

International Air Transport Association

Enhancing Aviation Security: Addressing Air Terrorism and Emerging Threats.



Message from the Dais:

Esteemed Delegates,

Welcome to the BEYMUN! We are thrilled to have you here in our committee, the International Air Transport Association (IATA)! We are extremely honored and excited to serve as your Dais this year: Yara El Kassem as Chair, Ralph Khouri as Co-Chair, and Miguel Kattouah as Director. Together, we're here to support you throughout your entire BEYMUN journey!

One of BEYMUN's core values, and what we think is most important, is delegate experience. Thus, we will ensure that your experience here at BEYMUN flows smoothly and will guide you to form effective and sustainable resolutions. Furthermore, we will ensure that all delegates present during the conference have equitable opportunities to not only have fun, but also showcase their skills.

While diplomacy and research are fundamentals of MUN, this BEYMUN conference is meant to highlight the importance of teamwork and compromise. MUN at its core is meant to be an experience, one of creativity, of discussion, of collaboration with one's peers. Distinction lies not in speaking the most, but in listening the best. To be a good diplomat and a good contributor to solving the world's problems, you need to understand each of your peers' perspectives. So, delegates, be researched, be prepared, be diplomatic, and most importantly, be open minded!

As your Dais, we're beyond excited to watch this committee come to life, not just through resolutions, but through the passion and creativity

each of you brings to the table. Your input to this extremely crucial topic matters, and we encourage you to think openly, work together, and bring your own perspective into every conversation.

Whether this is your first MUN or one of many, remember that every voice matters and you all have something to offer. The best outcomes always come when different voices are heard.

Do not forget, we're here to support you through every step of the way!

Let us work together to make this an unforgettable conference!

Goodluck delegates!

Warmest regards,
The IATA Dais

Introduction to the Committee, Roles, and Relation to the Topic



Considered to be the largest trade association in the aviation industry, with its headquarters being in Montreal Canada, the International Air Transport Association (IATA) consists of over 317 airlines and cargo carriers from more than 120 countries. The IATA is an organization which aims for the creation and innovation driving a safe, secure, and profitable air transport and aviation industry. It was established on April 19th, 1945, after the closure of the International Air Traffic Association. Its current Director General is Irish Businessman Willie Walsh, who oversees the organization's global image, industry interests, safety and sustainable goals, and drives strategic direction and cooperation across the aviation sector.



Despite its substantial market share, accounting for over 90% of passenger traffic, the IATA has no legal jurisdiction and thus cannot implement legally binding projects or enforce regulations: the only legal body allowed to take such actions is through the United Nations International Civil Aviation Organization, (ICAO) where the UN member states vote in an assembly with its own set of rules and standards. The IATA has specific protocols when implementing its standards across partnered airlines to ensure equality, sustainability, and accountability; these include:

1. **Suggestion by Airlines:** Airlines can request a new standard or modification to previous policies.
2. **The Passenger Standards Conference (PSC):** The PSC oversees five management boards, each focusing on specific business domains. These boards evaluate the proposal's relevance and alignment with industry needs.
3. **Drafting and Consensus:** The working group drafts the standard, defines business requirements, processes, and technical solutions.
4. **Conference Adoption:** Upon endorsement, the proposal is submitted to the PSC for adoption.

Rules of Procedure:

In this Model United Nations conference, contrary to most, delegates are not going to be representing UN countries; rather, their role is to represent specific member airlines of the IATA. Furthermore, as mentioned previously, the resolutions drafted in the IATA are not legally binding, which plays a key role in drafting and suggesting solutions. In this committee, all member airlines have an equal vote on the draft resolution: this maintains equality and ensures all airlines may be heard. As such, airline influence and size play no role in drafting resolutions: i.e. all airlines may be heard and respected, even smaller ones.

Even though the IATA cannot legally implement resolutions, it plays a vital role in enhancing aviation security by setting in place global standards, coordinating with airlines, and advocating for effective regulations. Thus, with detrimental threats such as terrorism, cyber attacks, and emerging security challenges, it works closely with governments, airlines, and international bodies like ICAO.

