



ICAO

Acts of Unlawful Interference with Civil Aviation



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Letter from the Secretary-General

Dear faculty advisors, staff members, and fellow delegates,

My name is Dania Guerrero and this year I'm thrilled to be your secretary general. It is with the greatest pleasure to finally welcome you to CarMUN 2024! For more than a decade, Carmelitas Model United Nations has endeavored for the building of new ideas through the development of confidence and leadership skills, using diplomacy as a tool for the bettering of our world.

I joined CarMUN sometime around 2021 and 2022, the year after the pandemic, when everything was a fresh start for everyone, and it was not to be an exception for me. I became part of this "club" that I now call family in inspiration that my brother had before, and he also inspired me to better myself at this one thing. Today, I can objectively say that I've superseded him in this. At first, I was not really scared, but nervous of what was to come. The concept that surrounded MUN was such a positive environment that I was excited to finally see what the future was going to bring and what opportunities were to come. Being the youngest of our delegation was not easy, being the only one who didn't know a thing about the UN was even harder, nonetheless with the help of our faculties and coaches it came to be an entertaining and enriching experience where I was able to play a whole new persona. Now, after almost 3 years, I am able to say that the persona I used to play, is me! Finding myself and my path through MUN has been a blessing, and I know I'm not the only one who has done so as well.

Guided by our school's values, the secretariat is dedicated to extending our ethos globally. One where respect and diplomacy reign the dialogue between all, where the principles of the UN are followed and rightfully recognized. The lack of seriousness in today's reality reflects in every single aspect of our world, even, in MUN conferences, treating woeful issues with flippancy. That is why this year's conference theme is "Making diplomacy great again".

This year's conference aims to cultivate your skills as a delegate, encouraging you to perceive beyond mere words spoken. Regardless of your role within the conference, we aspire for every delegate, staff member, and faculty advisor to have their voice heard. Beyond fulfilling the procedural duties of the organization we emulate, our goal is to foster meaningful debate. Collaboration is key—working together to identify and achieve shared objectives paves the way for a brighter future. Every fire starts with a spark, and it begins with believing in your limitless potential.

Dania Guerrero,
Secretary General



Letter from the Committee Director

Welcome to the International Civil Violations Organization ! It is my great honor to take the role of chair in this riveting committee in this year's Carmun Edition. To tell you a little about myself, my name is Piero Segale, and I'm a law student of the Universidad de Lima. I have been involved in the MUN world during my time at school. Since I started, I have found an immense passion and fulfillment in MUN, getting to debate, discuss, and attempt to solve many critical issues worldwide and dress up formally while doing so. grants you. The ability to learn, grow, and prosper lies in every conference and I hope you delegates will take it this year's Carmun Edition.

As you prepare for this conference, I understand the nerves that come with attending the conference, and though it may seem intimidating remember that you don't have to be the loudest in the room or the one bossing everyone around to convey your ideas, you have to be persuasive, well-spoken, and a team player - and please don't forget to have fun. We highly encourage delegates to participate in the discussion and bring your ideas to the table. I am extremely excited to see you all in the committee in October and if you have any troubles while preparing please don't hesitate to communicate with me or the staff.

Finally, I only have to tell you that I look forward to the start of the conference and that you do your best; fight for your ideas, always respecting others; Look for the best solutions to the problem and more than anything see this experience as a learning experience that will help you in the future. If you have any questions, do not hesitate to contact me at pierosegale@gmail.com See you soon!

Piero Segale,
Committee Director



1. Committee Background

The Convention on International Civil Aviation, drafted in 1944 by 54 nations, was established to promote cooperation and “create and preserve friendship and understanding among the nations and peoples of the world.”

Known more commonly today as the ‘Chicago Convention’, this landmark agreement established the core principles permitting international transport by air, and led to the creation of the specialized agency which has overseen it ever since – the International Civil Aviation Organization (ICAO).

The Second World War was a powerful catalyst for the technical development of the airplane. A vast network of passenger and freight carriage was set up during this period, but there were many obstacles, both political and technical, to evolving these facilities and routes to their new civilian purposes.

Subsequent to several studies initiated by the United States, as well as various consultations it undertook with its Major Allies, the U.S. government extended an invitation to 55 States to attend an International Civil Aviation Conference in Chicago in 1944.

