

**55th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Denarau Island, Nadi, Fiji
22 — 26 October 2018*

**AGENDA ITEM 5: AVIATION SECURITY AND
FACILITATION**

**COMBINED ACTION TEAM – AVIATION SECURITY
(APAC CAT-AVSEC) TECHNICAL ASSISTANCE MISSIONS**

Presented by the International Civil Aviation Organization

SUMMARY

Following on from the success of similar CAT Missions for Aviation Safety, initiated in APAC in 2016, the ICAO Regional Office would like to conduct a series of Combined Action Team – Aviation Security (CAT-AVSEC) technical assistance missions to APAC States. The objective of such missions would be to help to achieve the Aspirational Regional Targets as set out in the APAC Regional Roadmap for GAsEP (in line with Global Targets established in the GAsEP).

**COMBINED ACTION TEAM – AVIATION SECURITY (APAC CAT-AVSEC)
TECHNICAL ASSISTANCE MISSIONS**

1. INTRODUCTION

1.1 Recognizing the APAC Office has established a successful methodology and assistance concept and considering the positive results and benefits achieved in similar CAT Missions for Aviation Safety, there is justification to commence the ICAO APAC CAT-AVSEC Mission programme in Security to reaffirm ICAO's commitment to continue assistance to our Member States as part of the No Country Left Behind (NCLB) initiative.

1.2 The average Effective Implementation (EI) of Asia/Pacific (APAC) Region is 69.95% in accordance with the USAP second cycle and the USAP-CMA results as at 31 December 2017. Of the 39 Member States in the APAC region, 34 of them had been audited under USAP with the rest yet to be audited due to operational reasons. Of the audited States in APAC, 17 have an EI below 65% as of the time of their last USAP activity. As set out in the APAC Regional Roadmap for the Global Aviation Security Plan (GASeP), the Aspirational Regional Targets is to have 80% of APAC States reach above 65% EI by the year 2020.

1.3 This proposal for APAC Regional Office CAT-AVSEC Missions follows on from the success of similar CAT Missions for Aviation Safety, which was initiated in APAC in 2016. The CAT Missions for Aviation Safety have proven to be highly successful in enabling those States identified for such missions to raise their overall EI of the Safety CEs (a briefing note on the Asia Pacific Regional Office CAT Program for Safety is at Attachment 1 to this document). While there will be some necessary differences in selection criteria and mission methodology between the proposed CAT-AVSEC Missions and the APAC Regional Office CAT Program for Safety, the overall objectives and expected outcomes of the two variants of APAC CAT Missions would be largely equivalent.

2. OBJECTIVE

2.1 Visit and support APAC States to assist them with a view to:

A. enhancing States' regulatory aviation security oversight capabilities;

B. enhancing effective operational implementation of AVSEC measures and compliance with Annex 17 – Security Standards*;

*Results of A.& B. to translate to higher EIs values measurable during the next USAP-CMA activities for the States identified for CAT-AVSEC Missions.

C. To help to achieve Aspirational Regional Targets as set out in the APAC Regional Roadmap for the GASeP (in line with Global Targets established in the foreword to Appendix A of the GASeP)

- a) By 2020 80% of APAC States reach above 65% EI
- b) By 2023 90% of APAC States reach above 80% EI
- c) By 2030 100% of APAC States reach above 90% EI

3. SITUATIONAL ANALYSIS

3.1 The overall USAP-CMA EIs of APAC States and the common weakest deficiencies, together with the aspirational targets of the GAsEP and APAC Roadmap, are shown below in Figures 1, 2, 3 & 4.