This committee will operate on the basis of the regular BEYMUN rules of procedure. Delegates are required to use the following motions:

1. Setting the Agenda

"The delegate of [Airline X] motions to set the agenda in favor of Topic A/B."

Yet, this motion will not be used in the conference since there is 1 topic.

2. Speaker's List

"The delegate of [Airline X] motions to open the Speaker's List with a speaker's time of [Y] seconds."

3. Moderated Caucus

"The delegate of [Airline X] motions to suspend the debate and move into a moderated caucus to discuss '[Subtopic Y]' for a total time of [Z] minutes, with a speaker's time of [W] seconds."

4. Unmoderated Caucus

"The delegate of [Airline X] motions to suspend the debate and move into an unmoderated caucus to [form blocs and alliances / discuss resolutions/work on the working paper or draft resolution / discuss the crisis] for a total time of [Y] minutes."

5. Consultation of the Whole

"The delegate of [Airline X] motions to suspend the debate and move into a consultation of the whole to discuss [the recommendations elaborated in the previous unmoderated caucus / the crisis] for a total time of [Y] minutes."

6. Adjourn the Meeting

"The delegate of [Airline X] motions to adjourn the meeting for [Y] minutes for the purpose of [a lunch break / a coffee break]."

7. Solicit a Third Party

"The delegate of [Airline X] motions to solicit [Third Party Y], as they possess relevant information or expertise regarding [Subtopic Z / the crisis]."

8. Press Conference

"The delegate of [Airline X] motions to suspend the debate and move into a press conference to discuss [a resolution related to Y / the crisis] for a total time of [Z] minutes."

9. Extend the Time of the Unmoderated Caucus

"The delegate of [Airline X] motions to extend the duration of the current unmoderated caucus by [Y] minutes."

10. Introduce the Draft Resolution

"The delegate of [Airline X] motions to introduce the draft resolutions with a speaker's time of [Y] seconds per author or co-sponsor."

11. Close Debate and Move into Voting Procedure

“The delegate of [Airline X] motions to close the debate and move directly into voting procedure.”

(Note: This motion requires a two-thirds majority to pass.)

Written Motions:

1. Right of Reply: Delegates can request the right of reply to another delegate who has offended their country. There is no right of reply to a right of reply.
2. Appeal to the Chair's Decision: If the delegates feel that the chair has made an unfair decision, the delegates can send it as a note to the Chair.

Points:

- Point of Order: Used to correct a procedural or factual mistake. Interruptive, but do not overuse it.
- Point of Personal Privilege: Request to leave or adjust comfort (e. g. , temperature). Interruptive.
- Point of Inquiry: Ask about the rules or current stage. Interruptive.
- Point of Information: Ask a question when the floor is open. Not interruptive.
- Point to Instigate a Debate: Challenge another delegate's resolution stance. Interruptive and subject to chair's approval.

Mapping to the Sustainable Development Goals

The Sustainable Development Goals (SDGs), replacing the previous Millennium Goals, are a set of 17 goals and 169 targets the United Nations set to reach by 2030. Access to safe travel and aviation security plays a pivotal role in upholding the SDGs. In fact, the ICAO and IATA both advocate for the integration of the SDGs in their resolutions, which has been seen many times before.



SUSTAINABLE DEVELOPMENT GOALS



SDG 2: Whenever not accessible, state actors resort to utilizing Unmanned Aircraft Systems (UAS) for agricultural projects and food deliveries in remote areas: this ensures access to clean and uncontaminated nutrition in areas with low food supply and security. However a record of 810 drone attacks were executed by non governmental groups for terrorist means from 2018 to 2024: these incidents led to a catastrophic 1,300 deaths and 1,500 injuries. Hence, with safe air travel and aviation security, the industry can pave the way for life changing agricultural and food delivery projects in countries around the world



SDG 9: By targeting aviation security, infrastructure growth is bound to happen. Enhancing security against terrorism and emerging threats through new policies, devices, and collaborations ensures airlines' resilience and continuity to this topic. With air cargo accounting for over \$6.8 trillion in goods, secure aviation systems protect raw material exports, technological gadgets, and systems imperative for industry growth. Furthermore, following detrimental events such as 9/11, travel demand decreased by over 31%, leading to decreased growth and revenue for the air travel industry. Thus, ensuring safe and secure aviation systems is essential for global trade, tourism, and economic development. This can lead to a direct impact on the progress made towards SDG 9.