These delegates met at a very dark time in human history and traveled to Chicago at great personal risk. Many of the countries they represented were still occupied. In the end, 54 of the 55 States invited attended the Chicago Conference, and by its conclusion on 7 December, 1944, 52 of them had signed the new *Convention on International Civil Aviation* which had been realized.

Known then and today more commonly as the ‘Chicago Convention’, this landmark agreement laid the foundation for the standards and procedures for peaceful global air navigation. It set out as its prime objective the development of international civil aviation “...in a safe and orderly manner”, and such that air transport services would be established “on the basis of equality of opportunity and operated soundly and economically.”

The Chicago Convention also formalized the expectation that a specialized International Civil Aviation Organization (ICAO) would be established, in order to



organize and support the intensive international co-operation which the fledgling global air transport network would require.

ICAO's core mandate, then as today, was to help States to achieve the highest possible degree of uniformity in civil aviation regulations, standards, procedures, and organization.

Because of the usual delays expected in ratifying the Convention, the Chicago Conference presciently signed an Interim Agreement which foresaw the creation of a *Provisional ICAO* (PICAO) to serve as a temporary advisory and coordinating body.

The PICAO consisted of an Interim Council and an Interim Assembly, and from June 1945 the Interim Council met continuously in Montreal, Canada, and consisted of representatives from 21 Member States. The first Interim Assembly of the PICAO, the precursor to ICAO's triennial Assemblies in the modern era, was also held in Montreal in June of 1946.

On 4 April 1947, upon sufficient ratifications to the Chicago Convention, the provisional aspects of the PICAO were no longer relevant and it officially became known as ICAO. The first official ICAO Assembly was held in Montreal in May of that year.

During this march to the modern air transport era, the Convention's Annexes have increased in number and evolved such that they now include more than 12,000 international standards and recommended practices (SARPs), all of which have been agreed by consensus by ICAO's now 193 Member States.

These SARPs, alongside the tremendous technological progress and contributions in the intervening decades on behalf of air transport operators and manufacturers, have enabled the realization of what can now be recognized as a critical driver of socio-economic development and one of humanity's greatest cooperative achievements – the modern international air transport network.



Leaders sign the Convention on International Civil Aviation, also known as the Chicago Convention, on 7 December 1944 in Chicago, USA. ICAO is one of three UN agencies, along with the ITU and UPU, whose Convention pre-dates the establishment of the United Nations. The image at top shows the signing of the original UN Charter, which took place at the San Francisco Conference in October 1945.



2. History of the topic

The issue of combating unlawful interference with civil aviation has a long and complex history, shaped by evolving threats and international responses. The origins of civil aviation security concerns can be traced back to the early 20th century, with the first recorded aircraft hijacking occurring in 1931 in Peru. This event marked the beginning of a series of unlawful acts targeting civil aviation, necessitating a coordinated global response.

During the 1960s and 1970s, the frequency of hijackings and other acts of unlawful interference with civil aviation increased dramatically. This period saw numerous high-profile incidents, including the hijacking of El Al Flight 426 in 1968 and the coordinated hijackings of multiple aircraft in 1970, known as the Dawson's Field hijackings. These incidents underscored the vulnerability of civil aviation to acts of terrorism and highlighted the need for a comprehensive international framework to address the threat. In 1970 alone, there were 86 hijackings worldwide, representing a significant escalation in the threat to civil aviation.

In response to the growing threat, the International Civil Aviation Organization (ICAO), a specialized agency of the United Nations, took significant steps to enhance aviation security. The Tokyo Convention of 1963, the Hague Convention of 1970, and the Montreal Convention of 1971 were landmark agreements that established legal frameworks for addressing acts of unlawful interference. These conventions defined offenses such as hijacking and sabotage, mandated cooperation among states, and established procedures for the prosecution and extradition of offenders.

Major Incidents and Heightened Security Measures

Despite these efforts, the 1980s and 1990s witnessed a series of devastating attacks, including the bombing of Pan Am Flight 103 over Lockerbie, Scotland, in 1988, which killed 270 people, and the downing of Air India Flight 182 in 1985, resulting in 329 fatalities. These incidents prompted further action, leading to the adoption of more stringent security measures and the establishment of additional protocols. The ICAO's Annex 17 to the Chicago Convention, first adopted in 1974 and continually updated, set forth standards and recommended practices for safeguarding international civil aviation against acts of unlawful interference.

