

APPENDIX B
Report on Security Arrangements Affecting Airports and
Airlines in Canada
["Seaborn Report"]

Principal Recommendations
Of the Airport/Airline Security Report¹

1. The Department of Transport, Canadian Security Intelligence Service and the RCMP should ensure that they have the means to assess intelligence from all sources bearing on air security.
2. The Department should participate actively in the committee chaired by the Solicitor General's departmental officials to review terrorist threat assessments and to ensure that users receive the required intelligence in a timely and usable manner.
3. The Department of Transport, the air carriers and interested associations should co-operate closely in the development of the security management system.
4. A graduated, multi-level system of security, with appropriate security measures for each level, will help to ensure swift and coherent responses to developing threat situations.
5. Airline personnel should not be exempt from security procedures in enhance[d] and high threat cases.
6. The Department of Transport must ensure that persons or materials introduced into international airports from other airfields are subject to the security standards in force at the international airport concerned.
7. The Department of Transport, the RCMP and the air carriers must ensure that the employees of private security firms performing security functions at airports meet prescribed security standards.
8. It would be desirable for all Canadian airside employees and others with regular access to particularly sensitive areas of the airport and to aircraft to be subject to security and criminal indices checks as a condition of employment.

¹ Exhibit P-101 CAF0039, pp. 9-10.

9. All workers at airports and the travelling public should be made aware of the contribution they can make to maintain a high level of air security.
10. The Minister of Transport and his Deputy should be responsible for ensuring that there is effective operation of all air security systems regardless of who may actually work them.
11. Significant decisions respecting security levels should be taken by the airport manager, senior departmental officials or the Minister, depending on the situation.
12. The Solicitor General should consult with the provincial Attorneys General to ensure that for each airport there is a police force designated that has the resources necessary to respond to acts of terrorism.
13. The Solicitor General and the appropriate Attorney General should pre-designate a commanding police officer who will have line authority over all airport, airline and other federal/provincial/municipal bodies that are likely to be involved in a terrorist incident. Under the *Security Offences Act* there is a presumption that this would be a member of the RCMP. This office should report through an agreed-on chain of command to the Solicitor General.
14. The Minister of Transport, in consultation with the Solicitor General, should report annually to the Prime Minister on the adequacy of the security regulations, the effectiveness with which they are applied, and the existence at each airport of an up-to-date "war book" for use in managing the response to terrorist incidents.
15. The Solicitor General should satisfy himself that, in the event of a terrorist threat or act, he is in a position to provide overall direction to those responsible for handling the crisis and to receive and disseminate information concerning such an event. He should test the mechanisms in place for this and report his findings to the Prime Minister.