SDG 16: Through drafting resolutions to ensure safe air travel, the IATA can attempt to reduce violence and air terrorism-related deaths around the world. Terrorist and non-state actors' use of small unmanned aircraft are increasing due to its minimal risk of drawbacks. Activities may include but are not limited to:

1. The illegal collection of data to be used against militaries, governments, and militias.

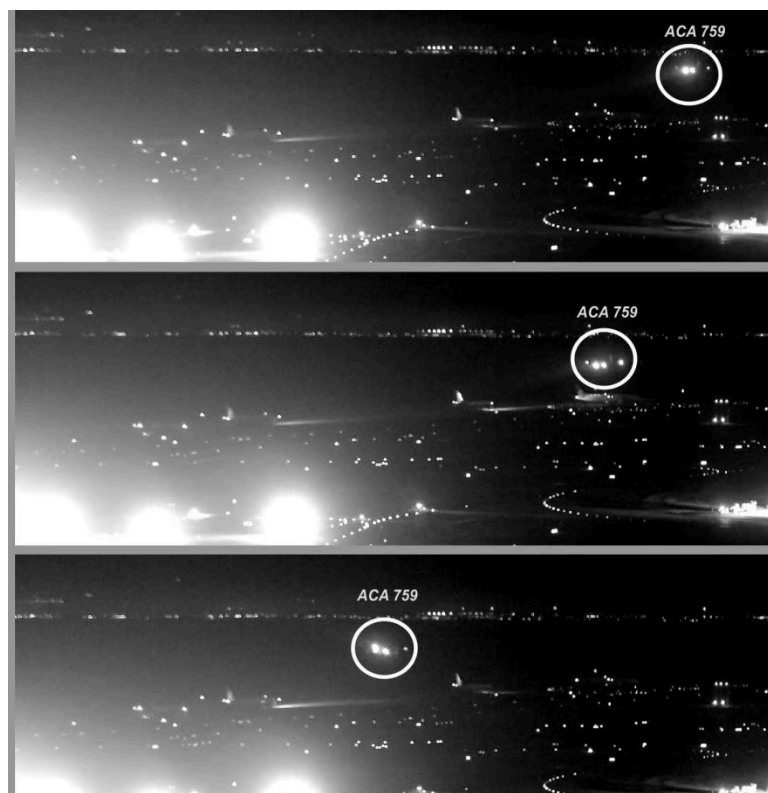
2. The delaying and blocking of support and delivery of life-saving aid as mentioned previously.
3. The collection of landscape and geographical information that may be used to map and conduct terrorist attacks.

Thus, in making sure these threats are not carried out by these functions, we can promote SDG 16 and its rule of law at transnational levels, promoting peaceful and inclusive societies.

Delegates are not expected to tackle the SDGs by direct resolutions: i.e. resolutions should not be similar to “enhancing education (SDG 4)”. The SDGs may be integrated in resolutions to ensure they have sustainable and efficient global contributions.

Introduction to The Topic

The aviation industry has long stood at the crossroads of global mobility and vulnerability. While it plays a vital role in transportation and commerce, it remains one of the most targeted sectors for terrorism. From 1970 to 2015, over 1,360 attacks targeted airports alone, excluding the numerous incidents that occurred mid-flight.



The forms of these attacks have evolved from hijackings and bombings to insider threats and sabotage, yet their impact remains devastating. The September 11 attacks in 2001 (9/11) killed nearly 3,000 people and forced a complete overhaul of global aviation protocols, including tighter screenings, reinforced cockpit doors, and stricter passenger vetting. More recent attacks, like the MetroJet Flight 9268 bombing in 2015, which killed 224 passengers, and the attempted crash of Air France Flight 8969 into the Eiffel Tower in 1994, prove that air terrorism remains a persistent and dangerous threat that must be resolved as soon as possible.