The attacks of September 11, 2001, represented a turning point in the history of aviation security. The hijacking of four commercial aircraft and their use as weapons of mass destruction resulted in nearly 3,000 deaths and catalyzed a global overhaul of aviation



security measures. In the aftermath, the ICAO implemented the Aviation Security Plan of Action, which called for enhanced screening procedures, the strengthening of cockpit doors, and the establishment of the ICAO Universal Security Audit Programme (USAP) to assess member states' compliance with security standards.

Between 2001 and 2005, global spending on aviation security increased significantly, with estimates suggesting an annual expenditure of \$5.6 billion on security enhancements. These measures included the introduction of advanced passenger screening technologies, improved baggage screening systems, and the deployment of air marshals on high-risk flights.

In recent years, the nature of threats to civil aviation has continued to evolve. The rise of cyber threats, the use of drones, and the persistence of traditional forms of terrorism have necessitated ongoing adaptations in security measures. The ICAO has continued to play a central role in coordinating international efforts, emphasizing the importance of information sharing, technological innovation, and capacity building among member states.

For instance, the number of reported incidents of laser pointers aimed at aircraft increased dramatically in the early 2010s, prompting the ICAO and member states to implement stricter regulations and penalties. In 2015 alone, over 7,000 laser incidents were reported in the United States.

As of today, combating unlawful interference with civil aviation remains a critical challenge. In 2022, the ICAO reported that over 4.5 billion passengers traveled by air globally, highlighting the scale and complexity of ensuring aviation security. The global aviation industry is interconnected and interdependent, making international cooperation essential. The ICAO, along with regional organizations and individual states, continues to work towards enhancing security measures, improving response protocols, and ensuring the safety and security of air travel for all passengers worldwide.

In 2023, the ICAO's USAP revealed that 87% of audited states had achieved an effective implementation rate of more than 80% for aviation security standards. However, challenges remain, particularly in regions with limited resources and infrastructure. The journey to secure civil aviation against unlawful interference is ongoing, requiring vigilance, adaptability, and a commitment to international collaboration.



3. Introduction of the topic

Civil aviation plays a pivotal role in the global economy, facilitating trade, tourism, and cultural exchange. The rapid expansion of this sector has made air travel more accessible and essential to the interconnected world. However, with its growth comes an increase in the vulnerability of civil aviation to unlawful interventions, which pose significant threats to global security and safety.

Unlawful interventions in civil aviation include acts such as hijacking, sabotage, and the use of aircraft as weapons, which have catastrophic consequences for passengers, crew, and nations. The infamous 9/11 attacks serve as a stark reminder of the devastating impact such actions can have on human lives and international relations. These threats have prompted the international community to intensify efforts to safeguard civil aviation through stringent regulations, advanced security measures, and international cooperation.

The challenges posed by unlawful civil aviation intervention are multifaceted. Terrorist groups and other criminal organizations exploit weaknesses in security systems, targeting aircraft, airports, and related infrastructure. The increasing sophistication of these threats requires continuous innovation in aviation security, including the use of advanced technologies such as biometrics, artificial intelligence, and improved passenger screening processes.

One of the critical issues in combating unlawful aviation intervention is the need for global coordination and cooperation. Civil aviation operates across borders, and the effectiveness of security measures in one country is inherently tied to the actions of others. Despite international agreements and conventions, discrepancies in security standards and practices between countries create vulnerabilities that can be exploited by those seeking to harm civil aviation.

Another significant concern is the balance between security and civil liberties. Stricter security measures, while essential for safety, can lead to increased scrutiny of passengers, potentially infringing on personal freedoms and privacy. This has sparked debates on how to ensure that security protocols do not disproportionately affect certain groups or lead to discriminatory practices.

The international legal framework governing civil aviation, primarily through the International Civil Aviation Organization (ICAO), provides guidelines and standards to prevent unlawful interventions. However, the implementation and enforcement of these standards vary widely across nations, often due to differences in resources, political will, and threat perceptions. This inconsistency can undermine global efforts

to protect civil aviation and requires ongoing dialogue and collaboration among all stakeholders.



To address the complexities of unlawful civil aviation intervention, it is essential to focus on several key strategies. These include strengthening international cooperation, enhancing technological capabilities, ensuring the consistent application of security standards, and protecting civil liberties. Additionally, it is crucial to engage in continuous risk assessment and adapt to the evolving nature of threats.