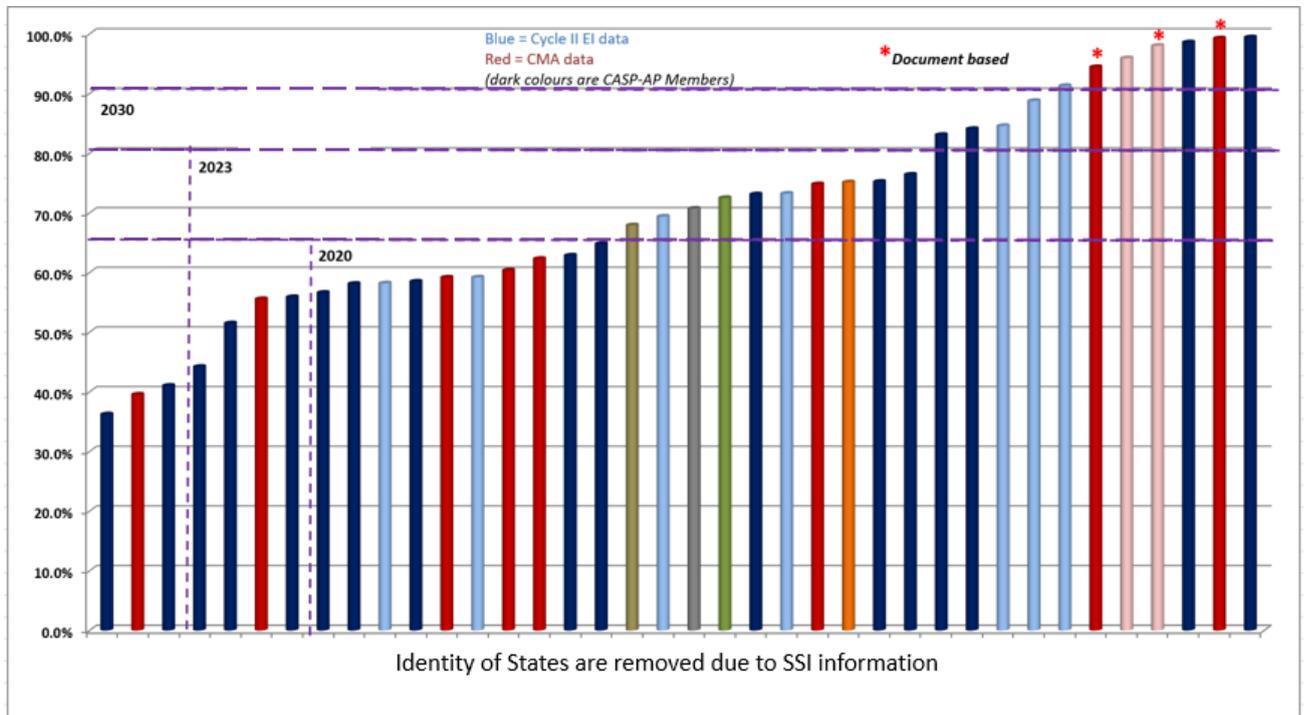


Figure 1 – Average EI of CEs of audited APAC States & GAsEP/APAC Roadmap Aspirational Targets

4. PROBLEM STATEMENT AND FUNDING

4.1 In accordance with the No Country Left Behind (NCLB) principle all APAC States are to be given every practicable opportunity and measure of support to enhance their regulatory AVSEC oversight capacity and to achieve enhanced levels of compliance with Annex 17 – Security Standards in order to meet the aspirational targets established in the GAsEP and Regional Roadmap (initially 80% of APAC States to obtain EI above 65% by 2020).

4.2 Due to the limited financial resources available to the ICAO APAC Regional Office, CAT-AVSEC missions would be proposed to be conducted on a cost-recovery basis and States could submit requests to the Regional Office for this purpose.

4.3 Priority for cost-recovery missions and scheduling would be given to States falling below 65% EI to increase the provision of capacity building assistance particularly in the areas of effective regulatory AVSEC oversight capabilities. Due to the specific challenges of the APAC Region, geographic location of certain States and the associated costs of travel has restricted the ability of the RO to deliver capacity building assistance to certain States.

4.4 APAC States will be considered for assistance utilizing a risk-based approach for prioritization based on key parameters similar to those established in ICAO DOC 9807 - USAP-CMA Manual and coordinated with all relevant entities (e.g. ICAO ISD-SEC, CASP-AP, Sponsor/Partner States, other sources of funding, etc.).

4.5 State's or Government Authorities usually make efforts to improve their aviation security oversight and operational systems including establishment of autonomous regulatory AVSEC oversight authorities and development of expertise within the oversight and operational areas. In the course of doing so, some States require additional assistance and encouragement to overcome barriers and obstacles within their national systems and externally. CAT-AVSEC missions will be designed to deliver sources of expertise and guidance particularly in relation to those critical elements of the States' aviation security oversight system where the State may be underperforming.

4.6 The level of EIs is a barometer of measuring States' capacity for AVSEC regulatory oversight system of the aviation security system. Without timely intervention by States and assistance from ICAO and other partners, deficiencies or a lack of EI of the Critical Elements of States' aviation security oversight systems may pose risks to aviation within the APAC Region in particular where air transport growth in the next few years is expected to reach unprecedented levels.

5. PROPOSED SOLUTION(s)

5.1 Combined Action Team - AVSEC (CAT-AVSEC) technical assistance missions will be selected and tailor-made to address AVSEC-related deficiencies in accordance primarily with USAP-CMA audit results but also taking into account other key parameters.

5.2 These proposed assistance missions will be primarily focusing on addressing the Critical Elements (CEs) of the respective States that fall below 65% EI as identified by the USAP audit results.

6. PLANNED SCHEDULE

6.1 A detailed schedule would be developed in close coordination with ICAO ISD/AVSEC, CASP-AP and any relevant Donor/Partners, taking into consideration the latest information on AVSEC status of States proposed for a CAT-AVSEC Mission.

7. RESOURCES

7.1 Due to the Sensitive Security Information (SSI) nature of aviation security and deficiencies identified by USAP audits, the proposed personnel for CAT-AVSEC assistance activities will normally come from a team of qualified ICAO personnel in the Regional Office.

7.2. However, with the consent of the State to be visited, qualified personnel from Donor/Partners may be considered for participation in CAT-AVSEC Missions. In addition, and dependent on the scope of the Mission, ICAO Headquarters AVSEC and/or FAL personnel may also participate.

8. EXPECTED OUTCOME

8.1 As part of the ICAO NCLB initiative, the APAC region require improvements on EIs of the States accredited to it, particularly to meet the initial GAsEP and APAC GAsEP Roadmap aspirational targets of having 80% of APAC States achieving an EI of above 65% by 2020. With improving Aviation Security being a Strategic Objective of the Organization, and established aspirational targets being set by the ICAO Council through the GAsEP, the proposed assistance missions would contribute to achieving this objective.

9. ACTION BY THE CONFERENCE

9.1 The Conference is invited to note the contents of the paper and urge:

- a) Contributor States/Organizations to support the initiative and provide funding and/or release relevant personnel to serve as short-term experts to participate in CAT-AVSEC Missions to eligible 3rd party APAC States; and
- b) Recipient States to consider the benefits to be derived from such missions and write to the ICAO APAC Office requesting for Combined Action Team – Aviation Security (CAT-AVSEC) technical assistance missions on a cost-recovery basis.

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