Even in the absence of an attack, poor implementation of security measures can be dangerous. In 2017 for instance, Air Canada Flight 759 nearly landed on a taxiway crowded with planes due to overwhelming and confusing safety documentation. Had it not been caught in time, it could have resulted in one of the deadliest crashes in aviation history. With years of progress in security technologies and international coordinations, there are still major gaps. Many airports still face issues with weak screening systems, undertrained staff, or outdated emergency procedures. While some airlines like Qantas and Etihad lead in safety, others continue to face challenges in adapting to modern threats.

In this IATA sub-committee, delegates must examine these vulnerabilities and propose collaborative, forward-thinking strategies that prioritize safety without sacrificing operational efficiency or international cooperation.

Previous Actions and Case Studies

A. The ICAO Tokyo Convention (1963):

The Convention on Offences and Certain Other Acts Committed on Board Aircrafts, also known as the Tokyo Convention, one of the first international legal frameworks aimed at addressing crimes committed during flight, including hijackings and acts of air

terrorism. It states that the country of registration of the aircraft has jurisdiction over any offense committed on board the aircraft, while authorising pilots to restrain individuals who pose a threat to the safety of the aircraft or its passengers. The pilot has control to make any and all decisions they deem necessary, be it passenger control and/or flight decisions. The Convention defined that all aircraft operators must be prepared to manage in-flight disturbances within a clear legal structure. While the Convention created a unified legal framework, it also limited airlines by not defining a standardized enforcement across jurisdictions or clear obligations for states to prosecute acts of terrorism. As delegates you should evaluate how well such conventions serve airline interests today, and whether current frameworks offer clear protection and cooperation.



B. Hague convention (1970):

The convention was titled the Convention for the Suppression of Unlawful Seizure of Aircraft, it stated that all signatories should criminalize the act of unlawfully seizing or exercising control of an

aircraft in flight and requires the state to prosecute the offender. The convention created a legal framework for all national governments to consider the offence as an extraditable offence. This directly impacted airline security protocol; including: complementing preventative measures such as reinforced cockpit doors, crew training for hijacking scenarios and close cooperation with airport and government authorities.

C. Beijing Convention (2010):

Known as the Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation, the convention criminalizes the acts of using civil aircraft for the purpose of causing death, serious bodily injury, or serious damage, for the purpose of releasing and/or using any BCN weapon on board. The convention also criminalizes any and all cyberattacks that threaten the safety of aircraft or air navigation services. It affirms the principles of fair treatment and non-discrimination. The inclusion of cyberterrorism and WMD-related provisions reflects the shift toward more technologically advanced and globally networked risks. As stated by this convention, airlines must consider how to protect not just the physical aircraft, but also the digital infrastructure that supports flight operations, passenger services, and logistics.

Topic in Depth

A. Cyberterrorism:

The risk of cyberterrorism has emerged as a critical threat to global aviation security. Cyberterrorism is defined as an intentional cyberattack aimed at disrupting or compromising aviation infrastructure including air traffic control systems, airport operations, aircraft avionics, and passenger data systems. Cyberterrorism can result in service disruption, financial losses, and potential endangerment of passengers' safety and national security. The aviation sector is specifically vulnerable because of its high

conductivity, public visibility, and critical economic role. In 2015, LOT Polish Airlines experienced a targeted cyberattack that grounded 10 planes and around 1,400 passengers of the airline. LOT's computer system suffered an attack which left it unable to send flight plans to the aircraft before takeoff, which is responsible for creating and distributing operational flight plans. The incident was marked as one of the first known instances of a cyberattack directly affecting the flight operations.

B. Weapon Smuggling and Cargo Security:

On July 19 of 2018, a Delta Air Lines baggage handler conspired to carry hundreds of weapons onto passenger planes in order to traffic firearms from Georgia to New York. For a couple of months, he and his accomplice were able to traffic more than 130 firearms, in carry-on luggage. This breach underscored the risks posed by insider threats within the aviation industry. Commercial airlines are increasingly vulnerable to exploitation by criminal networks and terrorist actors seeking to move firearms, explosives, and more across borders. These risks are compounded by weaknesses in cargo screening protocols, lapses in baggage security, and the use of falsified documentation to mask dangerous goods. International Frameworks such as ICAO Annex 17 to the Convention on International Civil Aviation and programs such as the EU's ACC3 framework have emphasized the need for risk-based screening and advanced oversight of both passenger and cargo operations.