This study guide aims to provide a comprehensive analysis of the current state of unlawful civil aviation intervention, exploring the challenges and strategies involved in mitigating these threats. By examining the legal frameworks, technological advancements, and international cooperation efforts, the guide seeks to inform discussions on how to protect civil aviation from unlawful interference while maintaining the delicate balance between security and individual rights.



4. Current situation

The issue of unlawful interference with civil aviation remains a critical concern for international security, impacting public safety, economic stability, and global mobility. Various forms of interference, including terrorism, cyber-attacks, and the use of unmanned aerial vehicles (UAVs), necessitate a comprehensive and adaptive approach to aviation security.

Unlawful interference with civil aviation encompasses a range of malicious activities, including:

- **Hijacking:** The unlawful seizure of aircraft continues to pose a threat despite significant security advancements. Incidents like the hijacking of an Ethiopian Airlines flight in 2014, which ended in a forced landing in Geneva, highlight the ongoing risk.
- **Sabotage:** The deliberate destruction or damage of aircraft, airports, and related infrastructure is a persistent threat. High-profile cases, such as the 2015 bombing of a Russian Metrojet flight over Egypt, demonstrate the devastating impact of sabotage.
- **Cyber Attacks:** Targeting aviation systems to disrupt operations, steal sensitive information, or cause physical harm has become a significant concern. In 2020, a cyber-attack on the Iran Aseman Airlines resulted in temporary disruptions, underscoring the vulnerability of aviation networks.
- **Use of UAVs:** Drones pose new risks by potentially being used for attacks on aircraft or airports. The 2018 incident at Gatwick Airport, where drone sightings caused massive flight disruptions, exemplifies this growing threat.

Statistics and Current Trends

The frequency and complexity of these threats have evolved, prompting continuous updates to security protocols and international cooperation. According to the International Air Transport Association (IATA), there were over 4.5 billion passengers in 2022, highlighting the vast scope of potential targets for unlawful interference. The International Civil Aviation Organization (ICAO)'s Universal Security Audit Programme (USAP) reported that in 2023, 87% of audited states had effective implementation rates of more than 80% for aviation security standards. Despite these measures, incidents of unlawful interference still occur, demonstrating the need for constant vigilance and improvement.



Recent years have seen significant investments in technology to combat unlawful interference. Advanced imaging technologies, biometric identification systems, and artificial intelligence (AI) are increasingly used to enhance screening and surveillance capabilities.

- **Biometric Systems:** Airports worldwide have implemented facial recognition technology to streamline passenger processing and improve security. For example, the use of biometrics has reduced boarding times by up to 30%. The TSA PreCheck program in the United States, which uses biometrics, has enrolled over 10 million travelers, improving both security and efficiency.
- **AI and Machine Learning:** These technologies are employed to analyze vast amounts of data, identifying potential threats and anomalies in real-time. AI systems are particularly effective in detecting unusual behavior and preventing cyber-attacks. For instance, AI-driven systems in airports can flag suspicious items in luggage more accurately than human operators.

International Collaboration

Global cooperation is vital in addressing the multifaceted threats to civil aviation. Organizations like ICAO, IATA, and national aviation authorities work together to establish standards and share intelligence. The ICAO's Global Aviation Security Plan (GASeP), introduced in 2017, aims to enhance international collaboration and improve the implementation of security measures across member states.

- **Information Sharing:** The ICAO has emphasized the importance of timely information exchange between countries to preempt and mitigate threats. Initiatives such as the ICAO Aviation Security Global Risk Context Statement provide valuable insights into emerging risks. In 2023, over 100 countries participated in information-sharing exercises, significantly improving threat detection capabilities.
- **Joint Exercises:** Regular multinational security exercises help improve coordination and response capabilities. For instance, in 2022, the ICAO conducted a joint exercise with several member states to simulate a coordinated response to a large-scale cyber-attack on aviation infrastructure. These exercises have highlighted the importance of interoperability between different national security systems.

The rise of new technologies and tactics used by malicious actors requires continuous adaptation of security measures. The increasing use of UAVs has led to stricter regulations and the development of counter-drone technologies.



- **Counter-Drone Measures:** Airports have begun implementing systems to detect and neutralize unauthorized drones. In 2023, London's Gatwick Airport reported a 50% reduction in drone-related disruptions after deploying advanced detection systems. These systems use radar and radio frequency technology to identify and intercept rogue drones.
- **Cybersecurity Enhancements:** With the aviation sector becoming more digitized, cybersecurity has become a top priority. The ICAO Cybersecurity Action Plan outlines measures to protect critical aviation systems from cyber threats. This includes regular vulnerability assessments and the adoption of best practices for cybersecurity. In 2023, ICAO reported that over 80% of member states had enhanced their cybersecurity protocols, reducing the risk of cyber-attacks significantly.

