**General Assembly**

**Addressing the issue of international air security, by introducing new technologies for the improvement of aircraft detection**

**Report of the Chair**

**I. Overview**

The air travel industry connects and unifies countries around the globe. In 2013, The U.S. received 69.8 million international arrivals, even though it’s not the highest ranked commuting country.[8] With the popularity of air travel increasing, and with the growth of the world population, it is crucial for countries to implement heightened security measures that ensure the safety of citizens in flight, and maintain the stability of diplomatic relations with fellow nations. All nations have a connection to the air industry, whether it be domestic travel, the importing and exporting of goods, international aid, or business. All nations are impacted by the security measures present in airports, bag checks, in flight tracking systems, and safety precautions.

**II. History**

In 1944, the United States hosted the Convention of International Aviation, also known as The Chicago Convention. The purpose of this conference was to discuss the regulation of international flights and establish rules of airspace, aircraft registration, and safety with the United Nations.[1] The International Civil Aviation Organization (ICAO) was created at the convention with originally 52 signatory states, and today is the framework for the legality of air travel standards. Thanks to ICAO, the concerns of air travel were separated into categories of safety, transport efficiency, laws, and even zoning. “It was agreed to sub-divide the surface of the earth into a number of "regions" within which distinct and specific air navigation problems of a similar nature existed--"North Atlantic Region (NAT)", where the primary problems concern long-range overseas navigation [and] "European-Mediterranean region (EUR)" where the coordination of trans-European operations with domestic and short-range...”[7]

Even with ICAO’s efforts to strengthen flight safety, there was little focus toward threats. As a result, the D.B Cooper hijacking occurred in 1971, which resulted in the loss of 200,000 dollars by the airline. In addition, the Panam Flight 103 bombing took place, resulting in the death of 243 passengers and 11 bystanders on the ground. These events made it clear on a global scale that the amount of security in the air industry was severely lacking. Finally, after the attacks on the World Trade Center on September 11, 2001, in New York City, American airports particularly became more fearful, and implemented far more security precautions than ever. In 2005, the UN Security Council passed a resolution (Resolution 1624) stating that all nations should cooperate in making the airport safer for commuters.[7]

Despite efforts to increase security in airports, on March 8th, 2014 the global community witnessed Malaysian flight mH370 go “off the grid” taking 239 passengers with it. [2]  Airplanes are tracked with radar based technologies, and until recently these technologies have proven efficient for tracking shipping flights and international travel. In the disappearance of flight mH370, the radar based tracking devices exhibited faults of durability. ***“***The final message from the ACARS on board the Malaysian plane came at 01:07, and investigators believe the system was then deliberately shut down.”[2] The lack of security in this situation not only affects the 239 civilians aboard the missing flight but all future international air travel. The events describe support the further use of tracking devices as crucial security measures on all aircrafts.[5]

**III. Research Tips and Useful Sources**

When researching, consider the following. Does your country believe in right to privacy? Does your country’s government believe in monitoring and overseeing domestic and international affairs? Since every country has access to air travel, no country can rule this issue as insignificant. If your country is interested in the improvement of this technology, does it have access to the funds to do so? If not, who is responsible for economic dependence on this topic? When looking at websites, ask yourself “Is this a valid site?” and avoid personal sites with users. Use government or educational sites, even non profit sites (.gov, .mil, .edu, .org). Check out your assigned country’s websites by using country codes. Examples: .uk (United Kingdom), .af (afghanistan), .bz (Belize), .cn (China). Look for your country’s history on the issue, the present state of the problem, and your countries personal stance and plan of action for this issue. There are some useful links listed below.

* [www.tsa.gov](http://www.tsa.gov) (This site covers modern airport and aircraft security)
* <http://www.un.org/News/Press/docs/2005/sc8496.doc.htm> (This site covers the UN’s Security Council’s resolution againts terrorist attacks and conflicts)
* <http://aviation.globalincidentmap.com/> (This site depicts global aircraft incidents and accidents)
* <http://goes.gsfc.nasa.gov/text/web_country_codes.html> (This sire is a guide to country codes, on the web, to assist in research)
* <http://web.mit.edu/airlines/analysis/analysis_airline_industry.html> (This site emphasizes the global dependance on airtravel)

**IV. References**

[1] About ICAO." *The International Civil Aviation Organization*. United Nations, 2011. Web. 20 August. 2014. Received from: <http://www.icao.int/Pages/default.aspx>>

[2] BBC News, (March, 2014) , BBC: “How do you track a plane?”. Web. Received from: <http://www.bbc.com/news/world-asia-pacific-26544554>

## [3] Business Wire (April, 2014), SkyTrac Uses Satellite Technology to Track Aircraft Position. Web. Received from: <http://www.sys-con.com/node/3053748>

[4] Cherniakov, Mikhail. *Bistatic radar: emerging technology*. Chichester, England: John Wiley & Sons, 2008. Print

[5] Feng Gao, Qizhi Xu, and Bo Li,(August, 2013) “Aircraft Detection from VHR Images Based on Circle-Frequency Filter and Multilevel Features,” *The Scientific World Journal*, vol. 2013, Article ID 917928, 7 pages. Received from:<http://www.hindawi.com/journals/tswj/2013/917928/>>

[6] Mullen, J., Joseph, E., Smith-Spark, L. (2014, April 4). Flight 370: *Investigators still guessing as underwater search begins.* [*http://www.cnn.com/2014/04/03/world/asia/malaysia-airlines-plane/*](http://www.cnn.com/2014/04/03/world/asia/malaysia-airlines-plane/)>

[7] Security Council (2005, February 9). Resolution 1624: Enhanced steps to prevent armed conflict. United Nations, 2005. Web. Received from: <http://www.un.org/News/Press/docs/2005/sc8496.doc.htm>>

[8] Travel Effect (2013). *Travel Facts and Statistics.* U.S Travel Association. Web. 20 August, 2014. Received from: <http://www.ustravel.org/sites/default/files/page/2009/09/US_Travel_AnswerSheet_June_2014.pdf>>

**V. Notes**

The Chairs of General Assembly are excited to see the amazing material you delegates will be bringing to debate, and we have complete faith that you will all do great in assessing this prevalent topic! Don’t ever be afraid to speak or ask questions, and know that we are here to provide clarification and further details. Thank you so much for participating in MUNSA XIX and we are anticipating this wonderful experience! Go delegates!

-Ryan Crim, Iliana De La Rosa, Melani Ortega

Contacts:

rcrim7148@stu.neisd.net

idelarosa8686@stu.neisd.net

mortega8526@stu.neisd.net