C. Lack of Efficient Crew Member training:

Training all airport employees is unquestionably essential to fulfilling the goal of aviation security, and this undoubtedly includes airport security personnel, flight attendants, and crew members. The IATA claims that crew training greatly lowers the frequency of accidents and enhances teamwork on board. Notably, a team that has received training is aware of particular procedures and how to respond in particular situations. For example, in order to guarantee the highest level of safety and security, all Emirates Airlines cabin crew members must complete an extensive 8-week training

program at the Emirates Aviation College. As a result, compared to other airlines who do not adequately train their personnel, Emirates Airlines experiences significantly fewer successful incidences of air terrorism.



D. Use of Artificial Intelligence in preventing Air Terrorism

Just like everything else in the world, Artificial Intelligence has become a threat and an asset to commercial aviation security. Lufthansa Cargo has embraced AI to manage flight routes. AI takes in data about crew availability and locations, passenger demand, aircraft maintenance status, weather, and many other variables in order to suggest the best flight.

Similarly, Changi Airport has implemented AI-integrated systems to improve the screening of carry-on luggage. These systems utilize computer vision to analyze X-ray images in real-time, aiming to detect prohibited items more efficiently and reduce reliance on manual inspections.

International Actions

In response to escalating threats in aviation, international organizations and governments have implemented various measures to enhance security and counter terrorism. The International Civil Aviation Organization (ICAO), through its Annex 17 to the Chicago Convention, establishes global standards aimed at protecting civil aviation from unlawful interference. These standards are continually updated to address emerging threats, emphasizing the need for member states to adapt their security protocols accordingly.



The United Nations Office of Counter-Terrorism (UNOCT) has launched initiatives like the Threat Assessment Models (TAM) Programme, which assist member states in evaluating and mitigating risks to aviation security. This program underscores the importance of international collaboration in sharing intelligence and best practices to prevent terrorist activities targeting the aviation sector.

NATO has also contributed by enhancing intelligence-sharing among member states and developing capabilities to prevent and respond to terrorist threats. Its counter-terrorism efforts focus on awareness, capability development, and engagement with partner countries, recognizing terrorism as a significant asymmetric threat to international security.

Despite these efforts, challenges remain, particularly in harmonizing security measures across different jurisdictions and ensuring that all countries have the resources and training necessary to implement effective aviation security protocols. Continued international cooperation and adaptation to evolving threats are essential to safeguard global aviation.

Questions to Consider

1. Where does your airline stand regarding the topic?
2. Has your airline encountered an attempt (alleged or documented) of air terrorism or hostile takeover?
3. Has your airline actively put in place policies to stop emerging threats from succeeding?
4. What metrics can you utilize to assess how effective past resolutions have been to combat the topic of enhancing air security?
5. How can you leverage past treaties and policies to more effectively implement new resolutions or modify past ones?
6. Where does your airline rank with respect to safety in flying?
7. What measures has your airline considered in order to ensure a safe and secure flight?

Recommendations

1. When researching, keep in mind that all delegations are representing airlines rather than countries.

2. Since there are no allies or enemies in the aviation industry, during the unmoderated caucus, delegates are expected to form blocs based on their airlines, mission, status, and visions.
3. Delegates are expected to research what their airline has done to address air terrorism and emerging threats: this includes potential reforms following previous events, rules and regulations, signed agreements with the IATA, etc.
4. Delegates are expected to distinguish between the different types of air terrorism and emerging threats.
5. Delegates should familiarize themselves with recent events related to air terrorism and emerging threats.
6. Delegates must differentiate between involuntary and voluntary accidents: i.e. to know the difference between accidental pilot error or voluntary hijacking, amongst other accidents.
7. Delegates should keep in mind individual airlines' policies to ensure resolutions do not harm an airline's sovereignty, economy, or image.

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