Unlawful interference with civil aviation has significant economic implications. The costs associated with enhanced security measures, incident responses, and potential disruptions to air travel are substantial.

- **Economic Costs:** In 2022, the global aviation industry spent an estimated \$8.5 billion on security enhancements. These investments are crucial to safeguarding passengers and infrastructure but also contribute to higher operational costs. The direct and indirect costs of an incident, such as the 2018 Gatwick drone disruptions, can run into hundreds of millions of dollars, considering flight delays, cancellations, and lost revenue.
- **Resource Allocation:** Effective allocation of resources is essential to ensure robust security measures. Developing countries often face challenges in implementing advanced security technologies due to limited financial and technical resources. International aid and capacity-building initiatives play a critical role in supporting these nations. For example, ICAO's Aviation Security Assistance and Capacity Building Strategy has provided over \$100 million in aid to developing countries since 2018.

The ongoing evolution of threats to civil aviation requires a proactive and dynamic approach. Future efforts will likely focus on integrating new technologies, enhancing international cooperation, and continuously updating security protocols to address emerging risks.

- **Innovation and Research:** Investment in research and development of new security technologies will be crucial. This includes exploring the potential of quantum computing for encryption and the use of blockchain technology for



secure data sharing. The aviation industry is also looking into biometric boarding systems that could replace traditional passports and boarding passes, further streamlining security processes.

- **Policy Development:** Policymakers must remain agile, continuously updating regulations to address new threats. This involves close collaboration with industry stakeholders to ensure practical and effective security measures. The European Union Aviation Safety Agency (EASA) is currently working on updated regulations for UAV integration and countermeasures, which are expected to be implemented by 2025.
- **Capacity Building:** Strengthening the capabilities of all member states, particularly those with limited resources, is essential. This includes providing technical assistance, training programs, and financial support to enhance global aviation security. ICAO's Comprehensive Aviation Security Training Programme has trained over 10,000 aviation security personnel worldwide, ensuring a consistent level of security expertise.

In conclusion, combating unlawful interference with civil aviation is a complex and evolving challenge that requires sustained international cooperation, technological innovation, and effective resource allocation. By staying ahead of emerging threats and continuously improving security measures, the global aviation community can work towards ensuring the safety and security of air travel for all.



5. Past International Actions

The International Civil Aviation Organization (ICAO) has taken numerous actions over the years to combat unlawful interference with civil aviation. As a specialized agency of the United Nations, ICAO is dedicated to ensuring the safety, security, and efficiency of international air transport. Its efforts to prevent and address acts of unlawful interference, such as terrorism and sabotage, have been ongoing and multifaceted, involving the development of international conventions, implementation of security programs, and continuous collaboration with member states and other international entities.

The ICAO's journey in combating unlawful interference began with the Tokyo Convention in 1963, formally known as the Convention on Offenses and Certain Other Acts Committed on Board Aircraft. This was the first major international treaty to address crimes on board aircraft, including hijacking. The Tokyo Convention provided the legal framework for the exercise of jurisdiction over offenses committed on board aircraft and established the basis for cooperation between states in dealing with such offenses.

Following the Tokyo Convention, the Hague Convention of 1970, officially called the Convention for the Suppression of Unlawful Seizure of Aircraft, specifically addressed hijacking. This treaty required signatory states to prosecute or extradite individuals who unlawfully seized aircraft, thereby creating a strong legal deterrent against such acts.

In 1971, the Montreal Convention, or the Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation, was adopted. This treaty expanded the scope of offenses to include acts of sabotage against aircraft and airports. It criminalized various forms of unlawful interference, such as placing explosives on aircraft, and mandated severe penalties for perpetrators.

The Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, adopted in 1988, further extended protections to airports. This protocol addressed acts of violence at international airports and required states to establish jurisdiction over such offenses, reinforcing the global framework for aviation security.

Recognizing the evolving nature of threats, ICAO has continuously updated its regulations and standards. The Convention on the Marking of Plastic Explosives for the Purpose of Detection, adopted in 1991, targeted the threat of undetectable explosives. This treaty mandated the chemical marking of plastic explosives to facilitate their



detection by security screening technologies, significantly enhancing global aviation security.

