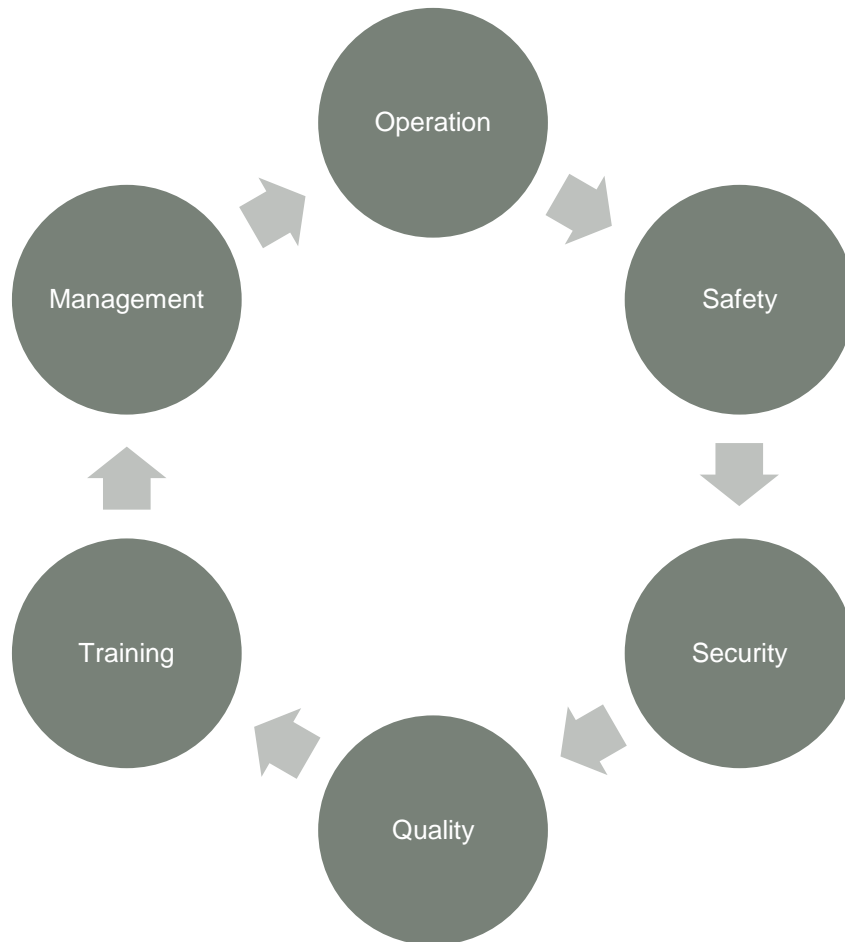
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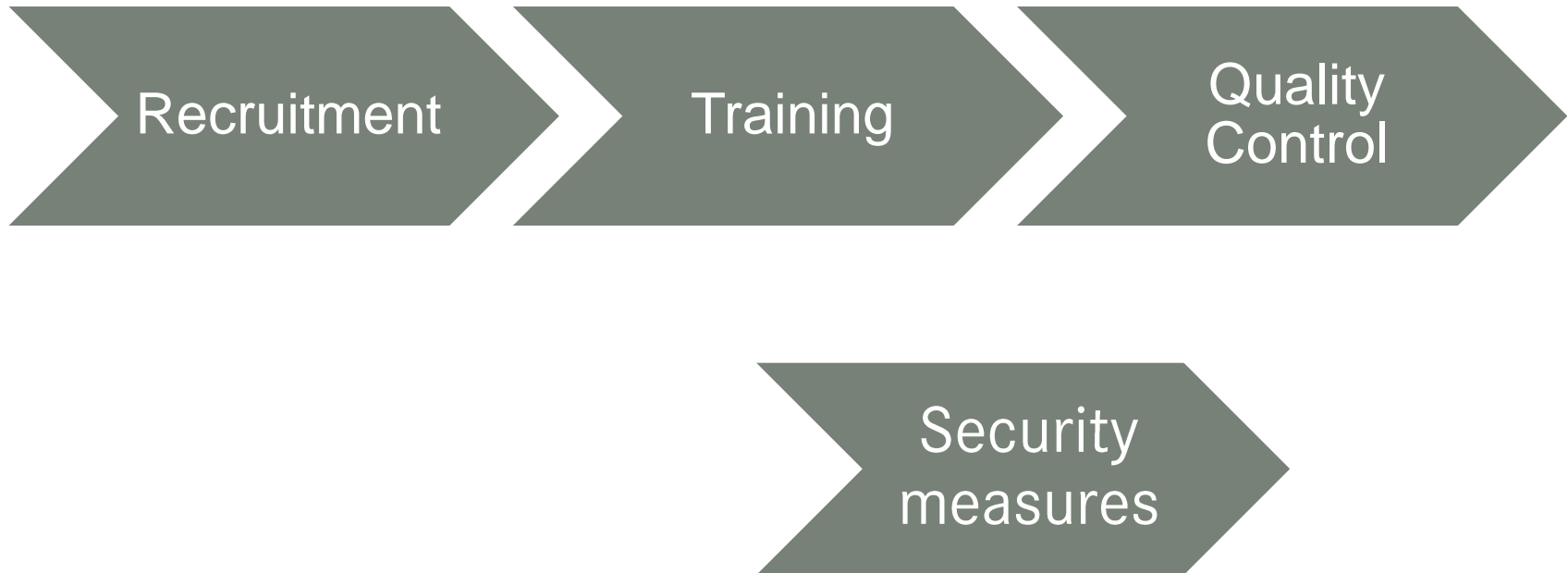
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