

ICAO in Montréal, 41 States signed the Convention on the Marking of Plastic Explosives for the Purpose of Detection, which also obliges States to prohibit and prevent the movement in or out of their territories of unmarked explosives.

TRAINING PROGRAMS

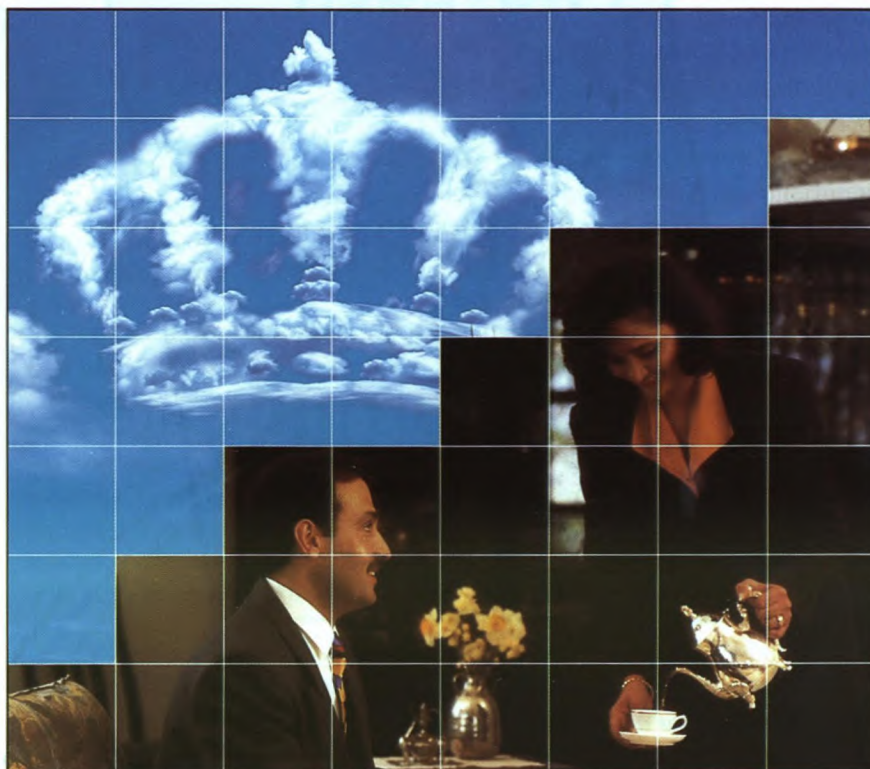
Moreover, in 1989, in what is known as the Montréal Convention, the Organization created a mechanism to provide financial, technical and material assistance to States with regard to aviation security to enhance global implementation of an aviation security system.

Indeed, one of the major contributing factors to ICAO's success in drastically curtailing attacks against the civil aviation industry in recent years is the importance it places on training programs and human resource development.

The duration of the course, which is targeted at airport security personnel at the basic level, is 12 working days, of which 75% involves formal classroom instruction and 25% simulated practical exercises and field visits.

Such training is complemented by a minimum of six months of practical experience in the field, working under the guidance of qualified aviation security supervisors.

Upon completion of the course, participants are much better qualified to work in and move about an airport safely; communicate and cooperate with other airport agencies; and control the movement of people and vehicles by means of access control techniques and systems.



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Also guard and patrol airport vulnerable areas, facilities and aircraft; recognize weapons and explosive/incendiary devices; inspect, screen and search passengers and baggage; respond to airport emergency situations; and escort people and consignments.

To date, over 100 countries, through their Member States, have requested assistance in this regard. ICAO has also produced the first standardized training package for the Aviation Security Program and

it is available in the Organization's official languages. Namely, English, French, Russian, Spanish and Arabic.

AIRPORT SECURITY

In 1992, an amendment to Annex 17 of the Chicago Convention was adopted covering comprehensive security screening of checked baggage, security control over cargo, courier and express parcels and mail, and the incorporation of security considerations in airport design. ➔