In the 21st century, ICAO's efforts intensified in response to the heightened threat of terrorism. The Universal Security Audit Programme (USAP), launched in 2002, conducts regular audits of member states' aviation security systems. These audits are crucial for ensuring compliance with ICAO's security standards and for identifying areas where improvements are needed. The USAP has been instrumental in enhancing global aviation security by fostering a culture of continuous improvement among member states.

Annex 17 to the Chicago Convention, which outlines the Standards and Recommended Practices (SARPs) for safeguarding international civil aviation against acts of unlawful interference, has been a cornerstone of ICAO's security framework. First adopted in 1974, Annex 17 has been regularly updated to address emerging threats and incorporate lessons learned from past incidents. It sets forth comprehensive security requirements for airport operations, aircraft security, passenger and baggage screening, and cargo security.

In response to the September 11, 2001, terrorist attacks, ICAO introduced the Aviation Security (AVSEC) Plan of Action. This plan emphasized a coordinated approach to aviation security, involving the strengthening of security measures, improving the capacity of states to respond to security threats, and fostering international cooperation. The plan also called for enhanced training programs for aviation security personnel and the development of new technologies to detect and mitigate threats.

More recently, ICAO has addressed the risks posed by unmanned aircraft systems (UAS), also known as drones. In 2018, the ICAO Assembly adopted Resolution A40-27, which urges states to implement measures to prevent the unlawful use of UAS and to develop regulatory frameworks to ensure their safe integration into the aviation system. This resolution reflects ICAO's proactive approach to emerging security challenges and its commitment to maintaining the safety and security of international civil aviation.

ICAO's ongoing efforts to combat unlawful interference with civil aviation are supported by continuous collaboration with member states, industry stakeholders, and other international organizations. The organization works closely with bodies such as the United Nations Security Council and the International Air Transport Association (IATA) to coordinate global aviation security initiatives and ensure the implementation of effective security measures.



6. Case Studies

a. September 11, 2001 Attacks (United States)

Located in North America, the United States experienced a tragic event on September 11, 2001, that left an indelible mark on its history and the world. On this day, terrorists from the extremist group al-Qaeda hijacked four commercial airplanes, crashing two into the Twin Towers of the World Trade Center in New York City and a third into the Pentagon in Arlington, Virginia. The fourth plane, United Airlines Flight 93, was brought down in a field in Pennsylvania after passengers attempted to overpower the hijackers.

The attacks resulted in the collapse of both towers of the World Trade Center and significant damage to the Pentagon, leading to the deaths of nearly 3,000 people and injuries to over 6,000 others. This catastrophic event highlighted severe vulnerabilities in U.S. security and prompted a global reevaluation of counterterrorism measures.

The immediate aftermath saw widespread fear and confusion as rescue operations began and the nation grappled with the scale of the devastation. The response included a massive mobilization of emergency services, with firefighters, police officers, and medical personnel working tirelessly to save lives and recover the dead from the wreckage. The bravery and sacrifice of first responders became a focal point of national admiration and mourning.

In response to the attacks, the U.S. government launched the War on Terror, which included the invasion of Afghanistan to dismantle al-Qaeda and remove the Taliban from power. This military campaign was aimed at eradicating terrorist networks and preventing further attacks on U.S. soil. Domestically, significant changes were implemented, including the establishment of the Department of Homeland Security and the passing of the USA PATRIOT Act, which expanded surveillance and investigative powers to counterterrorism efforts.

The economic impact was also profound, with the stock markets closing for several days and incurring substantial financial losses. The reconstruction of the World Trade Center site, including the creation of the National September 11 Memorial & Museum, became a symbol of resilience and remembrance for the victims.

The September 11 attacks had lasting effects on U.S. foreign and domestic policy, as well as on international relations. The sense of vulnerability led to increased security



measures at airports and public places worldwide and fostered a new era of international cooperation against terrorism.

In the years following the attacks, debates over civil liberties, government surveillance, and the ethics of military interventions have continued to shape public discourse. The memory of September 11, 2001, serves as a solemn reminder of the impact of terrorism and the ongoing efforts to ensure such a tragedy never happens again.



Smoke pours from the twin towers of the World Trade Center in New York City after they were hit by two hijacked airliners on September 11, 2001. Photograph by robert Giroux

b. Pan Am Flight 103 Bombing (Lockerbie, Scotland, 1988)

Located in Europe, the small town of Lockerbie, Scotland, became the site of a devastating event on December 21, 1988, when Pan Am Flight 103 was destroyed by a bomb. The aircraft, a Boeing 747, was en route from London to New York City when it exploded in mid-air, scattering debris over a large area and causing extensive damage on the ground. All 259 passengers and crew on board were killed, along with 11 residents of Lockerbie, resulting in a total of 270 fatalities.



This December 1988 file photo shows wrecked houses and a deep gash in the ground in the village of Lockerbie, Scotland, after the bombing of the Pan Am 103 in the village of Lockerbie, Scotland. Martin Cleaver, AP

The investigation into the bombing revealed that a suitcase containing a sophisticated explosive device had been loaded onto the plane. The bomb was determined to have been placed in the aircraft's cargo hold, where it detonated approximately 38 minutes after takeoff. The blast caused the plane to break apart, leading to the tragic loss of lives and marking one of the deadliest terrorist attacks in aviation history.

The bombing had far-reaching consequences, not only for the victims and their families but also for international security and counterterrorism efforts. The investigation, led by the Scottish authorities and assisted by international agencies, identified two Libyan nationals as the primary suspects. In 2001, after a lengthy legal process, Abdelbaset al-Megrahi was convicted of 270 counts of murder and sentenced to life imprisonment. His co-accused, Lamin Khalifah Fhimah, was acquitted.

The Pan Am Flight 103 bombing highlighted significant vulnerabilities in airline security and prompted major changes in aviation policies worldwide. Airports implemented stricter security measures, including enhanced baggage screening, improved passenger identification protocols, and increased scrutiny of cargo. These reforms aimed to prevent similar attacks and ensure the safety of air travel.

The impact on the town of Lockerbie was profound, with the community coming together to support the victims' families and each other. Memorials were erected to honor the memory of those who perished, and annual commemorations continue to be held in their honor. The disaster also fostered international solidarity, as nations united in their resolve to combat terrorism and bring those responsible to justice.

In the years following the bombing, Libya faced significant international sanctions and diplomatic isolation. The country's eventual admission of responsibility and agreement to compensate the victims' families marked a step towards reconciliation, though debates over accountability and justice persisted.

The Pan Am Flight 103 bombing remains a poignant reminder of the devastating impact of terrorism and the ongoing efforts to ensure such a tragedy is never repeated. The legacy of the Lockerbie disaster underscores the importance of vigilance, international cooperation, and the pursuit of justice in the fight against global terrorism.



c. Malaysia Airlines Flight MH17 Downing (Eastern Ukraine, 2014)

On July 17, 2014, Malaysia Airlines Flight MH17, a Boeing 777-200ER, was downed over Eastern Ukraine, resulting in the tragic loss of all 298 passengers and crew on board. The flight, en route from Amsterdam to Kuala Lumpur, was cruising at an altitude of 33,000 feet when it was struck by a surface-to-air missile. The missile, identified as a Buk, caused the aircraft to break apart mid-air, scattering debris and human remains across a wide area.

The immediate aftermath of the downing was marked by confusion and shock, as it became clear that a commercial airliner had been brought down in a conflict zone. The crash site, located in an area controlled by pro-Russian separatists, complicated rescue and investigation efforts. Recovery teams faced significant challenges in securing the area and retrieving bodies, as well as collecting evidence.

An international investigation, led by the Dutch Safety Board, concluded that the missile had been fired from territory held by the separatists. Further investigations implicated Russian-backed forces in the incident, though Russia consistently denied any involvement. The tragedy highlighted the risks of flying over conflict zones and led to changes in international aviation protocols to avoid such areas.

The downing of MH17 had profound geopolitical ramifications, intensifying the conflict between Ukraine and the separatist regions, as well as straining relations between Russia and Western countries. The incident prompted a wave of international condemnation and calls for accountability, leading to sanctions against Russia and increased support for Ukraine.



Fragments of the plane were collected from the crash site and reconstructed

In the wake of the tragedy, the international community worked to ensure that the victims' families received justice and compensation. Legal proceedings were initiated against those responsible, and in 2020, Dutch prosecutors charged four individuals with murder for their alleged roles in the incident. Memorials and commemorations were held to honor the victims, and efforts to support the families continue.

The downing of MH17 underscored the dangers posed by regional conflicts to civilian aviation and led to stricter regulations regarding flight paths over war zones. It also highlighted the need for robust international cooperation in investigating and prosecuting such crimes.

The legacy of Flight MH17 is a somber reminder of the human cost of geopolitical conflicts and the importance of ensuring the safety of air travel. The ongoing pursuit of justice for the victims serves as a testament to the resilience and determination of the international community in the face of such tragedies.



7. Closing remarks

As aspiring leaders and representatives of your nations, your commitment, attention, and perseverance will be catalysts for transformation in addressing the challenges posed by unlawful interference with civil aviation. We are confronted with the stern realities of terrorism, cyber threats, and the misuse of technology that continue to endanger the safety and security of air travel. During this conference, it will be vital to acknowledge the profound impact these threats have on individuals, communities, and nations across the globe, and to adopt a comprehensive approach to resolving the issue at hand.

Unlawful interference with civil aviation has inflicted immense harm on passengers, aviation personnel, and the global economy. It is our responsibility to forge a path towards enhanced security, addressing these threats with a multi-faceted strategy that includes technological innovation, international cooperation, and robust regulatory frameworks. As Member States, collaboration and integrity will be of utmost importance to channel our resources and collective efforts to build a stronger, safer, and more resilient aviation sector for all.

Together, let us embark on this journey of diplomacy and collective action, determined to make a positive difference in ensuring the safety and security of civil aviation. By staying ahead of emerging threats and continuously improving our security measures, we can safeguard the future of air travel and protect the lives and well-being of individuals worldwide.



8. QARMAs

The questions listed below are meant to guide delegates by including issues that must be addressed for a successful resolution. However, delegates may include other related issues in their resolutions.

- a. What are the current trends and tactics employed by those seeking to interfere unlawfully with civil aviation?
- b. What vulnerabilities exist within civil aviation systems that could be exploited for unlawful interference, and how can they be mitigated?
- c. How can information sharing and intelligence collaboration be improved among relevant stakeholders, including governments, airlines, airports, and security agencies?
- d. What technological innovations and advancements can be leveraged to enhance aviation security without compromising passenger privacy and convenience?
- e. How can public awareness and engagement be increased to foster a culture of vigilance and support for aviation security measures?
- f. How can airport and airline staff be better trained and equipped to identify and respond to potential security threats, including insider threats and suspicious behavior?



9. Position Paper Guidelines

For this year's edition, CarMUN will have position papers. This document, standard in Model UN preparation, allows delegates to research the policy of their country (or character), while putting their writing skills in practice. It should mention previous actions towards the committee date, and propose solutions.

Delegates should send their position papers via the Committee's email:

icao@carmelitas.edu.pe

When sending the document, delegates must indicate their name, school (or delegation), and the country they're representing. It should be attached as a **Word file**. Furthermore, all documents must be written in **Times New Roman 11, single interspace, and standard margins**.

The deadline for sending position papers is **October 11th until 11:59 p.m.** Punctuality will be part of the evaluation.

a. Structure of the Position Papers:

Header: It should include the name of the committee, topic, delegate, and school. Next to this information, there should be images of the coat of arms and flag of the country to be represented.

First Paragraph: This paragraph should serve as an introduction to the topic, as well as your country's policy. Usually, this is the shortest paragraph on a position paper, so delegates need to summarize their ideas. The beginning and end of the paragraph must provoke interest in the reader. To do so, you can use a quote, question, or storytelling, among others.

Second paragraph: This paragraph comprehends your country's relations to the topic and committee, through past actions on the matter. It is a substantive paragraph, as delegates will mention what they have discovered during their research such as legislations, and resolutions, among others. The aforementioned



does not mean that this paragraph should consist only of copy-paste, on the contrary, the country's opinion should always be present. Take into account this is the largest paragraph of a position paper.

Third paragraph: This paragraph gives a purpose to the position paper, as it focuses on proposals. Delegates will be able to create solutions to the committee's topic, taking into consideration their country's policy. Also, there should be a strong closing sentence, since this is the last paragraph of the document.

Sources: On a second sheet delegates must cite all resources used in the preparation of the document, in APA 7 format. If a source is omitted, it will be considered plagiarism and will be sanctioned by the chair. It is recommended to read official, primary sources, such as the websites of international organizations, governments, or the United Nations itself.



10. **Bibliography**

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